# **Attachments**

# **Council Meeting**

Monday 13 December 2021

9.1.1	Removal of	irn Road, BLACKBURN (LOT 3 LP 6149) – protected trees under the Significant Overlay, Schedule 2
	Attachment 1	Tree Removal Plans4
9.1.2	Planning So	Amendment C230 to the Whitehorse cheme: Rezoning of 490-500 Burwood ermont South
	Attachment 1	Proposed Amendment C230 - ARRB Site - Amendment Documentation
	Attachment 2	Planning Scheme Amendment Report (Tract,
	Attachment 3	October 2021)
	Attachment 4	• •
9.1.3	Suburban F Statement S	Rail Loop East: Environmental Effects ubmission
	Attachment 1	Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement
	Attachment 2	Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East
9.3.1	Quarterly P 2021	erformance Report July to September
	Attachment 1 Attachment 2	Quarterly Performance Report Q1 2021-22 353 Aqualink Proposal:Non-member 10 Pack 427
9.3.2	Whitehorse Complaints and Feedback Policy	
	Attachment 1	Whitehorse Complaints and Feedback Policy 2021430

# 9.3.4 Chief Executive Officer (CEO) Employment and Remuneration Policy

Attachment 1 CEO Employment and Remuneration Policy... 440

9.1.1 110 Blackburn Road, BLACKBURN (LOT 3 LP 6149) – Removal of protected trees under the Significant Landscape Overlay, Schedule 2

Attachment 1 Tree Removal Plans

# 9.1.1 – ATTACHMENT 1. Tree Removal Plans

LANDSCAPES BY DESIGN ABN 67097422449

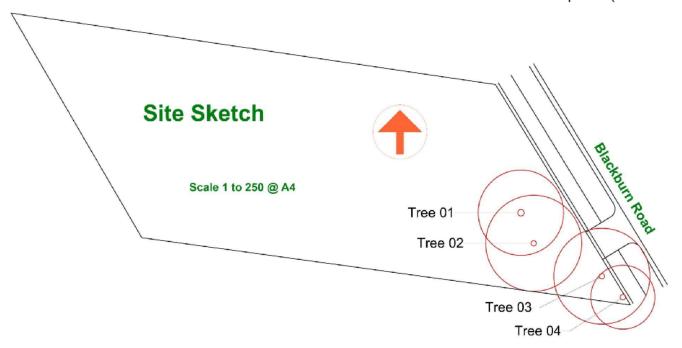
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Report 1 (9 November 2020)



Darrell Mcleod - Diploma of Horticulture Member - Australian Institute of Landscape Designers and Managers - AILDM - Diploma of Horticulture - Arboriculture

#### **Tree Removal Plans** 9.1.1 - ATTACHMENT 1.

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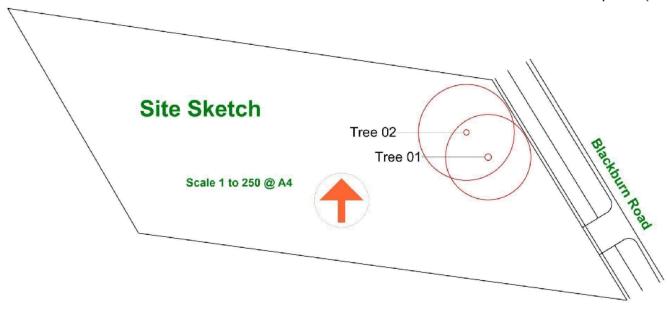
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3767

Report 2 (25 January 2021)



**Darrell Mcleod - Diploma of Horticulture** Member - Australian Institute of Landscape Designers and Managers - AILDM - Diploma of Horticulture - Arboriculture

9.1.2 Proposed Amendment C230 to the Whitehorse Planning Scheme: Rezoning of 490-500 Burwood Highway, Vermont South

Attachment 1 Proposed Amendment C230 - ARRB Site - Amendment Documentation

Attachment 2 Planning Scheme Amendment Report

(Tract, October 2021)

Attachment 3 Conservation Management Plan (Bryce

Raworth, February 2021)

Attachment 4 Arborist Report (Bluegum, August 2021)

Planning and Environment Act 1987

# WHITEHORSE PLANNING SCHEME AMENDMENT C230whse

# **EXPLANATORY REPORT**

# Who is the planning authority?

This proposed amendment has been prepared by the Whitehorse City Council, which is the planning authority for this amendment.

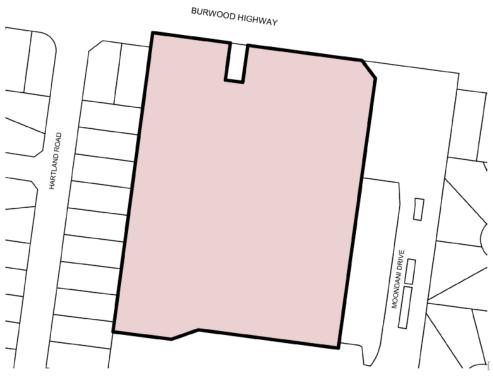
The proposed amendment has been made at the request of Tract, on behalf of the land owner.

#### Land affected by the amendment

The proposed amendment applies to the following three lots:

- 490-500 Burwood Highway, Vermont South;
- Flat 1/490-500 Burwood Highway, Vermont South;
- Flat 2/490-500 Burwood Highway, Vermont South.

The site is also known as the former Australian Road and Research Board (ARRB) site and is formally described as Lot 1 on Plan of Subdivision 518296N.



Map 1 Location of the amendment area.

# What the amendment does

The proposed amendment makes the following changes to the Whitehorse Planning Scheme.

- Amends the Local Planning Policy Framework at Clause 21.06 (Housing) my making slight changes to the map.
- Amends the Local Planning Policy Framework at Clause 22.03 (Residential Development) by making slight changes to the map.
- Rezone the amendment area from Public Use Zone Schedule 4 (PUZ4) to the Residential Growth Zone – Schedule 3 (RGZ3).
- Apply the Design and Development Overlay (Schedule 6) (DDO6) to all of the land.
- Apply the Significant Landscape Overlay (Schedule 10) (SLO10) to all of the land.
- Apply the Environmental Audit Overlay (EAO) to all of the land.
- Apply the Vegetation Protection Overlay (Schedule 5) (VPO5) to all of the land.
- Amends the Schedule to Clause 43.01 Heritage Overlay to include reference to the updated tatement of Significance, Former Australian Road and Research Board, 490-500 Burwood Highway, Vermont South – Statement of Significance (Whitehorse City Council, June 2021)
- Amends the Schedule to Clause 72.04 to incorporate the document, Former Australian Road and Research Board, 490-500 Burwood Highway, Vermont South – Statement of Significance (Whitehorse City Council, June 2021) and Statement of Tree Significance, 490-500 Burwood Highway, Vermont South (September 2021).

#### Strategic assessment of the amendment

#### Why is the amendment required?

The proposed Amendment rezones land in the PUZ4 that is no longer required for a public purpose. The land is now in private ownership and the PUZ4 has subsequently become redundant and does not enable use and development that is not in accordance with the transport purpose of the public land zone. Land in private ownership cannot remain in a PUZ. A change to the zoning of the Amendment land is required to enable its future use and development.

The proposed Amendment will facilitate the residential redevelopment of a strategic development site in a well serviced area of Vermont South that is close to an activity centre, public transport, public open space and the Tally Ho Business Park.

The new suite of planning controls will guide the transition of the site from a redundant PUZ4 to a residential land use which better aligns with the surrounding residential land uses and the nearby activity centre context.

The DDO will ensure any future development of the site respects the existing neighbourhood character by providing an appropriate transition at the interfaces with the established adjacent residential area, while also responding to the opportunities and constraints presented by the site.

The unique landscape character of the land will be preserved and enhanced through application of the SLO and VPO controls. The heritage features of the site will continue to be protected via an updated Statement of Significance that clearly outlines the significant and contributory elements of the heritage place.

The EAO is required to ensure any potential contamination on the land is identified and remediated prior to any sensitive use (including residential) occurring on the land.

#### How does the amendment implement the objectives of planning in Victoria?

The objectives of planning in Victoria are outlined at Section 4(1) of the *Planning and Environment Act* 1987. They include:

- a) To provide for the fair, orderly, economic and sustainable use, and development of land.
- c) To secure a pleasant, efficient and safe working, living and recreational Environment for all Victorians and visitors to Victoria.
- d) To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.
- g) To balance the present and future interest of all Victorians

The rezoning of the amendment area will replace a redundant zone with a new suite of planning controls that facilitate and guide the development of a residential community on the land (objective A).

The proposed controls will ensure that any future development on the site appropriately responds to the surrounding established residential area, protects significant vegetation, ensures the continued conservation of the significant heritage elements, and facilitates safe and pleasant residential development (objectives C and D).

The proposed amendment will enable additional housing in a well-serviced area of the municipality, thereby contributing to the growing demand for housing in the City of Whitehorse. The proposed controls will ensure that future development responds to the existing site constraints and interfaces to preserve the amenity of adjoining and nearby residents (objective G).

#### How does the amendment address any environmental, social and economic effects?

The proposed Amendment has been assessed against sections 12(2)(b) and (c) of the Act to consider the environmental, social and economic effects and whether or not the Amendment results in a net community benefit.

The proposed zone and overlay provisions will better align the planning controls with the environmental, landscape and heritage values of the site, ensuring that these attributes are given due regard in any future development proposal. The amendment will include application of the Environmental Audit Overlay (EAO), which will require remediation of any potential contamination prior to the commencement of sensitive uses on the site, including residential.

The proposed Amendment seeks to preserve the significant landscape and canopy tree characteristics of the site through the application of the SLO and VPO to assist in the retention and incorporation of existing and new vegetation in any future development, and contribute to urban cooling and greening.

The proposed amendment is expected to have positive economic and social effects by removing a redundant PUZ and applying a new set of planning controls that enable residential use and development in a well-serviced location that is in proximity to the Vermont South Shopping Centre, the Principal Public Transport Network and various other facilities and services. In this manner, the proposed Amendment will contribute to the achievement of 20-minute neighbourhoods in the municipality. Employment opportunities will be generated during the construction of any future development and expenditure of the new residential community will contribute to the economic viability of the nearby shopping centre.

#### Does the amendment address relevant bushfire risk?

The amendment will not result in any increase to the risk to life as a priority, property, community infrastructure and the natural environment from bushfire. The amendment land is not within a designated bushfire prone area. Bushfire risk is therefore not considered relevant to this amendment.

# Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

This proposed Amendment is consistent with the requirements of the *Ministerial Direction on the Form* and Content of Planning Schemes under section 7(5) of the Act.

Ministerial Direction No 1 - Potentially Contaminated Land

This Direction requires the planning authority to be satisfied that any land proposed for sensitive uses is free from potential contamination. It is proposed that an EAO be applied to the site as part of the Amendment to ensure that potentially contaminated land issues are addressed before development for a sensitive use occurs.

Ministerial Direction No. 9 Metropolitan Strategy

This Direction outlines the requirements of planning scheme amendments considering relevant directions or polices in Plan Melbourne 2017-2050, being the relevant Metropolitan Planning Strategy. The proposed Amendment supports the following policy directions of Plan Melbourne:

Policy 2.1.1 - Facilitate an increased percentage of new housing in established areas to create a
city of 20-minute neighbourhoods close to existing services, jobs and public transport. The
Amendment proposes to rezone redundant PUZ land for the potential supply of new housing
close to existing infrastructure in an accessible urban location that is close to a large
neighbourhood activity centre and public transport.

- Policy 2.1.4 provide certainty about the scale of growth in the suburbs. The proposed rezoning
  and application of overlay controls that specify requirements for future development, provide
  certainty regarding the extent and form of development envisaged for the Amendment land.
- Policy 2.2.3 support new housing in activity centres and other places that offer good access to
  jobs, services and public transport. The proposed Amendment facilitates the delivery of
  additional housing that will add diversity to housing choice in a location close to public transport,
  an activity centre and an employment precinct.
- Policy 2.4.2 Facilitate the remediation of contaminated land, particularly on sites in developed areas of Melbourne with potential for residential development. The proposed application of the EAO will ensure that any contaminated land is appropriately remediated prior to the commencement of residential development.
- Policy 4.4.1 Recognise the value of heritage when managing growth and change. The
  proposed Amendment ensures the longevity of the heritage place by facilitating its adaptive
  reuse, and enabling future growth and change in a manner that respects the significance of the
  heritage asset.
- Policy 5.1.1 Create mixed-use neighbourhoods at varying densities. The proposed Amendment will enable diversity in housing and opportunities for some non-residential uses in accordance with the RGZ.

Ministerial Direction No. 11 - Strategic Assessment of the Amendment

This Direction requires a comprehensive strategic evaluation of a planning scheme amendment. The requirements of this Direction are satisfied by using the assessment contained in this report for the proposed amendment documentation.

Ministerial Direction No. 15 - The Planning Scheme Amendment Process.

This Direction outlines the set times for completing the steps in the planning scheme amendment process. The Amendment will continue to comply with the requirements of this Direction.

# How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The PPF supports land use and development that takes advantage of existing infrastructure in established areas of Melbourne. Relevant policies include:

# Clause 11.02-2 - Supply of urban land

The proposed Amendment will increase the supply of housing in an existing urban area by rezoning underutilised land for higher density residential development.

# Clause 12.05-2S - Landscapes

The Amendment seeks to protect and enhance the significant vegetation and landscape character of the of the ARRB site by identifying and protecting outstanding tree specimens via a VPO control and through the application of a SLO to ensure that the landscape character is maintained and enhanced as the site transitions to a residential use

#### Clause 13.04-1S - Contaminated and potentially contaminated land

This policy seeks to ensure that contaminated and potentially contaminated land is used and developed safely and that any contamination is remediated before a site is used or developed for a sensitive use. Due to the nature of the past use of the site by ARRB and the various bitumen and concrete testing operations that occurred on the land, the Amendment proposes to apply the EAO to the site. This will ensure that remediation of any contaminated land occurs before the land is developed for residential use.

# Clause 15.01-1S - Urban design

This policy requires development to consider and respond to the local context and contribute to functional, enjoyable and safe urban environments that improve amenity. The proposed controls, and particularly the DDO schedule will require development proposals to respond to the landscape, built form and cultural context and respect existing elements of heritage significance.

#### Clause 15.01-3S - Subdivision design

This clause supports the creation of liveable and sustainable residential areas that are safe, attractive and diverse. The Amendment will facilitate a range of lot sizes to suit a variety of dwelling and household types, catering for differing needs and aspirations. The location of the site in a well-serviced area of Vermont South promotes sustainable lifestyles through reduced car dependency.

Clause 15.03-1S - Heritage conservation

Clause 15.03-1S provides a list of strategies to ensure the conservation of places of heritage significance. The Amendment will ensure the conservation of the heritage place, while also enabling adaptive reuse of a heritage building where the former use has become redundant. The built form requirements and building envelopes in the DDO6 ensure that an appropriate setting and context for the heritage place is maintained.

#### Clause 16.01-1R - Housing supply - Metropolitan Melbourne

This regional policy encourages the supply of new housing in proximity to neighbourhood activity centres with good access to public transport that assist in the delivery of 20-minute neighbourhoods. The proposed rezoning will facilitate the delivery of higher density forms of housing close to existing shops, services and public transport.

#### Clause 18.01-1S - Land use and transport planning

This policy seeks to "create a safe and sustainable transport system by integrating land use and transport". The Amendment site is located on a major road that is serviced by bus routes and a tram route which terminates approximately 120 metres from the site at the Vermont South shopping centre. This allows for access to the site by private vehicle, public transport and active transport, and integrates future land use with the surrounding uses and transport modes.

Rezoning of the land and the application of overlay controls will support the above policies by facilitating residential development on a well-located site that benefits from close proximity to a variety of services and facilities. The overlay controls will ensure that future development addresses the constraints and opportunities of the site, including the heritage elements and environmental features.

# How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The Amendment gives effect to several objectives under Clause 21 and Clause 22 of the Whitehorse Planning Scheme as summarised below.

#### Clause 21.05 Environment

This Clause acknowledges the natural, visual and built environment features that are significant to the municipality. In particular, tree preservation is noted as being "vitally important within the City". Key issues include the promotion of vegetation protection and regeneration, heritage protection, design excellence and visual amenity. As the site contains numerous large and significant canopy trees, it is important that the amendment promotes the protection and enhancement of this landscape quality. The proposed VPO recognises the three outstanding tree specimens on the site, while the SLO seeks to preserve the landscape character that is unique to this site.

# Clause 21.06 - Housing

#### Clause 21.06-1

This clause recognises that the municipality is under increasing pressure to accommodate more people who are attracted to the area, while also retaining the valued high-quality residential environment. The proposed Amendment nominates the site as a 'substantial change' area with opportunities for housing growth at increased densities on a site that can support a substantial number of new houses.

#### Clause 21 06-2 – Vision

The proposed Amendment seeks to meet the needs of future residents by promoting housing growth in locations within walking distance of public transport and local services such as shops, parks and education. The mix of townhouse and apartment style dwellings will increase the diversity of the housing mix, catering to a wide range of needs and lifestyle preferences. While the Amendment will facilitate new development, the overlay controls will ensure that the valued heritage character and landscape significance is preserved and sensitive interfaces appropriately managed.

# Clause 21.06-3 – Housing Location

The proposal aligns with substantial change area objectives and supports increased residential densities in a location with good access to public transport, services and facilities.

#### Clause 21.06-4 – Housing Diversity

The Amendment seeks to diversify the variety of hosing types within Vermont South by providing opportunities for townhouse and apartment dwelling styles.

- Clause 21.06-5 Housing Affordability
   The Amendment will facilitate a range of housing types and sizes that will provide opportunity for a diverse array of future residents.
- Clause 21.06 Housing design
   The proposed overlay controls seek to facilitate an appropriate design response in a substantial change area that contributes to the neighbourhood character while supporting additional bousing.

#### Clause 22.01 - Heritage and Building Precincts

The Amendment seeks to maintain and preserve the existing heritage place, allowing for its appropriate adaptive reuse, while also ensuring that new development on the site is sympathetic to the heritage fabric and context. The Amendment will update the Statement of Significance applying to the site, providing greater clarity on significant and contributory elements of the heritage place. Future planning permit applications will need to be supported by a Heritage Impact Assessment and management plan for the future conservation and reuse of the former administration building.

#### Clause 22.03 - Residential Development

Clause 22.03-2 Objectives includes numerous objectives around residential development in the municipality. These include, to ensure development contributes to the preferred neighbourhood character where specified, to ensure that new development does not detract from the natural environment and ecological systems, and to recognize the potential for change as a result of new social and economic conditions, changing housing preferences and state and local planning policies. The proposed rezoning will ensure any future development contributes to the neighbourhood character of the established residential area to the west, south and east. The proposed application of the DDO6 identifies design objectives and lists requirements around built form, landscaping and traffic and transport.

#### Clause 22.04 - Tree Conservation

The proposal seeks to retain high and medium value trees on the site and incorporate these into the future design response. Three outstanding tree specimens will be individually recognised under the VPO5, and the broader landscape character of the site will be retained and enhanced via the SLO10.

# Clause 22.10 - Environmentally Sustainable Development

The proposed Amendment supports Council's commitment to creating an environmentally sustainable city. The DDO6 requires the consideration of ESD principles and development that has the potential to attain a long-term, zero carbon outcome.

# How does the amendment support or implement the Municipal Planning Strategy?

The Whitehorse Planning Scheme does not contain a Municipal Planning Strategy at Clause 02.

# Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the Victorian Planning Provisions by utilising a zone (RGZ) that reflects the strategic redevelopment opportunity presented by the site. The current PUZ4 is no longer appropriate as the site is privately owned and the public use has ceased. Residential use and development cannot occur until the site has been rezoned.

The proposed rezoning to RGZ is consistent with Planning Practice Notes No. 90 *Planning for housing* (PPN90) and No. 91 *Using the residential zones* (PPN91). The Amendment area is consistent with the substantial change characteristics outlined in PPN90 by virtue of its large size, proximity to activity centres, public transport and employment precincts, and its ability to create a new built form character. While the site does have special heritage and landscape qualities, these aspects can be appropriately managed through the overlay controls proposed. In accordance with PPN91, the RGZ is the most appropriate zone to apply to areas identified for substantial change.

The amendment makes consequential changes to the Housing Framework Plan in Clause 21.06 to include the amendment land in a substantial change area, and to the Neighbourhood Character Precincts map at Clause 22.03, to include the amendment land in the Garden Suburban 7 precinct.

The application of the DDO6 assists in tailoring the built form outcome to the specific opportunities and constraints presented by the site, including the sensitive residential interfaces. In particular, the DDO6 provisions consider the appropriate extent and form of any future development and its relationship with

the heritage and landscape characteristics of the site. The DDO6 will allow for exemptions from notice and review of future applications for buildings and works that are located away from the sensitive site interfaces, provided the development does not exceed the preferred maximum building heights set out in DDO6.

The VPO and SLO controls recognise and manage the unique treed character of the site and original landscape themes of the former land use. This will ensure that significant trees and stands of trees are retained and incorporated into any future proposal, as well as guide new landscaping.

Application of the EAO over the entire site is appropriate given the former use of the site and the bitumen and concrete testing operations that were carried out on the land by ARRB.

The Heritage Overlay will be retained across the entire site, with an updated Statement of Significance providing greater clarity and direction regarding the various heritage elements on the land.

#### How does the amendment address the views of any relevant agency?

As part of the exhibition of the amendment, the views of relevant agencies and public authorities will be sought.

#### Does the amendment address relevant requirements of the Transport Integration Act 2010?

The amendment is considered to be consistent with the objectives of the Transport Integration Act 2010. It is not expected that the proposed amendment will have a discernible impact on the existing road network, nor will it compromise the safety or operation of the existing transport system.

The Amendment will be referred to the Department of Transport during the exhibition phase.

# Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

In the long term, the new planning provisions will have minimal impact on the resource and administrative costs of the Responsible Authority. However, to the extent that the Amendment will encourage new residential development, it is anticipated that in the short term there will be an increase in applications for planning permits.

#### Where you may inspect this amendment

The amendment can be inspected free of charge at the Whitehorse City Council website at www.whitehorse.vic.gov.au

The amendment is available for public inspection, free of charge, during office hours at the following places:

- Whitehorse City Council, Planning Counter, 397 Whitehorse Road, Nunawading
- Whitehorse City Council Service Centres at Box Hill Town Hall and Forest Hill Chase Shopping Centre:
- Libraries in the City of Whitehorse at Nunawading and Vermont South

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at <a href="https://www.planning.vic.gov.au/public-inspection.">www.planning.vic.gov.au/public-inspection.</a>

# Panel hearing dates

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

directions hearing: week beginning day/month/year

panel hearing: week beginning day/month/year

Anyone who has made a submission that has been referred to a Panel has an opportunity to be heard. All submitters will be formally advised in writing of any Directions or Panel Hearing and the date.

#### PRIVACY STATEMENT

Any personal information you may include in any submission to Council on the Amendment is collected for planning purposes in accordance with the Planning and Environment Act 1987. The public may view the submissions whilst the Amendment is being considered. In accordance with the "Improving Access to Planning Documents" Practice Note dated December 1999, a copy of your submission may be made available upon request. If you fail to provide this information your comments may not be considered. You may access this information by contacting Council on 9262 6303.

#### Planning and Environment Act 1987

#### WHITEHORSE PLANNING SCHEME

#### AMENDMENT C230

#### **INSTRUCTION SHEET**

The planning authority for this amendment is the Whitehorse City Council.

The Whitehorse Planning Scheme is amended as follows:

#### **Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of 5 attached map sheets.

#### Zoning Maps

 Amend Planning Scheme Map No.6 in the manner shown on the 1 attached map marked "Whitehorse Planning Scheme, Amendment C230whse".

#### Overlay)

- Amend Planning Scheme Map No.6DDO in the manner shown on the 1 attached map marked "Whitehorse Planning Scheme, Amendment C230whse".
- 3. Amend Planning Scheme Map No.6 (EAO) in the manner shown on the 1 attached map marked "Whitehorse Planning Scheme, Amendment C230whse".
- Amend Planning Scheme Map No.6 (SLO) in the manner shown on the 1 attached map marked "Whitehorse Planning Scheme, Amendment C230whse".
- Amend Planning Scheme Map No.6 (VPO) in the manner shown on the 1 attached map marked "Whitehorse Planning Scheme, Amendment C230whse".

# **Planning Scheme Ordinance**

The Planning Scheme Ordinance is amended as follows:

- In Local Planning Policy Framework replace Clause 21.06 with a new Clause 21.06 in the form of the attached document.
- In Local Planning Policy Framework replace Clause 22.03 with a new Clause 22.03 in the form of the attached document.
- 8. In **Overlays** Clause 42.02, replace Schedule 5 with a new Schedule 5 in the form of the attached document.
- 9. In **Overlays** Clause 42.03, insert a new Schedule 10 in the form of the attached document.
- In Overlays Clause 43.01, replace the Schedule with a new Schedule in the form of the attached document
- 11. In Overlays Clause 43.02, insert a new Schedule 6 in the form of the attached document.

12. In **Operational Provisions** – Clause 72.08, replace the Schedule with a new Schedule in the form of the attached document

End of document

#### 9.1.2 - ATTACHMENT 1.

# Proposed Amendment C230 - ARRB Site - Amendment Documentation

#### WHITEHORSE PLANNING SCHEME

21.06 14/07/2016 C177 21.06-1

#### HOUSING

14/07/2016 C177

#### Overview

The City of Whitehorse is a middle ring municipality providing housing for a wide range of household types, ages and cultural groups. In general, the population is slightly older than the metropolitan average, indicating an ageing population, however the majority of households are families with or without children. The types of residential development in the City vary between medium rise apartment buildings around Box Hill metropolitan activity centre, small unit developments in areas with good access to public transport and amenities, and standard detached dwellings in the majority of the residential areas.

The City of Whitehorse is under increased pressure to accommodate more people who are attracted to the area due to its strategic location, high amenity residential areas and quality services and facilities. The community is concerned about maintaining the high quality residential environment and ensuring that areas of environmental, heritage or special character are protected as the City's population grows. The municipality's leafy character is particularly valued, strengthened by the presence of quality canopy trees and other native and exotic vegetation. Trees and vegetation are considered one of the most significant determinants of neighbourhood character in the municipality, and therefore tree preservation and regeneration is of vital importance if the character of residential areas is to be maintained and enhanced.

Change and growth in urban areas with good public transport access can occur while contributing to the City's valued neighbourhood character. Areas such as the Box Hill metropolitan activity centre are able to accommodate increased housing growth in an urban setting while providing high levels of amenity for residents.

The Council's *Housing Strategy 2014* identifies areas of substantial, natural and limited growth. These categories of housing change are aligned with the neighbourhood character statements prepared for each area as part of the *Neighbourhood Character Study 2014* and the planning controls applying to the land. These statements and controls aim to direct housing growth across the municipality in a way which reflects the community's neighbourhood character aspirations, while balancing the future housing needs of Whitehorse. They are described as follows:

- Substantial Change areas provide for housing growth with increased densities, including inside
  designated structure plan boundaries and opportunity areas, in accordance with the relevant
  plans as well as around most train stations, adjoining tram routes and around larger activity
  centres.
- Natural Change areas allow for modest housing growth and a variety of housing types provided they achieve the preferred future neighbourhood character as identified in Clause 22.03 – Residential Development.
- Limited Change areas enable specific characteristics of the neighbourhood, environment or landscape to be protected through greater control over new housing development. These areas represent the lowest degree of intended residential growth in Whitehorse.

In addition, there are a number of identified "strategic redevelopment sites" in the City, plus opportunities within the Box Hill Metropolitan Activity Centre and in other Activity Centres for residential growth.

The Neighbourhood Character Study 2014 further defines the preferred future character of precincts within the City. Council agrees with the concern within the community that poorly designed residential development is eroding the character and quality of some residential areas. Based on the Neighbourhood Character Study 2014, residential areas have been identified as being within precincts of the following neighbourhood character types:

- · Garden Suburban Area.
- Bush Suburban Area.
- Bush Environment.

Page 1 of 8

#### WHITEHORSE PLANNING SCHEME

Council will use the three categories of change and the identified character types to supplement 'ResCode' to encourage high quality development design that is responsive to the site constraints and opportunities whilst making a positive contribution to neighbourhood character.

The City also needs to respond to issues of housing affordability and promote environmentally sustainable development. Sustainable and well-designed housing can improve affordability over the long term, and contribute to the preferred neighbourhood character of residential areas. Non-residential uses in residential areas continue to require monitoring and control to ensure that amenity issues are managed.

#### 21.06-2 14/10/2014 C160

#### Vision

The vision for housing in the City is "To ensure that housing in the City of Whitehorse meets residents' needs in terms of location, diversity, sustainability, accessibility, affordability and good design." There are a number of key challenges facing the City of Whitehorse in relation to housing. These are:

- Accommodating an additional 12,997 dwellings to house the projected population growth in the City to 2036.
- Ensuring established residential areas continue to play an important role in providing additional housing.
- Ensuring activity centres can accommodate additional housing growth and are the focus of
  increased housing and employment densities, public transport and service provision. Each
  activity centre in Whitehorse has a different level of capacity and is equipped in different ways
  to support increased housing density.
- Preserving areas of valued character and vegetation or landscape significance.
- Better utilising transport corridors including train and tram routes for medium and higher density housing.
- The pressure of higher property prices on housing affordability and the type of dwellings constructed due to Whitehorse's attractive leafy character, dominance of detached dwellings and locational attributes.
- A higher demand for private rental housing, a proportion of which will need to be affordable
  to low income tenants.
- A higher proportion of lone person households may require smaller housing types including town houses, units and apartments. However in some instances, these housing types are more costly to buy or rent than older housing stock, and can contribute to housing affordability problems.
- The provision of specific assistance to access appropriate accommodation for new and first generation migrant populations in suitable locations.
- The need to provide more accommodation for students, and accommodation which better meets
  their needs in terms of quality and affordability in areas near Deakin University Burwood
  Campus and Box Hill Institute of TAFE.
- The need to develop or implement Structure Plans with objectives to improve housing affordability and special needs housing opportunities in activity centres.

#### **Key Housing Principles**

- Develop housing in Whitehorse that shapes the City's urban structure to support environmental
  and social sustainability, resilience and the health and well being of residents.
- Encourage housing that supports preferred neighbourhood character objectives and urban design aspirations for the City.

Page 2 of 8

#### WHITEHORSE PLANNING SCHEME

- Promote housing growth and diversity in locations within walking distance of public transport and local services such as shops, parks and education.
- Limit residential growth in areas of valued landscape or built form character, and/or with infrastructure limitations.
- Support the housing directions of existing and future adopted Structure Plans and Urban Design Frameworks for activity centres.
- Provide a mix of housing that meets the life stage and cultural needs of residents.
- Ensure housing in substantial change areas is designed to achieve and enhance sense of place and identity, and facilitate neighbourhood participation.
- Support environmentally sustainable building, design and innovation in new housing development.
- Advocate for increases in affordable and social housing stock.

# 21.06-3 Housing Location

30/07/2020 C219whse

# Key Issues

- Encouraging appropriate residential development within the municipality's established network
  of activity centres.
- Providing appropriate housing growth in locations with potential amenity considerations (eg. sensitive interfaces, rail corridors, tram lines, main roads).
- Ensuring timely provision of infrastructure and public realm improvements to support the growth of the municipality.
- Encouraging housing in locations with good access to public transport and services, which can
  minimise demand on the road network and better target the delivery of community and physical
  infrastructure and services.

# Objectives

# Limited Change Areas

- Conserve and enhance those elements which contribute to the valued environmental, heritage
  and neighbourhood character of the place.
- Ensure new development protects and reinforces the environmental, heritage values and / or preferred future neighbourhood character of the area.
- Ensure new development mainly takes the form of renovations to existing houses, replacement
  of single dwellings with new dwellings and some limited medium density development.

# Natural Change Areas

- Support increased housing choice by allowing for a diversity of dwelling types, sizes and tenures.
- Ensure new development contributes to the preferred neighbourhood character of the precinct.
- Encourage new development applications to include landscape guidelines that show how the enhancement or retention of existing vegetation where possible will be achieved, at the outset of the design process.

# Substantial Change Areas

- Support increased residential densities.
- Support increased housing choice by allowing for a diversity of dwelling types, sizes and tenures
  to suit a range of household types.

Page 3 of 8

#### WHITEHORSE PLANNING SCHEME

- Facilitate achieving a new, preferred character for these areas over time through quality developments.
- Support the master planning of larger sites to facilitate the development of diverse, high amenity
  precincts which have an identifiable sense of place.
- Encourage the provision of shop-top dwellings and low scale apartment developments in activity centres, particularly within key Neighbourhood Activity Centres and on sites abutting the Principal Public Transport Network and main roads.
- Provide space for planting, communal spaces and rooftop gardens to improve the amenity and liveability of dwellings.

#### Strategies

 Council will assess new applications for dwellings and subdivisions against the relevant objectives, strategies and preferred character statements as specified in Clause 22.03 – Residential Development and in the Whitehorse Neighbourhood Character Study 2014.

#### Implementation

- Specify built form and landscape expectations for the three categories of change and the identified neighbourhood character precincts within Clause 22.03 – Residential Development.
- Zone residential areas identified for Limited Change to Neighbourhood Residential Zone.
- Zone residential areas identified for Natural Change to General Residential Zone.
- Zone residential areas identified for Substantial Change to General Residential or Residential Growth Zone as appropriate.
- Apply a Significant Landscape Overlay or Neighbourhood Character Overlay to areas of significant neighbourhood character or landscape.
- Apply the Heritage Overlay to buildings, structures and natural features of historical significance.
- Apply a Development Plan Overlay or Design and Development Overlay to guide the design and built form of new development as appropriate.

#### 21.06-4 14/10/2014 C160

# **Housing Diversity**

# Key Issues

- Meeting the continuing high demand for private rental accommodation, which puts pressure
  on housing affordability.
- Providing high quality and accessible housing to meet the needs of the students that will continue
  to be attracted to Deakin University Burwood Campus and Box Hill Institute of TAFE and will
  require housing with high quality accessibility and services.
- Improving access to the housing market for the City's large proportion of first and second
  generation residents from non English speaking backgrounds, many of whom currently
  experience barriers inhibiting their entry to the market.
- Encouraging a broader range of housing types to meet the differing needs of the future population through the lifecycle.

#### Objectives

- Diversify the variety of housing types in the City of Whitehorse.
- Provide housing that meets the specialised requirements of particular residents.
- Monitor housing development trends and engage with relevant stakeholders.

Page 4 of 8

#### WHITEHORSE PLANNING SCHEME

#### Strategies

- Promote activity centres with high accessibility that offer a range of services and provide a high level of amenity to residents as key locations for housing diversity.
- Support the renovation and redevelopment of single houses in Limited Change Areas as a means
  of providing accommodation for larger household types and choice for other households.
- Encourage appropriate student housing close to the university campuses in a form that respects
  the existing or preferred character of the area.

#### 21.06-5 14/10/2014 C160

#### Housing Affordability

#### **Key Issues**

- Meeting an increasing demand for more affordable housing across the municipality.
- Ensuring student housing is consistent with the location and design requirements of Council Policy.

#### Objectives

- To increase the supply and distribution of affordable housing in the City of Whitehorse.
- · To reduce housing stress in the City of Whitehorse.

#### Strategies

 Continue to identify opportunities for affordable housing in designated structure plans including specific location, localised need and design, and incentives for developers.

## 21.06-6

#### **Housing Design**

#### 14/10/2014 C160

# Key Issues

- Ensuring new developments do not result in a loss of the existing vegetation coverage and tree canopy.
- Encouraging appropriate development within the municipality's established areas.
- Maintaining the preferred neighbourhood character of Limited Change Areas.
- Providing adequate space for substantial vegetation in Limited and Natural Change Areas.
- Strengthening and improving the preferred neighbourhood character in Natural Change Areas.
- Creating a valued and identifiable sense of place in Substantial Change Areas and providing an appropriate design response in locations with potential to support additional housing.
- Ensuring new developments adjoining or close to environmentally significant and sensitive areas are carefully and respectfully designed.
- Ensuring that physical and community infrastructure is adequate and maintained at a standard to meet the future demand.
- Encouraging private sector provision of housing that improves the environmental performance
  of the municipality and minimises ongoing running costs for the residents.
- Encouraging continued improvement in housing design for better functionality, universal access
  and adaptability to improve access for people with mobility or other physical limitations and
  to lessen future costs in modifications to meet the current or future occupants' needs.

## Objectives

- To enhance the design quality and character of residential development.
- To build resilience in the City's housing stock to the impacts of climate change.

Page 5 of 8

#### WHITEHORSE PLANNING SCHEME

- To improve the environmental performance of new and existing housing.
- To protect environmentally sensitive areas from inappropriate development.
- To encourage the provision of well designed, adaptable and accessible housing.

#### Strategies

- Amend the Municipal Strategic Statement to provide policy support for improving the design quality of residential development in the municipality.
- Implement the Neighbourhood Character Precinct Brochures with Preferred Character Statements and Design Guidelines to provide guidance and support for future residential development and assessments.
- Investigate two identified precincts for potential additional controls:
  - Precinct Garden Suburban 16 (GS16), which requires detailed survey and analysis to determine its suitability for Neighbourhood Character or Heritage Overlay controls; and
  - Precinct Bush Suburban 9 (BS9), which includes several areas that may be suitable for further Significant Landscape Overlay controls.
- Investigate other precincts for potential additional controls, utilising the Neighbourhood Character Overlay, Heritage Overlay and Significant Landscape Overlay, as appropriate.
- Prepare and adopt design guidelines for identified opportunity sites to ensure their redevelopment
  positively contributes to their surrounding context, provides high quality and innovative building
  design and facilitates high levels of residential amenity for new and adjoining residents.
- Encourage and promote examples of housing design that enable future adaptation or modify
  existing dwellings to meet changing needs with minimal current or future expense.
- Promote the use of the Liveable Housing Design Guidelines to new home owners and developers.

#### 21.06-7 14/10/2014 C160

#### Non-Residential Uses

#### **Key Issues**

- Ensuring non-residential uses are designed in a way that integrates these uses and their built form into their residential environments and that there is no detriment to the community or the surrounding residential amenity.
- Ensuring that residential activity in non-residential areas is mindful of a lower expectation of amenity protection than in a residential area.

#### Objectives

- To ensure buildings for non-residential uses are designed to integrate with and respect the surrounding neighbourhood character.
- To ensure that non-residential uses do not cause detriment to the community or the amenity of the surrounding residential area.
- To ensure residential developments in areas where non-residential activity is encouraged are
  designed to ameliorate the potential impact of non-residential activity in the vicinity.

#### Strategies

- Implement policy to direct non-residential uses to appropriate locations, and provide parameters for their operation.
- Apply the Neighbourhood Character Precinct Brochures with Preferred Character Statements and Design Guidelines to provide guidance for future non-residential development in residential areas and assessments.

Page 6 of 8

#### 9.1.2 - ATTACHMENT 1.

# Proposed Amendment C230 - ARRB Site - Amendment Documentation

#### WHITEHORSE PLANNING SCHEME

#### 21.06-8 14/10/2014 C160

#### Policy and the exercise of discretion

It is policy to:

- Ensure that all development applications comply with the Residential Development Policy at Clause 22.03.
- Ensure that all development applications are assessed in accordance with the Residential Development Policy at Clause 22.03.
- Ensure that all non residential use and development applications within a residential zone
  comply with the Non-Residential Uses in Residential Areas Policy at Clause 22.05.
- Require that landscape buffers between commercial parking areas and abutting residential
  properties be of suitable size and dimensions to provide for a range of screening vegetation
  and upper canopy trees.
- Ensure that all new applications for gaming machines or gaming venues comply with the Gaming Policy at Clause 22.18.
- Use local planning policy to manage student accommodation in accordance with the Student Accommodation Policy at Clause 22.14.

#### 21.06-9 \_2\_3/\_12/20 2\_0 C230whseGC

# Reference documents

D 77:17 = 11.011

Box Hill Transit City Activity Centre Structure Plan June 2007

Burwood Heights Activity Centre Structure Plan, June 2006

Burwood Village Neighbourhood Activity Framework Plan, May 2008

City of Whitehorse Landscape Guidelines, 2012

City of Whitehorse Responsible Gambling Policy, 2011

Flora, fauna and habitat hectare assessment of 15 Virgillia Street Blackburn North Victoria, Biosis Research, April 2008

Guidelines for Areas of Special Significance and Beauty

KLM, Neighbourhood Character Study Review Of Areas 14 and 16, February 2004

Liveable Housing Design Guidelines

MegaMile (west) and Blackburn Activity Centres Urban Design Framework, July 2010 Nunawading/MegaMile Major Activity Centre and Mitcham Neighbourhood Activity Centre Structure Plan, April 2008

Review of Neighbourhood Character Implementation Recommendations, Part 2 Review Areas, July 2004

Review of Three Precincts in Character Areas 16 & 18, May 2008

Tally Ho Major Activity Centre Urban Design Framework, 2007

Tally Ho Activity Centre Urban Design and Landscape Guidelines, 2013

Walker Estate Special Character Area Urban Character Study, May 1999

Whitehorse Housing Strategy, 2014

Whitehorse Neighbourhood Character Study, 2014

Whitehorse Neighbourhood Activity Centre Urban Design Guidelines, 2014

131 Central Road, Nunawading: Vegetation Assessment by Stephen Mueck, Biosis (November 2007)

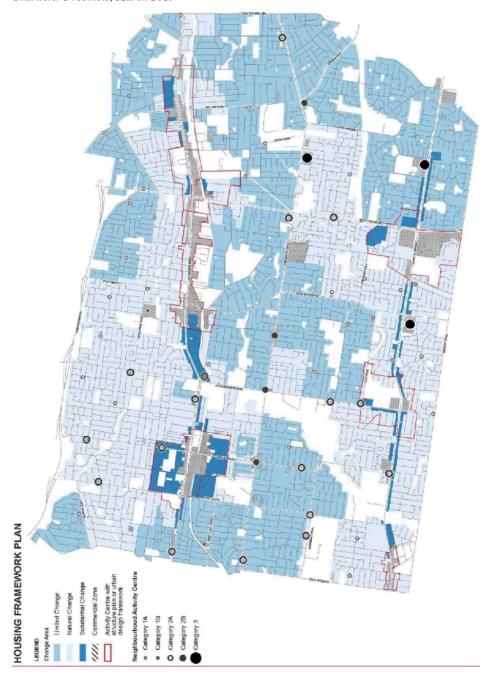
Municipal Wide Tree Study Discussion Paper, March 2016

Municipal Wide Tree Study Options and Recommendations Report, June 2016

Page 7 of 8

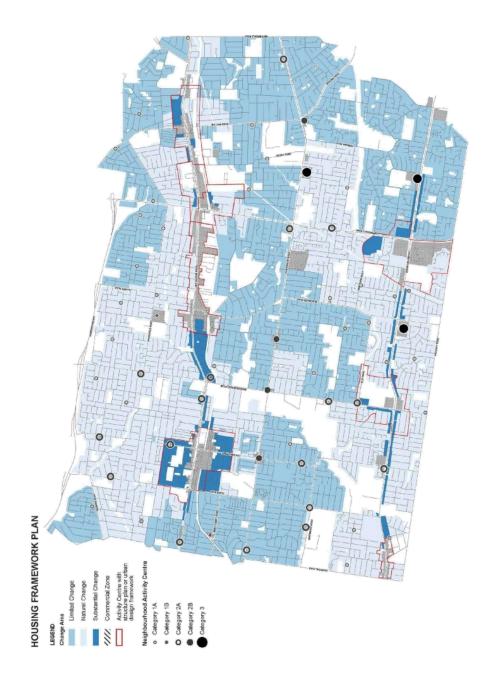
# WHITEHORSE PLANNING SCHEME

Municipal Wide Tree Study Part 2: Additional Analysis in Garden Suburban and Bush Suburban Character Precincts, March 2019



Page 8 of 8

# WHITEHORSE PLANNING SCHEME



#### WHITEHORSE PLANNING SCHEME

# 22.03

#### RESIDENTIAL DEVELOPMENT

14/10/2014 C160

This policy applies to all applications for development within the Neighbourhood Residential, General Residential, Residential Growth, Mixed Use and Priority Development Zones. Development of land in these zones will need to demonstrate consistency with the attached Neighbourhood Character Precincts map (Map 1).

This policy will be used to supplement the neighbourhood character and residential policy requirements of Clauses 54, 55 and 56.

# 22.03-1

# Policy basis

14/10/2014 C160

The importance of residential development within the City of Whitehorse is set out in the Municipal Strategic Statement (MSS).

This policy:

- Builds on the MSS objectives in Clause 21.06 Housing relating to maintaining and enhancing the character of the City's residential areas.
- Ensures that residential development within the City of Whitehorse is consistent with the three
  categories of housing change and the housing objectives of Clause 21.06 Housing.
- Specifies the preferred built form, landscape and neighbourhood character sought by Council
  and the community for each of the Character Precincts within the City of Whitehorse.
- Builds on the MSS objectives in Clause 21.05 Environment relating to ensuring that
  development is of high quality and compatible with the character and appearance of the area
  and providing adequate open space and landscaping for new development.

#### 22.03-2

#### Objectives

14/10/2014 C160

- To ensure that residential development within the City of Whitehorse is consistent with the built form envisaged for the three categories of housing change, those being limited, natural and substantial change.
- To ensure development contributes to the preferred neighbourhood character where specified.
- To provide certainty to the community about the areas targeted for and protected from increased development.
- To ensure that new development minimises the loss of trees and vegetation.
- To ensure that new development does not detract from the natural environment and ecological systems.
- To ensure that new development provides adequate vegetation and gardens consistent with the preferred neighbourhood character.
- To recognise the potential for change as a result of new social and economic conditions, changing housing preferences and State and local planning policies.
- To accommodate the population increases in the municipality in the areas identified as being able to sustain higher density based on environmental and infrastructure considerations.
- To recognise that areas of substantial and natural change will make a significant contribution to increases in housing stock.
- To facilitate development in areas of substantial change.
- To limit dwelling densities in the limited change areas identified as having either character, heritage, environmental or infrastructure constraints.

Page 1 of 12

#### WHITEHORSE PLANNING SCHEME

# 22.03-3

#### Policy

14/10/2014 C160

It is policy that:

Council will assess new applications for dwellings and subdivisions against the relevant objectives and strategies for the three categories of housing change, as identified in Clause 21.06 – Housing and detailed below in Clause 22.03-4.

Council will ensure that the Preferred Character Statements specified in Clause 22.03-5 and relevant precinct guidelines within the *Whitehorse Neighbourhood Character Study 2014* will be applied to all applications for dwellings and subdivisions in the specified Character Area, Institutional or other large strategic development sites.

#### 22.03-4

# Categories of Housing Change

14/10/2014 C160

#### Strategies for Limited Change Areas

- Ensure residential development is of a scale, form and character that is consistent with the surrounding area, and will predominantly comprise:
  - Detached dwellings
  - Semi-detached dwellings
- Provide some diversity of dwelling sizes and tenures, including affordable housing, where feasible.
- Ensure the scale and appearance of new housing respects the appearance of surrounding development and the environmental, heritage and neighbourhood character values of the area.
- Encourage the retention of older dwellings in areas where these buildings dominate, and limit new development to two dwellings per lot.

#### Strategies for Natural Change Areas

- Encourage low and medium density housing in the following forms:
  - Detached houses.
  - Semi-detached dwellings, townhouses, row or terrace houses.
  - Units or townhouses.
- Support new medium density developments in Natural Change Areas that:
  - contribute to the preferred neighbourhood character for the location.
  - provide a sensitive and appropriate interface with adjoining streetscapes, buildings and residential areas.
- Provide a range of dwelling types, sizes and tenures, including affordable housing, in larger developments.
- Locate medium density housing, in the form of townhouses or units, close to transport, activity
  centres and community infrastructure.
- Ensure that the siting and design of new dwellings is respectful of surrounding development.
- Ensure buildings interfacing sensitive areas and uses in natural change areas are of a scale and
  massing appropriate to the character and scale of their context.
- Consider the retention of older dwellings in areas where these buildings dominate.

#### Strategies for Substantial Change Areas

Encourage the following forms of housing in Substantial Change areas:

Page 2 of 12

#### WHITEHORSE PLANNING SCHEME

- Townhouses.
- Units.
- Flats and apartments.
- Shop-top dwellings and low scale apartment developments in activity centres:
  - Are encouraged at locations within key Neighbourhood Activity Centres identified in Schedule 4 to the Design and Development Overlay and in designated areas abutting the Principal Public Transport Network and main roads.
  - Should provide a sensitive and appropriate interface to adjoining streetscapes, buildings and residential areas.
- . Locate new development in the form of flats and apartments in Substantial Change Areas only.
- Provide a range of dwelling types, sizes and tenures, including affordable housing, in larger developments.
- Ensure buildings interfacing sensitive areas and uses have a scale and massing appropriate to the character and scale of their context.
- Create a new, higher density urban character in areas located away from sensitive interfaces.
- Prioritise works to improve the appearance, function and safety of the public realm in locations subject to the greatest increase in residential density.
- In new street layout, add to and extend the pattern of surrounding streets, and provide convenient, safe and frequent pedestrian connections into surrounding areas.
- Ensure streets and other spaces are designed and managed as public spaces with unconstrained access, with high quality and durable finishes.
- Ensure new development provides space for planting, communal spaces and rooftop gardens
  to improve the amenity and liveability of dwellings.
- Ensure adequate infrastructure is in place to support substantial change areas.

#### 22.03-5 14/10/2014 C160

#### **Preferred Character Statements**

#### **Bush Environment**

The streetscapes will be dominated by vegetation with subservient buildings frequently hidden from view behind vegetation and tall trees. The buildings will nestle into the topography of the landscape and be surrounded by bush-like native and indigenous gardens, including large indigenous trees in the private and public domains.

Buildings and hard surfaces will occupy a very low proportion of the site. They will be sited to reflect the prevailing front, rear and side setbacks. The larger rear setbacks will accommodate substantial vegetation including large canopy trees. The bushy environs are complemented by street trees and a lack of front fencing. Properties abutting and close to creeks and lake environs will contain more indigenous trees and shrubs that act in part as wildlife corridors.

This precinct is identified for the lowest scale of intended residential growth in Whitehorse (Limited Change area) and the preservation of its significant landscape character and environmental integrity is the highest priority.

#### Bush Suburban 1

Dwellings will be dominated by the vegetated surrounds and sit within the landscape. While often visible from the street, buildings will not dominate the streetscape or penetrate the predominant tree canopy height and will fit within the contours of the site. The established pattern of front and side setbacks will be maintained, allowing sufficient space for retention, planting and growth of trees. All redeveloped properties within the area will contribute to the bushy landscape character

Page 3 of 12

#### WHITEHORSE PLANNING SCHEME

of the public realm, incorporating large native / indigenous canopy trees and vegetation. The vegetated character of the streetscape will be complemented by the absence of front fencing, or low open style front fences, allowing views into private gardens.

#### **Bush Suburban 2**

The area will retain its classic bush suburban characteristics of low scale, pitched-roof dwellings set in spacious garden settings. The defined pattern of regular front setbacks and side setbacks from at least one side boundary will be maintained, allowing sufficient space for planting and growth of new vegetation. New buildings and additions will appear regular from the street and will be set back at upper levels to allow views between dwellings.

Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens. The landscape character of the area will be enhanced through the planting and growth of new vegetation, including large shrubs and tall canopy trees.

Areas with good access to train stations will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

#### **Bush Suburban 3**

The low scale, pitched roof dwellings will sit within established garden settings that contain substantial vegetation including native and exotic canopy trees. The dominance of remnant indigenous eucalypts is retained and enhanced.

Properties abutting or situated close to Gardiners Creek, the Blackburn Creeklands and Wurrundjeri Walk, or with interface to Bush Environment areas will contain substantial vegetation, and development will be sited so that the overall visibility of buildings is minimised when viewed from the open space corridors.

New buildings will occasionally be built to one side boundary, however the rhythm of dwelling spacing appears regular from the street. In areas where timber predominates, new buildings utilise complementary materials. The impression of the streetscape will be of informality and openness due to a frequent lack of front fencing or low, unobtrusive fences, and the landscaped setting.

The landscape character of the area will be enhanced through the planting and growth of new vegetation, including large shrubs and tall canopy trees.

#### Bush Suburban 4

The dwellings will sit within established bushy garden settings, comprising large canopy trees and extensive native planting. The buildings are often partially hidden by vegetation and, while evident in the streetscape vista, do not dominate the streetscape. Large native and some exotic trees on public and private land provide a backdrop of vegetation, visible between and behind dwellings. Front fences are either not provided or are low, contributing to an informal and vegetation fringed streetscape. Properties abutting and close to the parklands (Heatherdale Reserve, Simpson Park and Melbourne Water pipe reserve) will contain more trees that complement the park landscape and contribute to the overall tree canopy.

Areas around Mitcham station and the MegaMile Activity Centre will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

#### **Bush Suburban 5**

Modest, low scale dwellings sit within well-established garden settings, including substantial native shrubs and tall canopy trees. Generous sized front and side setbacks will be maintained, allowing sufficient space for the continued planting and growth of new vegetation. The spaciousness of the area will be further complemented by the absence of front fencing, or low open style front fences, allowing views into front gardens. Properties abutting and close to parklands and the Koonung

Page 4 of 12

#### WHITEHORSE PLANNING SCHEME

Creek Trail will reflect and contribute to the landscape character of the creek corridor, incorporating large canopy trees and native vegetation. Street trees further contribute to the vegetation dominated character of the area.

#### **Bush Suburban 6**

The mixed, low scale dwelling styles will be set within established, largely exotic garden settings. Generous front, side and rear setbacks will provide space for large trees and shrubs that dominate the streetscape and provide a backdrop to most properties. While occasionally visible from the street, new buildings will sit well below the tree canopy height and will be set back at upper levels. The large street trees will continue to provide an important contribution to the vegetation dominated streetscapes.

#### **Bush Suburban 7**

The modest dwellings will sit within established bushy garden settings that contain substantial vegetation, including large trees. Buildings will continue to be partially hidden behind vegetation, and adhere to the regular setback patterns of the street. The streetscape will retain an informal character due to the lack of front fencing and dominant landscape surroundings. The tall, native eucalypts in streets and private gardens will continue to provide a significant contribution to the tree canopy across the precinct. Properties abutting and close to the Dandenong Creek parklands will contain more trees that complement the creek-side landscape.

#### **Bush Suburban 8**

The low scale dwellings will sit within spacious and informally landscaped grounds that contain substantial vegetation including large trees. Dwellings will be partially visible from the road and be set back large distances from all boundaries. In Terrara Road, gardens may incorporate large grassy expanses. Materials and finishes will be subdued, blending with the surrounding environment. The Bellbird Dell Reserve forms the core of the area and vegetation will appear to flow from the Reserve through the streetscapes, which is further enhanced by a lack of front fences and wide, grassy nature strips.

#### **Bush Suburban 9**

The bushy landscape character afforded by substantial native shrubs and tall canopy trees will remain a key characteristic of the area. Modest dwellings will continue to be partially hidden behind vegetation, and adhere to the regular setback patterns of the street. Buildings will be absorbed into the vegetation-dominated landscape and reflect the topography by being designed to step down the site and follow the contours.

The streetscape will retain an informal character due to the lack of front fencing and dominant landscape surroundings. The tall, native eucalypts in streets and private gardens will continue to provide a significant contribution to the tree canopy across the precinct. Properties abutting and close to the Dandenong Creek corridor will contribute to the bushy landscape character of the public realm, incorporating large canopy trees and native vegetation.

The openness of the streetscape will be enhanced by the absence of front fencing, or low open style front fences, allowing views into private gardens.

The areas within this Precinct will be investigated for possible inclusion in the Bush Environment character type.

#### Garden Suburban 1

The simple, moderately scaled dwellings, including many from the Interwar era, will sit within low-set, spacious gardens and are clearly visible from the street through open frontages. The formal character of the area will be enhanced by garden settings with tall trees, lawns, garden beds and shrubs. A sense of spaciousness will be established and enhanced with consistent front and side setbacks, and low or open style front fences.

Page 5 of 12

#### WHITEHORSE PLANNING SCHEME

Buildings will be occasionally built to the side boundary, but appear to have side setbacks with space for planting. Buildings close to Gardiner's Creek will be sited so that the overall visibility of the development is minimised when viewed from the creek corridor, which will enhance the natural, bushy settings. Vegetation from private gardens will enhance the existing landscape character of the creek corridor, incorporating large native / indigenous canopy trees.

Areas within the Structure Plan areas of Burwood Village and nearby (Substantial Change) will undergo change to accommodate new medium density dwellings with more compact siting, while retaining space for landscaping including trees.

Areas with good access to trams will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

#### Garden Suburban 2

The combination of heritage and quality older style dwellings and well designed contemporary buildings set within large gardens will continue to form the key characteristics of this area. New dwellings will be sited in generous gardens to reflect the spacious qualities and the dominance of planting in the streetscape. Buildings or extensions will respect neighbouring properties from earlier periods, in scale and siting.

The vegetated character of the area will be maintained by retaining consistent front setbacks that allow for trees and shrubs. Buildings will be set back from side boundaries to provide a visual separation reflecting the typical rhythm of the streetscapes. Low or open style front fences will allow private gardens to contribute to the leafy character of the area.

Areas with good access to trams and train stations will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with the continued incorporation of trees and gardens, and high quality, responsive design.

#### Garden Suburban 3

The area will retain its classic garden dominated characteristics with low scale dwellings set in generous garden settings. Wide front and side setbacks from at least one side boundary allow views between dwellings, and low or open style front fences will continue to contribute to the spacious character of the area. The landscape settings will be enhanced through the planting and growth of new vegetation, including large shrubs and tall canopy trees.

Properties abutting or situated close to Gardiner's Creek will contain substantial vegetation, and development will be sited so that the overall visibility of buildings is minimised when viewed from the creek corridor.

Areas with good access to trams and Wattle Park shopping centre will accommodate more dwellings, including well designed medium density housing, with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

#### Garden Suburban 4

The area will retain its classic garden suburban characteristics of modest, pitched roof dwellings in formal garden settings. The defined pattern of regular front setbacks and side setbacks from both side boundaries will be maintained, allowing sufficient space for planting and growth of new vegetation. Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens.

Properties abutting or situated close to Gardiner's Creek will contain substantial vegetation, and development will be sited so that the overall visibility of buildings is minimised when viewed from the creek corridor.

In areas 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.

Page 6 of 12

#### WHITEHORSE PLANNING SCHEME

Areas with good access to trams and shops will accommodate more dwellings, including well designed medium density housing, with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

#### Garden Suburban 5

The modest, pitched roof dwellings will sit within well-established garden settings and will not dominate the streetscape due to consistent siting patterns and substantial planting of canopy trees. The rhythm of dwelling separation will appear regular from the street, even with buildings occasionally built to one side boundary. The streets will have a spacious and leafy feel, which is complemented by tall trees in the public and private realm, visible front lawn areas due to the frequent lack of or low front fencing and grass nature strips.

In areas adjacent to the tram corridor along Burwood Highway (Substantial Change) and the areas designated Substantial Change within the Burwood Heights adopted structure plan and within the Tally Ho Major Activity Centre adopted urban design framework, infill development including medium density housing and apartment developments will be common. New buildings and additions however, will be set back at upper levels to minimise dominance in the streetscape and impact on nearby standard residential areas.

Areas with good access to trams and shops will accommodate more dwellings, including well designed medium density housing, with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

#### Garden Suburban 6

The modest, pitched roof dwellings will sit within well-established garden settings and will not dominate the streetscape due to consistent siting patterns and substantial planting. The rhythm of dwelling separation will appear regular from the street, even with buildings occasionally built to one side boundary. The streets will have a spacious and leafy feel, which is complemented by tall trees in the public and private realm, visible front lawn areas due to the frequent lack of or low front fencing and grass nature strips.

# Garden Suburban 7

The contemporary dwellings will sit within larger lots, comprising spacious, established gardens containing substantial vegetation and trees. Buildings will be set back from side boundaries sufficient to provide vegetation and while occasionally built to one side boundary, appear to have side setbacks when viewed from the street. The streetscape will retain an informal character due to nonexistent or low and unobtrusive front fencing and well-landscaped settings.

Buildings close to Dandenong Creek environs will be sited so that the overall visibility of the development is minimised when viewed from the creek corridor, which will enhance the natural, bushy settings. Vegetation from private gardens will enhance the existing landscape character of the creek corridor, incorporating large native / indigenous canopy trees.

Areas within close proximity to trams along Burwood Highway will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

Sites fronting the Burwood Highway tram route, or indicated as significant change areas within current adopted structure plans or urban design frameworks (Substantial Change areas) will undergo change to accommodate new medium density dwellings with more compact siting, while retaining space for landscaping including trees.

Page 7 of 12

#### WHITEHORSE PLANNING SCHEME

#### Garden Suburban 8

A variety of well articulated dwelling styles will sit within open garden settings incorporating a mixture of native and exotic vegetation and large trees. The established pattern of front and side setbacks will be maintained, allowing sufficient space for planting and growth of new vegetation. Infill development will be common, however new buildings and additions will be setback at upper levels to minimise dominance in the streetscape.

Properties abutting and close to the Koonung Creek, Bushy Creek and Gawler Chain parklands will contribute to the bushy landscape character of the public realm, incorporating large native / indigenous canopy trees and native / indigenous vegetation. The openness and informality of the streetscape will be further enhanced by low open style front fences that allow for views into front gardens.

#### Garden Suburban 9

The area will retain its classic garden suburban characteristics of low set, pitched roof dwellings set in spacious garden settings, with a backdrop of large native and exotic trees. The established pattern of regular front and side setbacks from both side boundaries will be maintained, allowing sufficient space for planting and growth of new vegetation.

Infill development including unit developments will be common, however new buildings and additions will be set back at upper levels to minimise dominance in the streetscape. Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens and lawn areas.

Buildings close to Koonung Creek and Bushy Creek parklands will be sited so that the overall visibility of the development is minimised when viewed from these areas, which will enhance their natural, bushy settings. Vegetation from private gardens will enhance the existing landscape character of the creek corridor or parklands, incorporating large native / indigenous canopy trees.

#### Garden Suburban 10

A variety of well articulated dwelling styles will sit within open garden settings incorporating a mixture of native and exotic vegetation and large trees. Infill development will be common, however new buildings and additions will be set back at upper levels to minimise dominance in the streetscape. The consistent front set backs and spacing between dwellings will be retained, with buildings set back or appearing to be setback from both side boundaries. Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens.

The Limited Change areas / sites are subject to additional controls under the Heritage and Neighbourhood Character Overlays.

#### Garden Suburban 11

A variety of well articulated dwelling styles will sit within compact garden settings. Infill development will be common, however new buildings and additions will be setback at upper levels to minimise dominance in the streetscape. The consistent front setbacks and spacing between dwellings will be retained, with buildings setback or appearing to be setback from at least one side boundary. Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens.

#### Garden Suburban 12

The area will retain its classic garden suburban characteristics of low set, pitched roof dwellings set in spacious garden settings, with a backdrop of large native and exotic trees. The established pattern of regular front and side set backs from both side boundaries will be maintained, allowing sufficient space for planting and growth of new vegetation. Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens and lawn areas.

Page 8 of 12

#### WHITEHORSE PLANNING SCHEME

#### Garden Suburban 13

The area will retain its classic garden suburban characteristics of low set, pitched roof dwellings set in spacious garden settings, with a backdrop of large native and exotic trees. The established pattern of regular front and side setbacks from both side boundaries will be maintained, allowing sufficient space for planting and growth of new vegetation.

Infill development including unit developments will be common, however new buildings and additions will be set back at upper levels to minimise dominance in the streetscape. Low or open style front fences will provide a sense of openness along the streetscape, and allow views into front gardens and lawn areas.

Buildings close to Cootamundra Walk will be sited so that the overall visibility of the development is minimised when viewed from the open space, which will enhance the natural, bushy settings. Vegetation from private gardens will enhance the existing landscape character of the corridor, incorporating large native / indigenous canopy trees.

Areas within the Blackburn / Megamile West Urban Design Framework and nearby (Substantial Change) will undergo change to accommodate new medium density dwellings with more compact siting, while retaining space for landscaping including trees.

Areas with good access to the train stations at Laburnum and Blackburn (Substantial Change) will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

Some of this precinct is contained within the Blackburn Neighbourhood Activity Centre, and the Nunawading/Megamile Major Activity Centre.

#### Garden Suburban 14

The area will retain its classic garden suburban characteristics of dwellings in garden settings, located along tree-lined streets.

As contemporary infill development, including medium density and low scale apartments buildings, becomes more common, new buildings and additions will be set back at upper levels to minimise dominance in the streetscape and maintain the existing rhythm of front and side setbacks from one side boundary. They will also allow sufficient space for the planting and growth of new vegetation, including trees. Low or open style front fences will contribute to a sense of openness along the streetscape, allowing for views into private gardens.

Areas in proximity to train stations will accommodate more dwellings with slightly more compact siting than the remaining residential areas, but with space for large trees and gardens.

This precinct is partly contained within the Nunawading Megamile Major Activity Centre, and the Mitcham Neighbourhood Activity Centre.

#### Garden Suburban 15

The dwellings will be set within established, exotic and native garden settings. The continued use of low open front fencing, will maintain a sense of lightness in the streetscapes.

New buildings and additions will provide innovative or contemporary design responses to the traditional low scale dwelling forms. Buildings will not dominate the streetscape, with trees and vegetation that appears to wrap around dwellings creating a green leafy garden setting. The large street trees will continue to provide an important contribution to the vegetation dominated streetscapes.

This precinct is within the boundaries of the Mitcham Neighbourhood Activity Centre and the Nunawading / Megamile Major Activity Centre, and is identified as a Substantial Change area.

Page 9 of 12

#### WHITEHORSE PLANNING SCHEME

#### Garden Suburban 16

The combination of heritage, older style dwellings and well designed contemporary buildings set within gardens will continue to form the key characteristics of this area. New dwellings will be sited to reflect the spacious qualities and the dominance of gardens in the streetscape. Dwelling design will respond to the characteristics of the older dwellings including heavily articulated forms, 1-2 storey scale, pitched roofs and front and side setbacks that allow for planting, without replicating earlier styles. Low or open style front fences will allow private gardens to contribute to the leafy character of the area.

This area will undergo further investigation to determine whether additional Neighbourhood Character or Heritage Overlay controls are warranted.

#### 22.03-6

#### 14/10/2014 C160

# Nominated large sites

A number of large sites have also been identified including 1 Lake Road, Blackburn, 131-173 Central Road, Nunawading, 57-67 Central Road, Blackburn and 15 Virgillia Street, Blackburn North. Other large sites may be identified in the future.

#### Desired future character

The properties at 1 Lake Road, Blackburn, 131-173 Central Road, Nunawading and 57-67 Central Road, Blackburn are located within the Blackburn Lake environs. Each site is presently used for institutional purposes including aged care accommodation and education facilities. While these uses must be supported for their contribution to the community, these sites also have the possibility to make a significant contribution to the future residential housing stock.

Each site makes a contribution to the special character of the Blackburn Lake Surrounds because of its location and landscape qualities. The landscape significance of the Blackburn Lake Surrounds is attributed to the quality of the environment, which includes vegetation notable for its height, density, maturity and high proportion of indigenous trees, which it is sought to retain and enhance.

The property at 15 Virgillia Street Blackburn North is a remaining large residential site with botanical significance and plays an important role in contributing to the biodiversity of the Blackburn North area.

The preferred future character is to provide for the development of these sites for residential and institutional purposes through a site layout and built form which is subservient to the landscape character. In considering any permit application for development, including subdivision, consideration should be given to the Statement of nature and key elements of the landscape and the objectives of the Significant Landscape Overlay – Schedule 5 that applies to these sites and the Statement of Environmental Significance and environmental objectives of the Environmental Significance Overlay – Schedule 1 for the property at 131-173 Central Road, Nunawading and Schedule 2 for the property at 15 Virgillia Street Blackburn North.

#### 22.03-7

#### 14/10/2014 C160

#### Subdivision

In considering the merits of a subdivision application, the following key principles should also be also considered:

- Buildings should be sited on the lot to protect substantial trees and vegetation to be retained.
- Encourage development, which responds to the preferred neighbourhood character as detailed in this policy.
- Encourage a diversity of lot sizes and types having regard to the subdivision layout of the neighbourhood.
- Ensure that off-street vehicle parking provision and design complies with relevant standards.
- Encourage energy efficient outcomes within subdivisions.

Page 10 of 12

#### WHITEHORSE PLANNING SCHEME

- Ensure that the landscape design and retention of vegetation of a future subdivision achieves the design objectives and design responses as detailed in this policy.
- The need for an Agreement under Section 173 of the Planning and Environment Act 1987 relating to the future development of the land.

#### 22.03-8 14/10/2014 C160

## Application requirements

Applicants for two or more dwellings on a lot or subdivision of a lot must provide a report explaining how the proposal satisfies Clause 55.02-2 or Clause 56.02-2 including a justification based on the growth area category within which the site is located.

#### 22.03-9 \_\_30/\_\_07/20 2\_0 C23019whse

# Policy references

Whitehorse Housing Strategy 2014

Whitehorse Neighbourhood Character Study 2014

Whitehorse Neighbourhood Activity Centre Urban Design Guidelines 2014

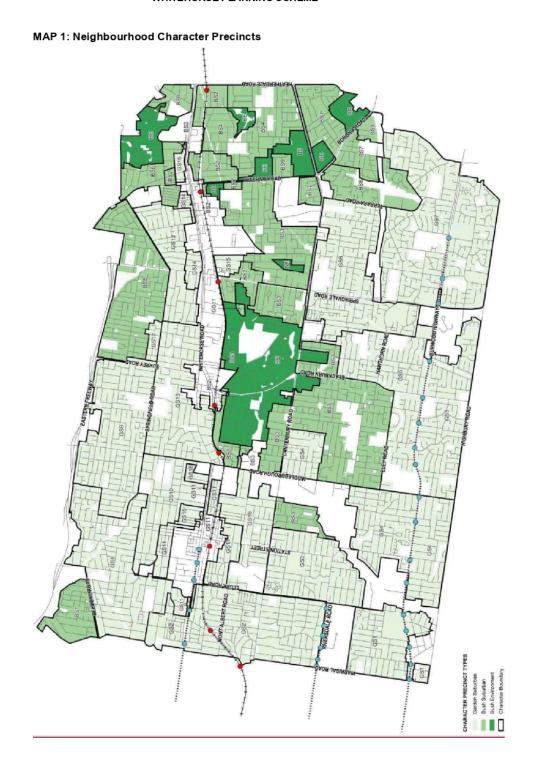
Municipal Wide Tree Study Discussion Paper, March 2016

Municipal Wide Tree Study Options and Recommendations Report, June 2016

Municipal Wide Tree Study Part 2: Additional Analysis in Garden Suburban and Bush Suburban Character Precincts, March 2019

Page 11 of 12

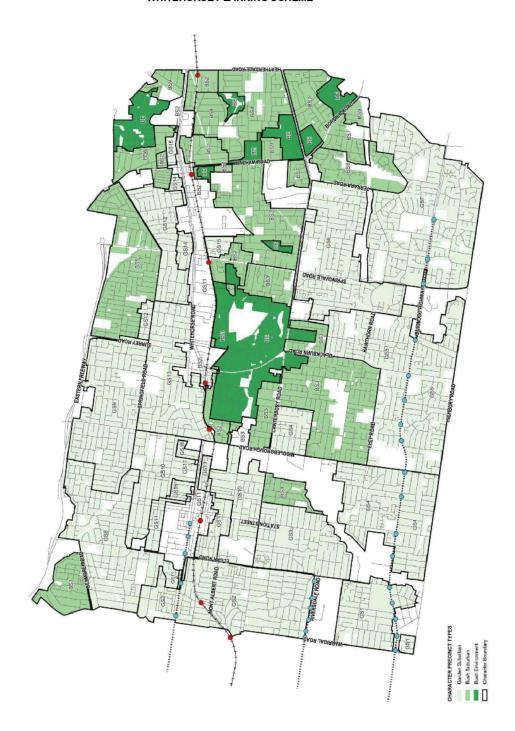
## WHITEHORSE PLANNING SCHEME



1

# 9.1.2 - ATTACHMENT 1. Proposed Amendment C230 - ARRB Site - Amendment Documentation

## WHITEHORSE PLANNING SCHEME



#### WHITEHORSE PLANNING SCHEME

25/08/2016 C181

#### SCHEDULE 5 TO THE VEGETATION PROTECTION OVERLAY

Shown on the planning scheme map as **VPO5**.

SIGNIFICANT EXOTIC, NATIVE AND INDIGENOUS TREES

1.0

## Statement of nature and significance of vegetation to be protected

25/08/2016 C181

The Significant Tree Study, City of Whitehorse (Homewood, April 2016Tree studies across the municipality and for specific sites) haves identified exotic, native and indigenous trees on private land within the municipality which are significant for either their contribution to the landscape or streetscape, or because the vegetation is of local provenance.

Indigenous habitat trees of local provenance are part of regional vegetation linkages and provide a corridor for local bird life and fauna. These trees are integral to the establishment of a sustainable urban and native landscape.

Other trees are significant due to their age and size and interest they bring to the streetscape. The Whitehorse Neighbourhood Character Study 2014 recognises that such trees are integral to the neighbourhood character in the City. The species and dominance varies across the municipality and contributes significantly to the broad character types found across the region.

#### References

Significant Tree Study, City of Whitehorse (Homewood, April 2016)

Statements of Tree Significance, 490-500 Burwood Highway Vermont South (Whitehorse City Council, September 2021)

Whitehorse Neighbourhood Character Study 2014 (Planisphere, 2014)

2.0 25/08/2016 C181

#### Vegetation protection objective to be achieved

To protect vegetation of special significance, natural beauty, interest and importance.

3.0 25/08/2016 C181

#### Permit requirement

A permit is required to remove, destroy or lop vegetation included in:

- Incorporated Document No.13 City of Whitehorse Significance Tree Study, 2016
- Statements of Tree Significance, 490-500 Burwood Highway, Vermont South (Whitehorse City Council, September 2021)

This does not apply to any vegetation which is:

- Deemed unsafe by a suitably qualified arborist, and to the satisfaction of the responsible authority.
- Being pruned for regeneration or ornamental shaping.
- A tree which is dead or dying to the satisfaction of the responsible authority.
- Being maintained in accordance with a management program, developed by a suitably qualified arborist and approved by the responsible authority.

4.0 25/08/2016 C181

### **Decision guidelines**

Before deciding on an application to remove, destroy or lop vegetation, the responsible authority must consider, as appropriate:

- The applicable Statement of Significance included in
  - Incorporated Document No. 13 City of Whitehorse Significance Tree Study, 2016.

Page 1 of 2

#### WHITEHORSE PLANNING SCHEME

- Statements of Tree Significance, 490-500 Burwood Highway, Vermont South (Whitehorse City Council, September 2021)
- The species of vegetation and its significance, age, health and growth characteristics.
- Where applicable, whether any proposed lopping will adversely affect the significance or appearance of the tree.
- The location of the vegetation on the land and its contribution to the garden, neighbourhoodand streetscape character.
- The impact of the tree on the structural integrity of existing buildings, including foundations.
- The availability of sufficient unencumbered land to provide for replacement planting.
- Vegetation management requirements to reduce fire hazard, prevent erosion and maintain flood control measures.
- The role of the vegetation in providing a habitat and vegetation corridor for bird life and fauna.
- The reason for removing the vegetation and practicality of alternative options which do not require the removal of vegetation included in <u>either</u>:
  - Incorporated Document No. 13 City of Whitehorse Significance Tree Study, 2016; or
  - Statements of Tree Significance, 490-500 Burwood Highway, Vermont South (Whitehorse City Council, September 2021)

Page 2 of 2

WHITEHORSE PLANNING SCHEME



# SCHEDULE 10 TO CLAUSE 42.03 SIGNIFICANT LANDSCAPE OVERLAY

Shown on the planning scheme map as SLO10

# FORMER AUSTRALIAN ROAD AND RESEARCH BOARD SITE 490-500 Burwood Highway, Vermont South

### 1.0

#### Statement of nature and key elements of landscape

\_\_/\_/20\_\_ C230whse

The site is commonly known as the Australian Road and Research Board (ARRB) and is landscaped with well-established native trees. The site contains numerous large eucalyptus trees, including several stands of trees in proximity to the site's boundaries, many of which are of moderate to high retention value.

The approximately 2.5 hectares landscaped site was designed by prominent landscape architect Beryl Mann and enhances the heritage building located in the northern portion of the site

While the boundaries of the site have been heavily planted, the internal landscaping was designed to have an open character with a chain of landscaped courtyards and clusters of canopy trees.

#### 2.0 Landscape character objectives to be achieved

30/07/2018

- To retain medium and high-value established native trees.
- To ensure that development responds to and maintains the landscape integrity and legacy of the original Beryl Mann native landscape design.
- To provide for the planting of new native trees and vegetation to enhance tree canopy across the site.
- To encourage continuation of the landscaped courtyard structure to complement the building layout.
- To ensure that development is compatible with the landscape character of the area.

#### 3.0 Permit requirement



#### Vegetation removal

A permit is required to remove, destroy or lop a tree.

This does not apply to:

- A tree that has both:
  - A height less than 5 metres; and
  - A single trunk circumference of less than 1.0 metres at a height of 1.0 metre above ground level.
- Any species listed as exempt from a permit requirement in the Table to this schedule.
- The pruning of a tree for regeneration or ornamental shaping.
- A tree which is dead or dying or has become dangerous to the satisfaction of the responsible authority.
- The removal, destruction, or lopping of a tree to the minimum extent necessary:
  - To maintain the safe and efficient function of an existing Utility Installation to the satisfaction of the responsible authority or the utility service provider; or
  - by or on behalf of a utility service provider to maintain or construct a Utility Installation in accordance with the written agreement of the Secretary to the Department of Environment, Land, Water and Planning (as constituted under Part 2 of the Conservation, Forests and Lands Act 1987).

OVERLAYS - CLAUSE 42.03 - SCHEDULE [NUMBER]

PAGE 1 OF 3

#### WHITEHORSE PLANNING SCHEME

Note:

For the purpose of this schedule, pruning is defined as removing branches (or occasionally roots) from a tree using approved practices, to achieve a specified objective such as for regeneration or ornamental shaping.

For the purpose of this schedule, lopping has its ordinary meaning and includes the practice of cutting branches or stems between branch unions or internodes.

#### **Building and works**

A permit is required to construct or carry out works for a front fence that is within the calculated Tree Protection Zone (TPZ) of any tree that requires a permit to remove, destroy or lop under the provisions of this schedule. This does not apply to a front fence that is undertaken to the same details, specifications and materials as the front fence being replaced, to the satisfaction of the responsible authority.

A permit is not required to construct a building or construct or carry out works provided the buildings or works are outside the calculated TPZ of any tree protected under the provisions of this schedule.

The radius of a TPZ is calculated by multiplying the diameter of the tree trunk at breast height (which is measured at 1.4 metres up from ground level) by 12. The TPZ distances are measured as a radius from the centre of the trunk at ground level. Where the measured TPZ radius is less than 4 metres, the radius must be 4 metres.

#### 4.0 Application requirements



The following application requirements apply to an application for a permit under Clause 42.03, in addition to those specified elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A site plan (drawn to scale) showing the location and extent of existing vegetation and identifying vegetation to be removed and retained.
- A report from a qualified arborist to:
  - Justify the removal of trees;
  - Outline the protection measures to be taken, before, during and after construction phases, to ensure the long-term preservation of trees on, or adjoining the development site.
- A landscape plan.

Note:

For the purpose of this schedule a qualified arborist must have a minimum Diploma qualification in arboriculture to be considered qualified.

For the purpose of this schedule, protection measures are considered to be measures that align with Australian Standard AS 4970-2009 Protection of Trees on Development Sites.

#### 5.0 Decision guidelines



The following decision guidelines apply to an application for a permit under Clause 42.03, in addition to those specified in Clause 42.03 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The contribution of the tree to the unique landscape character of the site
- Whether it can be clearly shown to the satisfaction of the Responsible Authority that
  the removal of large, medium and high retention value trees has been avoided and
  minimised
- Whether there is an existing encroachment in to the TPZ of the tree by an existing building or sealed accessway, and whether the proposed works increase the extent of encroachment.
- Whether the scale, form, siting and design of new buildings, are sensitively integrated with the landscape and maintain the prominence of the native canopy vegetation.

OVERLAYS - CLAUSE 42.03 - SCHEDULE [NUMBER]

#### WHITEHORSE PLANNING SCHEME

- Whether the proposal respects the legacy and intent of the original Berly Mann landscape design.
- Where the location of new and existing footings and impervious areas are in relation to the calculated Tree Protection Zone(s) of established trees.
- The compatibility of any buildings and works with existing vegetation proposed to be retained.
- The effect of any proposed lopping on the significance, health or appearance of the tree.
- Whether the planting location of the replacement tree(s) will enable the future growth of the canopy and root system of the tree to maturity.
- Whether the replacement tree species and planting locations conflict with existing or proposed overhead wires, buildings, easements and existing trees.

#### TABLE TO SCHEDULE 10: Species exempt from permit requirements

Common name	Species	Status
Cootamundra wattle	Acacia baileyana	Australian Native Tree
Cape Wattle	Paraserianthes lophantha	Australian Native Tree
Sweet pittosporum	Pittosporum undulatum	Victorian Native Vegetation
Desert Ash	Fraximus angustifolia	Exotic
Cotoneaster	Contoneaster sp.	Exotic
Box Elder	Acer negundo	Exotic
Cherry Plum	Prunus cerasifera	Exotic
Hawthorn	Crategus monoyna	Exotic
Mirror Bush	Coprosma repens	Exotic
Privet	Ligustrum spp.	Exotic
Radiata or Monterey Pine	Pinus radiata	Exotic
Sallow Wattle	Acacia longifolia	Exotic
Willow	Salix spp.	Exotic

#### WHITEHORSE PLANNING SCHEME

16/05/2019 C215whse

## SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY

1.0 28/02/2019 GC117 **Application requirements** 

None specified.

2.0 \_\_\_23/\_\_07/ 202\_0 C2<u>31</u>16wh se Heritage places

,

The requirements of this overlay apply to both the heritage place and its associated land.

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO1	Primary School No. 461 – Former Burwood School (Former Wesleyan Day School)	-	-	-	-	yes Ref No H975	-	-
	The heritage place includes							
	Former Protestant Hall							
	172-174 Burwood Highway, Burwood							
НО3	Former Standard Brickworks	-	-	-	-	yes	yes	-
	14 Federation Street, Box Hill					Ref No H720		
HO4	WattlePark	-	-	-	-	yes	yes	no
	1012 Riversdale Road, Burwood					Ref No 904		
HO5	Wunderlich/Monier Terracotta Roof Tiles Complex	-	-	-	-	yes	-	-
	656 Mitcham Road, Vermont					Ref No H1008		
1106	,	100		no.	l no			
HO6	FormerSt George'sChurch	yes	no	no	no	no	no	no
	370 Mont Albert Road, Mont Albert							
	(Heritage place is defined as the original church Building only)							

Page 1 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
H07	Former Mitcham and Blackburn Shire Offices 360-362 Whitehorse Road, Nunawading	yes	yes	yes	no	no	no	no
HO8	Pound House 988 Canterbury Road, Box Hill	yes	no	no	no	no	no	no
HO10	Albion 50 Albion Road, Box Hill	no	no	no	no	no	no	no
HO11	Marlefield House 4 Albert Street, Mitcham	no	no	no	no	no	no	no
HO12	9 Albert Street, Mitcham	no	no	no	no	no	no	no
HO13	10 Albert Street, Mitcham	no	no	no	no	no	no	no
H014	Banff 29 Albion Road, Box Hill	no	no	no	no	no	no	no
H015	3 Almondsbury Court, Blackburn	no	no	no	no	no	no	no
H016	SurreyHillsPrimary School 2 Beatrice Avenue, Surrey Hills	no	no	no	no	no	no	no
HO17	5 Benares Street, Mitcham	no	no	no	no	no	no	no
HO18	8 Benares Street, Mitcham	no	no	no	no	no	no	no
HO19	Dulce Domum 39 Blackburn Road, Blackburn	no	no	no	no	no	no	no
HO20	17 Blenheim Avenue, Surrey Hills	no	no	no	no	no	no	no
HO21	Bronte	no	no	no	yes	no	no	no

Page 2 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
	5 Bronte Avenue, Burwood				outbuilding			
HO22	Hethersett	no	no	no	no	no	no	no
	141-169 Burwood Highway, Burwood							
	(Heritage place is defined as the buildings known as Hethersett House and Hethersett Hall, and land within 5 metres of these buildings, excluding the Boarding House. Also includes land within the circular driveway to the south of Hethersett House).							
HO23	Australian Road Research Board	no	no	no	no	no	no	no
	490-500 Burwood Highway, VermontSouth							
	(Heritage place is defined as the ARRB building and surrounds on Lot 1 on PS 518296N.)							
	Statement of significance:							
	Former Australian Road and Research Board, 490-500 Burwood Highway, Vermont South - Statement of Significance (Whitehorse City Council, June 2021)							
HO24	Goodwood	no	no	no	no	no	no	no
	744 Canterbury Road, Surrey Hills							
HO25	Mount Pleasant Uniting Church	no	no	no	no	no	no	no
	333A Canterbury Road, Forest Hill							

Page 3 of 27

### WHITEHORSE PLANNING SCHEME

HO26	Silver Mist 134 Central Road, Blackburn	no	no	no	no	no	no	no
HO27	Mont Albert Railway Station 7 Windsor Crescent, Mont Albert	yes	no	no	no	no	no	no

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO28	Carbethon 50 Churchill Street, Mont Albert	no	no	no	no	no	no	no
HO29	Yarra Lea 64 Churchill Street, Mont Albert	no	no	no	no	no	no	no
HO30	Schwerkolt's Cottage 2-10 Deep Creek Road, Mitcham	no	no	no	no	no	no	no
HO31	83-87 Dorking Road, Mont Albert North	no	no	no	no	no	no	no
HO32	FormerBoxHillTechnicalSchool 19 Dunloe Avenue, Mont Albert North	no	no	no	no	no	no	no
HO33	Glenthorne 14 Edyvean Street, Surrey Hills	no	no	no	no	no	no	no
HO34	MMBW Water Tower 313 Elgar Road, Surrey Hills	no	no	no	no	no	no	no
HO35	Estherville 366 Elgar Road, Box Hill	no	no	no	no	no	no	no
HO36	12 Fuchsia Street, Blackburn	no	no	yes hedge	no	No	no	no
HO37	20 Fuchsia Street, Blackburn	no	no	no	no	No	no	no
HO38	26 Fuchsia Street, Blackburn	no	no	no	no	No	no	no
HO39	6 Furness Street, Blackburn	no	no	no	no	No	no	no
HO40	Urara	no	no	no	no	no	no	no

Page 5 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	2 Gordon Crescent, Blackburn							
HO41	Rheims 10 Gordon Crescent, Blackburn	no	no	no	no	no	no	no
HO42	The Grange 14 Gordon Crescent, Blackburn	no	no	no	no	no	no	no
HO43	18 Gordon Crescent, Blackburn	no	no	yes English Oak	no	no	no	no
HO44	33 Haines Street, Mitcham	no	no	no	no	no	no	no
HO45	36 Haines Street, Mitcham	no	no	no	no	no	no	no
HO46	Wittenham 2 Hayward Court, Vermont	no	no	no	yes outbuildings	no	no	no
HO47	10 Heatherlea Court, Blackburn North	no	no	no	no	no	no	no
HO48	EastBurwoodPrimary School 401 Blackburn Road, East Burwood	no	no	no	no	no	no	no
HO49	44 Husband Road, Forest Hill	no	no	no	no	no	no	no
HO50	Harwood 17-21 Junction Road, Blackburn North	no	no	no	no	no	no	no
HO51	Alta Mira 25 Junction Road, Blackburn North	no	no	no	no	no	no	no
HO52	47-49 Kitchener Street, Box Hill	no	no	no	no	no	no	no

Page 6 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
HO53	Pyramis 15 Laurel Grove, Blackburn	no	no	no	no	no	no	no
HO54	54 Maple Street, Blackburn	no	no	no	yes fence	no	no	no
HO55	Bona Vista  1B Marlborough Street, Mont Albert	no	no	no	no	no	no	no
HO56	5 Meerut Street, Mitcham	no	no	no	no	no	no	no
HO57	8 Meerut Street, Mitcham	no	no	no	no	no	no	no
HO58	BoxHillCemetery Columbarium and Myer Memorial 395 Middleborough Road, Box Hill	-	-	-	-	yes Ref No H2045	-	-
HO59	381 Mitcham Road, Mitcham	no	no	no	no	no	no	no
HO60	Glenhowan 456 Mitcham Road, Mitcham	no	no	no	no	no	no	no
HO61	St Luke's Anglican Church Complex 551 Mitcham Road, Vermont	no	no	no	yes fence	no	no	no
HO62	Willowbank 29 Moore Road, Vermont	no	no	no	no	no	no	
HO63	Mirrabooka 30-34 Moore Road, Vermont	no	no	no	no	no	no	no
HO64	27 Morley Crescent, Mont Albert North	no	no	no	no	no	no	no

Page 7 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO65	58 Nicholson Street, Nunawading	no	no	no	no	no	no	no
HO66	VermontPrimary School 4-10 Nurlendi Road, Vermont	no	no	no	no	no	no	no
HO67	St John's Anglican Church 9-15 Queen Street, Blackburn	no	no	no	no	no	no	no
HO68	93-97 Railway Road, Blackburn	no	no	no	no	no	no	no
HO69	WattlePark Uniting Church 1201-1205 Riversdale Road, Box Hill South	no	no	no	no	no	no	no
HO70	The Cottage 36 Scott Street, Vermont	no	no	no	no	no	no	no
H071	Walyarra 21 Shady Grove, Nunawading	no	no	no	no	no	no	no
HO72	48 Shafer Road, Blackburn North	no	no	no	no	no	no	no
HO73	Labedir 8 Smithfiled Walk, Vermont	no	no	no	no	no	no	no
HO74	104-110 South Parade, Blackburn	no	no	no	no	no	no	no
HO75	Lydswood 12 Stanhope Street, Surrey Hills	no	no	no	yes outbuildings	no	no	no
HO76	GwyntonPark 355 Station Street, Box Hill (Heritage place is defined as the administration building c1907, land within 2 metres of the	no	no	no	no	no	no	no

Page 8 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	building and the front setback between the building and the Station Street boundary)							
H077	FormerWesleyanMethodistChurch 515 Station Street, Box Hill	no	no	no	no	no	no	no
HO78	Daniel Robertson Brickworks 58 Station Street, Nunawading (Heritage place is defined as the smokestack only and 2 metres surrounding the smokestack)	no	no	no	no	no	no	no
HO79	106 Surrey Road, Blackburn North	no	no	no	no	no	no	no
HO80	Plumstead 77 Terrara Road, Vermont	no	no	no	no	no	no	no
HO81	1 The Avenue, Blackburn	no	no	yes hedge	no	no	no	no
HO82	Ednie House 3A The Avenue, Blackburn	no	no	no	no	no	no	no
HO83	32 Thomas Street, Mitcham	no	no	no	no	no	no	no
HO84	13 Victoria Crescent, Mont Albert	no	no	no	no	no	no	no
HO85	17 Victoria Crescent, Mont Albert	no	no	no	no	no	no	no
HO86	17 Vivian Street, Blackburn North	no	no	no	no	no	no	no
HO87	Terreglea 79 Warrigal Road, Surrey Hills	no	no	no	no	no	no	no

Page 9 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
HO88	30-32 Watts Street, Box Hill	no	no	no	no	no	no	no
HO89	BlackburnPrimary School	no	no	no	no	no	no	no
	181-195 Whitehorse Road, Blackburn							
	(Heritage place is defined as the brick school buildings originally constructed in 1889 and 1923, fronting Whitehorse Road and excluding the timber classrooms attached to the northern wall of the brick buildings).							
HO90	St Andrew's UnitingChurch	no	no	no	no	no	no	no
	909-911 Whitehorse Road, Box Hill							
HO91	FormerColonialGasAssociationBuilding	no	no	no	no	no	no	no
	942-946 Whitehorse Road, Box Hill							
HO92	Former Railway Hotel	no	no	no	no	no	no	no
	950-956 Whitehorse Road, Box Hill							
HO93	958-964 Whitehorse Road, Box Hill	no	no	no	no	no	no	no
HO94	BoxHillTown Hall	no	no	no	no	no	no	no
	1022 Whitehorse Road, Box Hill							
HO95	Allandale	no	no	no	no	no	no	no
	431 Whitehorse Road, Mitcham							
HO96	All Saints (Former Christ Church) Anglican Church Complex	-	-	-	-	yes	yes	-

Page 10 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
	469 – 471 Whitehorse Road, Mitcham					Ref No H2302		
HO97	5 Wolseley Crescent, Blackburn	no	no	no	yes outbuildings	no	no	no
HO98	Glendale 63 Woodhouse Grove, Box Hill North (Heritage place excludes existing outbuilding c1930)	no	no	no	no	no	no	no
H099	Former Wesleyan Chapel 147 Woodhouse Grove, Box Hill North	-	-	-	-	yes Ref No H2010	yes	-
HO100	Churchill Street Precinct, Mont Albert	no	no	no	no	no	no	no
HO101	Combarton Street Precinct, Box Hill	yes	no	no	no	no	no	no
HO102	Mont Albert Residential Precinct, Mont Albert	no	no	no	no	no	no	no
HO103	Mont Albert Shopping Centre Precinct, Mont Albert	yes	no	no	no	no	no	no
HO104	122 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO105	36 View Street, Surrey Hills	no	no	no	no	no	no	no
HO106	Burwood Heights Uniting Church 347 Blackburn Road, Burwood East	no	no	no	no	no	no	no

Page 11 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO107	Greenways 142 Boronia Road, Vermont	no	no	no	no	no	no	no
HO108	Tyneholm 310 Elgar Road, Box Hill (Heritage place is defined as the building known as Tyneholm, land within the front setback and land within a 5 metre setback on all remaining sides of Tyneholm.)	no	no	no	no	no	no	no
HO109	38 Haines Street, Mitcham	no	no	no	no	no	no	no
HO110	Montana 12/5 Longland Road, Mitcham	no	no	no	no	no	no	no
HO111	58-60 Lucknow Street, Mitcham	no	no	no	no	no	no	no
HO112	The Wattles 129 Mount Pleasant Road, Forest Hill	no	no	no	no	no	no	no
HO113	Strathdon 449-465 Springvale Road, Forest Hill	no	no	no	no	no	no	no
HO114	Shops 566-572 Station Street, Box Hill	no	no	no	no	no	no	no
HO115	Former Ellingworth's Estate Agency and Shops 580 Station Street, Box Hill	no	no	no	no	no	no	no
HO116	Former State Savings Bank 953 Whitehorse Road, Box Hill	no	no	no	no	no	no	no

Page 12 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO117	Former Box Hill Girls' Technical School 1000 Whitehorse Road, Box Hill	no	no	no	no	no	no	no
HO118	Vermont Park Precinct	no	no	no	no	no	no	no
HO119	Melbourne Water Tower 37 Lucknow Street, Mitcham	no	no	no	no	no	no	no
HO120	Emilla Villa 2-8 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO121	Newnham 15 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO122	Villaseca 18 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO123	Bencairn 30 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO124	The Hawthorns 38 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO125	Turriff 40 Albion Road, Box Hill	no	no	no	no	no	no	no
HO126	8 Alexandra Crescent, Surrey Hills	no	no	no	no	no	no	no
HO127	Callignee 14 Balmoral Crescent, Surrey Hills	no	no	no	no	no	no	no
HO128	Marminta	no	no	no	no	no	no	no

Page 13 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	18 Balmoral Crescent, Surrey Hills							
HO129	3 Beatty Street, Mont Albert	no	no	no	no	no	no	no
HO130	8 Bruce Street, Mitcham	no	no	no	no	no	no	no
HO131	36 Burnett Street, Mitcham	no	no	no	no	no	no	no
HO132	St Stephen's Presbyterian Church 650 Canterbury Road, Surrey Hills	no	no	no	no	no	no	no
HO133	695 Canterbury Road, Surrey Hills	no	no	no	no	no	no	no
HO134	The Knoll 704 Canterbury Road, Surrey Hills	no	no	no	no	no	no	no
HO135	Holm-Lea 959 Canterbury Road, Box Hill	no	no	no	no	no	no	no
HO136	Whitchurch 16 Churchill Street, Mont Albert	no	no	Mature trees – oak (dating from 1924)	no	no	no	no
HO137	36 Churchill Street, Mont Albert	no	no	no	no	no	no	no
HO138	40 Churchill Street, Mont Albert	no	no	no	no	no	no	no
HO139	42 Churchill Street, Mont Albert	no	no	no	no	no	no	no
HO140	72 Churchill Street, Mont Albert	no	no	no	no	no	no	no
HO141	363 Elgar Road, Surrey Hills	no	no	no	no	no	no	no
HO142	434 Elgar Road, Box Hill	no	no	no	no	no	no	no

Page 14 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO143	14 Harrison Street, Mitcham	no	no	no	no	no	no	no
HO144	28 Laburnum Street, Blackburn	no	no	no	no	no	no	no
HO145	51 Laburnum Street, Blackburn	no	no	no	no	no	no	no
HO146	Dungarvan 3 Leopard Street, Surrey Hills	no	no	no	no	no	no	no
HO147	8 Louise Avenue, Surrey Hills	no	no	no	no	no	no	no
HO148	22 McDowall Street, Mitcham	no	no	no	no	no	no	no
HO150	380 Mont Albert Road, Mont Albert	no	no	no	no	no	no	no
HO151	419 Mont Albert Road, Mont Albert	no	no	no	no	no	no	no
HO152	Vivian 7-9 Russell Street, Surrey Hills	no	no	no	no	no	no	no
HO153	13 St James Avenue, Surrey Hills	no	no	no	no	no	no	no
HO154	Wintersun 12 St Johns Avenue, Surrey Hills	no	no	no	no	no	no	no
HO155	Nyora 15 St Johns Avenue, Surrey Hills	no	no	no	no	no	no	no
HO156	Tamar 16 Station Street, Blackburn	no	no	no	no	no	no	no
HO157	Baptist Church, Box Hill 560 Station Street, Box Hill	no	no	no	no	no	no	no
HO158	Avonlea	no	no	no	no	no	no	no

Page 15 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	8 Valonia Avenue, Surrey Hills							
HO159	9 Warrigal Road, Surrey Hills	no	no	no	no	no	no	no
HO160	88 Whitehorse Road, Blackburn	no	no	no	no	no	no	no
HO161	Mitcham Post Office 528 Whitehorse Road, Mitcham	no	no	no	no	no	no	no
HO162	Methodist Church 559-563 Whitehorse Road, Mitcham	no	no	Pine tree	no	no	no	no
HO163	8 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO164	10 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO165	Galtee More 16 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO166	Camden 17 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO167	Ivy 19 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO168	Haryside 21 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO169	Roscrea 22 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO170	53 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO171	Waverley 54 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no

Page 16 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO172	12 Zetland Road, Mont Albert	no	no	no	no	no	no	no
HO173	72 Zetland Road, Mont Albert	no	no	no	no	no	no	no
HO174	74 Zetland Road, Mont Albert	no	no	no	no	no	no	no
HO175	11 Drewett Street, Surrey Hills	no	no	no	no	no	no	no
HO176	29 Erasmus Street, Surrey Hills	no	no	no	no	no	no	no
HO177	22 St Johns Avenue, Mont Albert	no	no	no	no	no	no	no
HO178	Blacks Estate Precinct, Mont Albert	no	no	no	no	no	no	no
HO179	Thomas Street Precinct, Mitcham	no	no	no	no	no	no	no
HO180	Mount View Court Precinct, Burwood	no	no	no	no	no	no	no
HO182	2 Court Street, Box Hill	no	no	no	no	no	no	no
HO183	18 Court Street, Box Hill	no	no	no	no	no	no	no
HO184	21 Court Street, Box Hill	no	no	no	no	no	no	no
HO185	38 Court Street, Box Hill	no	no	yes Irish Strawberry trees	yes front stone fence with circular stone steps	no	no	no
HO189	36 Kangerong Road, Box Hill	no	no	no	no	no	no	no
HO191	Mates' Housing Development Precinct	no	no	no	yes dairy	no	no	no
HO186	22 Kangerong Road, Box Hill	no	no	no	no	no	no	no
HO187	30 Kangerong Road, Box Hill	no	no	no	no	no	no	no

Page 17 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO188	32-34 Kangerong Road, Box Hill	no	no	no	no	no	no	no
HO190	34 Watts Street, Box Hill	no	no	no	no	no	no	no
HO192	21 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO193	26 Albany Crescent, Surrey Hills	no	no	no	no	no	no	no
HO194	38 Albert Crescent, Surrey Hills	no	no	no	no	no	no	no
HO195	Units 1-3, 1 Balmoral Crescent, Surrey Hills	no	no	no	no	no	no	no
HO196	683 Canterbury Road, Surrey Hills	no	no	no	no	no	no	no
HO197	12 Louise Avenue, Surrey Hills	no	no	no	no	no	no	no
HO198	19 St Johns Avenue, Mont Albert	no	no	no	no	no	no	no
HO199	12 Windsor Crescent, Surrey Hills	no	no	no	no	no	no	no
HO200	106 Blackburn Road, Blackburn	no	no	no	no	no	no	no
HO201	187-189 Canterbury Road, Blackburn	no	yes the entry hall and two front rooms	no	yes stables	no	no	no
HO202	64 Laburnum Street, Blackburn	no	no	no	no	no	no	no
HO203	3 Laurel Grove, Blackburn	no	no	no	no	no	no	no
HO204	22 Laurel Grove, Blackburn	no	no	no	no	no	no	no
HO205	10 Linum Street, Blackburn	no	no	no	no	no	no	no
HO207	18 Main Street, Blackburn	no	no	no	no	no	no	no
HO208	38 Myrtle Grove, Blackburn	no	no	no	no	no	no	no
HO209	18 The Avenue, Blackburn	no	no	no	no	no	no	no

Page 18 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
HO210	27-29 The Avenue, Blackburn	no	no	no	no	no	no	no
HO211	33 The Avenue, Blackburn	no	no	no	no	no	no	no
HO212	William Street Precinct, Box Hill	no	no	no	no	no	no	no
HO213	1100 Whitehorse Road, Box Hill	no	no	no	no	no	no	no
HO214	St Paschal's Friary 90-100 Albion Road, Box Hill	no	no	no	no	no	no	no
HO215	28-30 AsquithStreet, Box Hill South	no	no	no	no	no	no	No
HO216	Former Municipal Incinerator Wembley Park 1000 Canterbury Road, Box Hill	no	no	no	no	no	no	no
HO217	Surrey Dive and surrounds 354 Elgar Road, Box Hill (Heritage place defined as The Surrey Park Model Boat Club building and the water hole and land within 2 metres surrounding)	no	no	no	no	no	no	no
HO219	Box Hill Cemetery 395 Middleborough Road, Box Hill and 1158-1160 Whitehorse Road, Box Hill (Heritage place defined as 395 Middleborough Road as well as gates along 1158-1160 Whitehorse Road, trees extending south from the gates and the land within 2 metres surrounding the trees and the gates)	no	no	yes	yes gates on Whitehorse Road	no	no	no

Page 19 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO221	115 Shannon Street, Box Hill North	no	no	no	no	no	no	no
HO222	467 Station Street, Box Hill	no	no	no	no	no	no	no
HO224	Kilrea 738 Station Street, Box Hill	no	no	no	no	no	no	no
HO225	778 Station Street, Box Hill North	no	no	no	no	no	no	no
HO226	781 Station Street, Box Hill North	no	no	no	no	no	no	no
HO227	800 Station Street, Box Hill North	no	no	no	no	no	no	no
HO228	Tyne Street and Watts Street Corner Precinct Box Hill North	no	no	no	no	no	no	no
HO229	Box Hill Fire Station 1050-1054 Whitehorse Road, Box Hill	no	no	no	no	no	no	no
HO230	Masonic Centre 1 Clarke Street, Blackburn	no	no	no	no	no	no	no
HO231	35 Glen Ebor Avenue, Blackburn	no	no	no	no	no	no	no
HO232	Blackburn Scout Troop site 12 Lake Road, Blackburn	no	no	no	no	no	no	no
HO233	Burwood Cemetery 74-108 Burwood Highway, Burwood	no	no	yes	no	no	no	no
HO234	East Burwood Hall	no	no	no	no	no	no	no

Page 20 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
	310 Burwood Highway, Burwood East							
	(Heritage place defined as East Burwood Hall and land within 2 metres surrounding)							
HO235	327 Warrigal Road, Burwood	no	no	no	Yes	no	no	no
					(eastern-most outbuilding only)			
HO236	468 Mitcham Road, Mitcham	no	no	no	Yes	no	no	no
					fence			
HO237	Dulverton	no	no	no	no	no	no	no
	1 Lightfoot Street, Mont Albert							
HO238	Nunawading Primary School	no	no	no	no	no	no	no
	96-106 Springvale Road, Nunawading							
	(Heritage place defined as the 1926 school building and land within 2 metres surrounding)							
HO239	747 Canterbury Road, Surrey Hills	no	no	no	no	no	no	no
HO240	Corcovado/Varndean	no	no	no	no	no	no	no
	751 Canterbury Road, Surrey Hills							
HO241	Corio Bay Villa	no	no	no	no	no	no	no
	1/42 Newton Street, Surrey Hills							

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
HO242	Alexander Street Precinct, Box Hill	yes	no	no	no	no	no	no
HO243	Windsor Park Estate, Surrey Hills	no	no	no	no	no	no	no
HO244	Box Hill Commercial Area	no	no	no	no	no	no	no
HO245	Horse Trough	no	no	no	no	no	no	no
	179 Blackburn Road Blackburn							
	cnr Canterbury Road							
	Heritage place defined as the horse trough and 1 metre surrounding it.							
HO246	Box Hill Community Arts Centre	yes	no	no	no	no	no	no
	470 Station Street, Box Hill							
HO247	Mont Albert Primary School	no	no	no	no	no	no	no
	21-23 Inglisby Road Mont Albert							
	Heritage place defined in accordance with citation contained in the Whitehorse Heritage Review 2012							
HO248	Box Hill High School	no	no	yes	no	no	no	no
	1180 Whitehorse Road, Box Hill							
	Heritage place defined in accordance with citation contained in the Whitehorse Heritage Review 2012							
HO249	Former Kildonan Children's Home	no	no	yes	no	no	no	no
	70 Elgar Road, Burwood							

Page 22 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	Heritage place defined in accordance with citation contained in the Whitehorse Heritage Review 2012							
HO252	South African and China War Memorial	no	no	no	no	no	no	no
	Whitehorse Road Median Strip, Box Hill							
	Heritage place is defined as the memorial and 1 metre surrounding it.							
HO253	World War 1 Memorial Blackburn	no	no	no	no	no	no	no
	Moreton Park, Central Road Blackburn							
	Heritage place is defined as the memorial and 1 metre surrounding it.							
HO254	World War 1and 2 Memorials Box Hill	no	no	no	no	no	no	no
	Box Hill Gardens, Nelson St, Box Hill,							
	Heritage place is defined as the 2 memorials and 1 metre surrounding them.							
HO255	World War 1 Memorial Mitcham	no	no	no	no	no	no	no
	Halliday Park, Mitcham Road Mitcham							
	Heritage place is defined as the memorial and 1 metre surrounding it.							

Page 23 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4		Prohibited uses may be permitted?	Aboriginal heritage place?
HO257	Box Hill Swimming Pool Precinct Heritage place defined in accordance with the citation contained in the Whitehorse Heritage Review 2012	no	no	no	no	no	no	no
HO259	Former Methodist Church 679-681 Canterbury Road, Surrey Hills	no	no	no	no	no	no	no
HO260	The Avenue Uniting Church (Former Presbyterian Church) 38-44 Blackburn Road, Blackburn	no	no	no	no	no	no	no
HO261	St. Augustine's Church of England 38 Bundoran Parade, Mont Albert North	no	no	no	no	no	no	no
HO262	St. Benedict's Roman Catholic Church 299 Warrigal Road, Burwood Heritage place is defined in accordance with the citation contained in the Whitehorse Heritage Review 2012	no	no	no	no	no	no	no
HO263	Former Chapel of St. Joseph 27-29 Strabane Avenue, Mont Albert North	-	-	-	-	yes Ref No H2351	yes	-
HO 264	Colinruby 7 Pembroke Street, Surrey Hills	yes	no	no	no	no	no	no
HO265	Glengordon	yes	no	no	no	no	no	no

Page 24 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
	26 Thames Street, Box Hill							
HO266	42 Bishop Street, Box Hill	yes	no	no	no	no	no	no
HO267	Wattle House 99B Carrington Road, Box Hill	yes	no	no	no	no	no	no
HO268	Woodleys 15 Hopetoun Parade	yes	no	no	no	no	no	no
HO269	Barcore 25 Hopetoun Parade Box Hill	yes	no	no	no	no	no	no
HO270	Machadodorp 1039 Whitehorse Road, Box Hill	yes	no	no	no	no	no	no
HO271	14 Harding Street, Surrey Hills	yes	no	no	no	no	no	no
HO272	Former ATV O television studios 104-168 Hawthorn Road, Forest Hill Heritage place is defined in accordance with the citation contained in the Whitehorse Heritage Review 2012	yes	no	no	no	no	no	no
HO276	1 Laurencia Court, Mont Albert	no	no	no	no	no	no	no
HO277	Indiana (Flats) 96 Severn Street, Box Hill	no	no	no	no	no	no	no
HO278	453 Whitehorse Road, Mitcham	no	no	no	no	no	no	no
HO279	Tristan's Journey – sculpture 666 Whitehorse Road, Mitcham	no	no	no	no	no	no	no

Page 25 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO280	AV Jennings Estate Precinct	no	no	no	no	no	no	no
	Spencer Street/ Springvale Road, Nunawading							
HO281	Burwood Skyline Drive-In Cinema	no	no	no	no	no	no	no
	Burwood Highway, Burwood							
HO282	Concept Constructions Display Homes Precinct	no	no	no	no	no	no	no
	Canterbury Road, Forest Hill							
HO283	24 Arnott Street, Mont Albert North	no	no	no	no	no	no	no
HO284	150 Canterbury Road, Blackburn South	no	no	no	no	no	no	no
HO285	1 Gracefield Drive, Box Hill North	no	no	no	no	no	no	no
HO286	4 Ian Grove, Burwood	no	no	no	no	no	no	no
HO287	7 Norris Court, Blackburn	no	no	no	no	no	no	no
HO288	1163 Riversdale Road, Box Hill South	no	no	no	no	no	no	no
HO289	40 Somers Street, Burwood	no	no	no	no	no	no	no
HO290	Former ES&A bank	no	no	no	no	no	no	no
	153-155 Springvale Road, Nunawading							
HO291	1 Verona Street, Vermont South	no	no	no	no	no	no	no
HO292	Wildwood	no	no	no	no	no	no	no
	3 Villa Mews, Vermont							

Page 26 of 27

### WHITEHORSE PLANNING SCHEME

PS map ref	Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses may be permitted?	Aboriginal heritage place?
HO293	359 Whitehorse Road, Nunawading	no	no	no	no	no	no	no
HO295	65 Esdale Street, Nunawading	no	no	no	no	no	no	no
HO296	Minamere 42-48 Glenburnie Road, Mitcham Statement of significance:	No	No	No	No	No	No	No
	'Minamere' 42-48 Glenburnie Road, Mitcham - Statement of Significance (Whitehorse City Council 2019)							

WHITEHORSE PLANNING SCHEME

--/--/---Proposed C230whse

# SCHEDULE 6 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as DDO6.

# 490-500 BURWOOD HIGHWAY, VERMONT SOUTH (FORMER AUSTRALIAN ROAD AND RESEARCH BOARD SITE)

#### 1.0 Design objectives

--/--/---Proposed C230whse

To facilitate an integrated residential development that delivers a range of housing typologies including townhouses and apartments that incorporate Environmentally Sustainable Development (ESD) and Integrated Water Mangement (IWM) principles.

To support the appropriate adaptive reuse of the existing heritage buildings and a sympathetic design response that maintains key viewlines, particularly from Burwood Highway and the existing western entry road, to the former Administration building.

To retain the spacious and landscaped setting of the Burwood Highway frontage and enhance the existing landscape character of the site by retaining significant trees and stands of trees, and providing new landscaping that reflects the original landscaping themes.

To ensure the form and scale of development at the interface with land located in the Neighbourhood Residential Zone appropriately responds and transitions to the established lower scale development in the Garden Suburban 7 precinct.

To ensure high quality architectural, urban design and landscape outcomes that are responsive to the site's features and interfaces.

#### 2.0 Buildings and works

Proposed C230whse

A permit is not required to:

- Construct or extend one dwelling on a lot of more than 300 square metres.
- Construct or carry out works normal to a dwelling.
- Construct or extend an outbuilding (other than a garage or carport) on a lot provided the gross floor area of the outbuilding does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Make structural changes to a dwelling provided the size of the dwelling is not increased, or the number dwellings is not increased and does not compromise the overall external design.
- Undertake works associated with a preliminary risk screen assessment statement in accordance with the Environment Protection Act 2017, or the remediation of the site in accordance with or for the purpose of obtaining a certificate or statement of environmental audit under the Environment Protection Act 2017.

#### Fences

A planning permit is required for any fencing along the frontage to Burwood Highway.

#### Built Form

The following buildings and works requirements apply to an application to construct a building or construct or carry out works.

- All buildings and works should be consistent with Figure 1 Concept Plan.
- All buildings must not exceed the mandatory maximum building heights (storeys and metres) and should not exceed the preferred maximum building heights (storeys and metres) as indicated on Figure 1 - Concept Plan.
- All buildings must be set back a mandatory minimum 5 metres or 12 metres from land
  in the adjoining Neighbourhood Residential Zone as shown in Figure 1 Concept Plan
  to respect the existing character and amenity of established residential areas.

OVERLAYS - CLAUSE 43.02 - SCHEDULE 6

PAGE 1 OF 6

#### WHITEHORSE PLANNING SCHEME

- Apartment buildings should only be developed in the locations specifically identified for apartments in Figure 1 - Concept Plan.
- Apartment developments above four storeys must be set back at the upper two levels in
  order to create a distinguishable podium element with recessive upper levels that have
  limited visibility from the internal streets, adjacent Neighbourhood Residential Land
  and the Burwood Highway frontage. Balconies should not significantly encroach into
  upper level setbacks.
- Development must avoid creating a continuous wall of built form by providing physical breaks that accommodate vegetation and provide viewlines between apartment buildings and rows of townhouses.
- The upper levels of townhouses must be recessive and additional breaks should be provided between upper levels to provide articulation and reduce visual bulk, particularly when viewed from adjoining land in the Neighbourhood Residential Zone.
- Dwellings located on corner sites must be designed to address both interfaces to the public/communal realm, including opportunities for passive surveillance.
- Buildings must provide a high quality architectural response through appropriate building massing and articulation, building materials, finishes and design detail.
- Buildings must be sited and designed to maintain the prominence and significance of the heritage building and other key heritage characteristics of the site such as the courtyard structure.
- Pedestrian and bicycle connections should be provided throughout the site, through a
  network of streets and paths, and through breaks between buildings.
- The development should be designed to maximise northerly aspects for passive solar design, natural ventilation and cooling, energy efficiency performance, and thermal comfort. In addition, natural lighting, urban greening and integrated water management are required to be incorporated into any new development.
- Building design must minimise screening as a means of addressing overlooking.
- Development should provide a mix of dwelling sizes, including one, two and three bedroom dwellings.

#### Former Administration Building

- The former Administration building must read as a standalone building from Burwood Highway
- No buildings are to be constructed between Burwood Highway and the north façade of the former Administration building.
- Additions to, or new structures to the rear of the former Administration building must be respectful of the mass, form and detail of the heritage building.
- Any proposed works to extend above the former administration building must be:
  - limited to one additional level above the eastern end of the building
  - setback at least 2 metres from the north façade
  - designed with a simple form and complementary materials to appear visually recessive relative to the existing building
- Any proposed works to extend the footprint of the former administration building must:
  - be located to the rear (south) of the former administration building
  - not exceed the height of the former administration building
  - designed to avoid any impact on the east courtyard at the rear of the former administration building

#### Landscaping

- Retain existing significant trees and stands of trees, being those of high and medium
  value
- Provide a landscape design that is a sensitive reinterpretation of the existing concept in the context of new residential use and development.

OVERLAYS - CLAUSE 43.02 - SCHEDULE 6

#### WHITEHORSE PLANNING SCHEME

- Provide new landscaping, including canopy trees, and a chain of courtyards, that applaud Beryl Mann's practical approach to the existing site landscape.
- Provide landscaped areas at the interfaces with existing residential land in the Neighbourhood Residential Zone.
- Provide a robust, low maintenance, drought-tolerant and aesthetically pleasing landscape that is inviting and is dominated by canopy vegetation.

## Traffic and Transport

- Provide a permeable network of streets and open spaces to support safe and convenient vehicular, pedestrian and cycling movements.
- Provide appropriate road width in accordance with the requirements of Clause 56.06 to ensure practical and safe vehicular movement and facilitate on-street parking.
- Car parking for apartment developments should be located at basement or semibasement level.
- The layout of on-street parking must allow sufficient space for driveways, canopy tree
  planting in the road reserve, utility services and emergency vehicle access.

An application to construct a building or construct or carry out works that is more than 30 metres from the site boundary shown in Figure 1-Concept Plan, and that does not exceed the preferred maximum building height (storeys and metres) shown in Figure 1 - Concept Plan is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act. This exemption does not apply to an application to construct a building or construct or carry out works within the area between the north façade of the former Administration building and Burwood Highway boundary.

#### 3.0 Subdivision

Proposed C230whse

None specified.

#### 4.0 Signs

Proposed C230whse

None specified.

#### 5.0 Application requirements

--/--/---Proposed C230whse

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 Planning Report that demonstrates that the proposal:
  - is generally in accordance with the provisions of this Scheme;
  - meets the design objectives and buildings and works requirements of Clause 1.0 and 2.0 of this schedule.
- An Urban Context Report that analyses the features of the land and its strategic planning context within the City of Whitehorse and metropolitan Melbourne. The report must also outline the residential community vision and the proposed housing mix for the site.
- A Heritage Impact Statement that analyses the relationship between proposed development and the existing heritage buildings and other elements of heritage significance.
- A management plan for future conservation and adaptive reuse of the former administration building that includes a prioritised Schedule of Conservation and Maintenance Works

OVERLAYS - CLAUSE 43.02 - SCHEDULE 6

PAGE 3 OF 6

#### WHITEHORSE PLANNING SCHEME

- A View Line Analysis and 3D modelling of the proposed development from vantages along Burwood Highway and surrounding areas to enable an assessment of the visual impact on the development on the existing heritage buildings and on the surrounding residential area.
- A report from a suitably qualified arborist that:
  - assesses the health of the trees and justifies any tree removal;
  - outlines the measures to be taken, particularly during construction phase, to ensure that long-term preservation of trees on, or adjoining, the development site.
- A Landscape Report that identifies vegetation to be retained, the future landscape vision, and landscape details for the site. Consideration must also be given to the staged removal of any vegetation and replacement planting to ensure that a dominant canopy tree presecence at the interface is retained as the site is redeveloped.
- Plans which show, as relevant to the application:
  - The location, height, dimensions and floor area of the proposed building forms in the context of the immediately surrounding area
  - The indicative stages in which the land is to be developed.
  - The location of all vehicle, bicycle and pedestrian ways.
  - The location and layout of all car and bicycle parking areas and access and views to and from them.
  - The location of all communal open space.
  - The colours and details of materials to be used for external walls.
  - Annotation of WSUD and ESD measures on relevant plans.
  - The layout of vehicle and pedestrian access routes to surrounding public transport options.
- A Traffic Enginering Report prepared by a suitably qualified person confirming the suitability of traffic and access arrangements with reference to Clause 56.06 and the adequacy of the car parking provision.
- A Waste Management Report which provides details of waste collection, storage and removal facilities and areas.
- A Sustainability Management Plan which provides details regarding the Sustainable Design Assessment in the Planning Process (SDAPP) and Sustainable Subdivision frameworks, including the use of an ESD assessment rating tool. The Plan must include the following items:
  - o Energy performance;
  - o Integrated Water Management;
  - Indoor Environment Quality;
  - Transport;
  - Waste Management, Materials and Circular Economy;
  - O Urban Heat; and
  - o Ecology.

#### WHITEHORSE PLANNING SCHEME

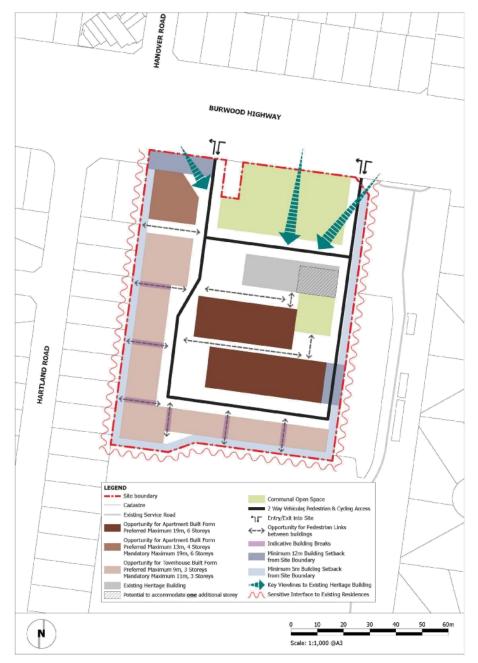


Figure 1 - Concept Plan

## 6.0 Decision guidelines

--/--/---Proposed C230whse

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:

#### WHITEHORSE PLANNING SCHEME

- Whether the proposal achieves the design objectives of section 1.0, and the buildings and works requirements of section 2.0 of this schedule.
- The consistency of the proposed development with Figure 1 Concept Plan.
- The reasonable, open, clear and unobstructed view lines from along Burwood Highway and surrounding area towards the existing significant heritage buildings.
- Whether the proposal respects and preserves the significant elements of the heritage place.
- Whether the development provides an appropriate transition to the adjoining properties in the Neighbourhood Residential Zone.
- The visibility of the upper levels of apartment buildings from internal streets, adjacent Neighbourhood Residential land and the Burwood Highway frontage.
- How the landscape design responds to the existing landscape character and Beryl Mann's themes for the site, including the retention of significant vegetation.
- The impact of additional traffic generation and the provision of car parking and bicycle parking.
- The staging of development.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services, and public transport.
- The provision made for the storage of rubbish and materials for recycling in a manner that is screened from the public /communal realm.
- The proposed management arrangements for the maintenance of buildings, landscaping and paved areas.
- The design of the proposed buildings, their relationship to the streetscape and surrounding development and uses.
- The design of buildings, in response to ESD principles, that demonstrate that the development may attain a long-term, zero carbon, outcome.
- The application of IWM principles that address potential impacts concerning stormwater runoff, flooding, quality and drainage management, as well as, support water efficiency and the reduction of potable water demand.

OVERLAYS - CLAUSE 43.02 - SCHEDULE 6

#### WHITEHORSE PLANNING SCHEME



# SCHEDULE TO CLAUSE 72.04 DOCUMENTS INCORPORATED IN THIS PLANNING SCHEME

1.0 \_/\_/20\_ C2<u>30</u>whse

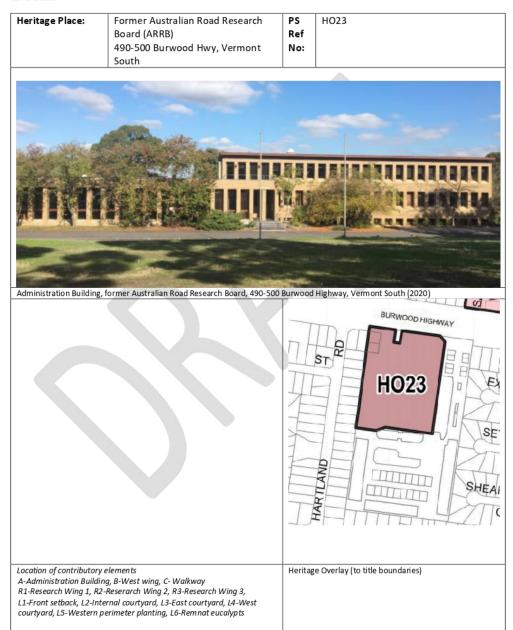
# Incorporated documents

Name of document	Introduced by:
Former Australian Road and Research Board, 490-500 Burwood Highway, Vermont South – Statement of Significance (Whitehorse City Council, June 2021)	C230whse
Statements of Tree Significance, 490-500 Burwood Highway Vermont South (Whitehorse City Council, September 2021)	C230whse
'Minamere' - 42-48 Glenburnie Road, Mitcham – Statement of Significance (Whitehorse City Council, June 2019)	C216whse
517 and 519-521 Station Street, Box Hill, December 2016	C194
Deakin University Burwood Link Project, Incorporated Document, November 2015	C210
Former Brickworks Site Building Height Plan, 13 July 2005	C63
Former Brickworks Site Framework Plan, 13 July 2005	C63
Incorporated Document No. 10 - City of Whitehorse-Statements of Tree Significance-2005 (updated September 2016)	C189
Incorporated Document No. 11 - City of Whitehorse-Statements of Tree Significance-2006 (updated September 2016)	C189
Incorporated Document No. 2 - 690 Elgar Road, Box Hill North, August 1999	NPS1
Incorporated Document No. 3 - 172-176 Middleborough Road, South Blackburn, August 1999	NPS1
Incorporated Document No. 4 - 237-243 Whitehorse Road, Blackburn, August 1999	NPS1
Incorporated Document No. 7 – 5 Delany Avenue, Burwood, August 1999	NPS1
Incorporated Document No. 9, 300-340 Elgar Road, Box Hill South, August 2002	C42
Incorporated Document No.13 City of Whitehorse Significant Tree Study 22 April 2016	C181
Incorporated Document No.6 – 286 Whitehorse Road, Nunawading, August 1999	NPS1
Level Crossing Removal Project – Blackburn Road, Blackburn and Heatherdale Road, Mitcham Incorproated Document, December 2015	C183
North East Link Project Incorporated Document, December 2019	GC98
The City of Whitehorse Environmental Weed List 2007	C73

#### WHITEHORSE PLANNING SCHEME

#### STATEMENT OF SIGNIFICANCE FORMER AUSTRALIAN ROAD RESEARCH BOARD 490-500 BURWOOD HIGHWAY, VERMONT SOUTH

22 June 2020



#### What is significant?

The former Australian Road Research Board (ARRB) complex at 490-500 Burwood Highway, Vermont South, constructed in 1971-72 to the designs of architects Mockridge, Stahle & Mitchell.

Elements of Primary Significance include:

- The Administration Building,
- The landscaped setting around the Administration Building, including the open space and surviving trees to the north and west in the front setback, and the courtyards between the Administration Building and Research Wing 1, and the Administration Building and Research Wing 2.

Elements of Secondary Significance include:

- The West Wing
- The planning concept using building modules (Research Wings R1 and R2) separated by courtyards and connected by a main pedestrian spine.
- The broader landscaped setting, particularly the surviving mature native plantings on the western boundary and the remnant Eucalyptus melliodora east of Research Wing R2.

Elements that do not contribute to the significance of the place include:

- · Research Wing R3 and the Truck Bay
- The former tennis court, now parking area
- The Garden Maintenance Shed
- The Store
- The RMS Garage
- The Concrete Laboratory/HV Workshop
- The Shed located south of Research Wing R2
- The open land to the south of Research Wing R3

#### How is it significant?

The former Australian Road Research Board complex is of historical, representative (architectural) and aesthetic significance to the City of Whitehorse.

#### Why is it significant?

The former Australian Road Research Board represents the move of institutions and organisations from the inner suburbs Melbourne in the post-war period, taking advantage of undeveloped rural land in the outer fringe of Melbourne. [Criterion A]

Constructed in 1971-72 to a design by Mockridge Stahle & Mitchell, the Administration Building of the former Australian Roads Research Board complex is a fine and highly intact representative example of a Post-war Modernist commercial building. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face brickwork, the building is a confident example of the type of building which typified institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The Administration Building demonstrates typical characteristics of later post-war structures including the rhythmic façade of regularly spaced, deep set windows with distinctive, sloping brick sills, and a strong horizontal emphasis. [Criterion D]

The site planning of the ARRB complex is an accomplished example of modular design allowing for flexibility and expansion that was in keeping with established principles of modernist architecture. The 'finger plan' layout provided the potential to expand the complex to the south and the courtyards separating the research laboratory 'modules' allow for light into the buildings on three sides, and an outlook into the landscaped spaces for the occupants. [Criterion D]

The former Australian Road Research Board complex is enhanced by its large, landscaped front setback and the landscaped courtyards separating the research wings, designed by noted landscape architect Beryl Mann. Although partially compromised by the loss of the eastern part of the site in the 1990s, the combination of

2

open, grassed spaces, the retention of pre-existing eucalypts within the site, and the now-mature native perimeter planting to the northern and western boundaries, demonstrate the movement in the late 1960s and early 1970s to incorporate native trees and plants in landscape design for institutional complexes. [Criterion E]

# **Primary Source**

Updated Heritage Citation: Former Australian Road Research Board (Coleman Architects, June 2021)



#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

#### FORMER AUSTRALIAN ROAD RESEARCH BOARD

Building type:	Office & Laboratories	HO No:	HO23
Address:	490-500 Burwood Hwy Vermont South	Melway Map Ref:	62 G/H8
Place Type:	Commercial/Industrial	Construction Date:	1971-72
Architect:	Mockridge, Stahle & Mitchell	Builder:	Leighton Contractors
Integrity:	High	Extent of Overlay:	To current title boundaries



Figure 1. Perspective drawing of the ARRB Administration Building by Mockridge Stahle & Mitchell architects c1970. (Note: fascia detail is not as constructed). Source ARRB.

#### **Preamble**

This document supersedes the existing citation for the property in the *City of Whitehorse Heritage Review*, 1999, by Allom Lovell & Associates. The significance of the heritage place has been established and the former Australian Road Research Board site is included in the Heritage Overlay of the Whitehorse Planning Scheme. The intent of this document therefore is to more clearly define the significance of the component parts of the former ARRB site, and to update the Statement of Significance in accordance with Planning Practice Note 1: Applying the Heritage Overlay, August 2018.

The history and descriptions of the buildings and the site in this document, have been drawn from the original citation and the Conservation Management Plan for the Former Australian Road Research Board, 500 Burwood Highway, Vermont South, prepared by Bryce Raworth & Associates, February 2021.

#### Statement of Significance

What is significant?

The former Australian Road Research Board (ARRB) complex at 490-500 Burwood Highway,

COLEMAN ARCHITECTS PTY LTD
Architects + Heritage Consultants

Page 1

#### 9.1.2 – ATTACHMENT 1. Propose

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

Vermont South, constructed in 1971-72 to the designs of architects Mockridge, Stahle & Mitchell.

Elements of Primary Significance include:

- The Administration Building,
- The landscaped setting around the Administration Building, including the open space and surviving trees to the north and west in the front setback, and the courtyards between the Administration Building and Research Wing 1, and the Administration Building and Research Wing 2.

Elements of Secondary Significance include:

- The West Wing
- The planning concept using building modules (Research Wings R1 and R2) separated by courtyards and connected by a main pedestrian spine.
- The broader landscaped setting, particularly the surviving mature native plantings on the western boundary and the remnant Eucalyptus melliodora east of Research Wing R2

Elements that do not contribute to the significance of the place include:

- Research Wing R3 and the Truck Bay
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- The Garden Maintenance Shed
- The Store
- The RMS Garage
- The Concrete Laboratory/HV Workshop
- The Shed located south of Research Wing R2
- The open land to the south of Research Wing R3

#### How is it significant?

The former Australian Road Research Board complex is of historical, representative (architectural) and aesthetic significance to the City of Whitehorse.

#### Why is it significant?

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Constructed in 1971-72 to a design by Mockridge Stahle & Mitchell, the Administration Building of the former Australian Roads Research Board complex is a fine and highly intact representative example of a Post-war Modernist commercial building. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face brickwork, the building is a confident example of the type of building which typified institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The Administration Building demonstrates typical characteristics of later post-war structures including the rhythmic façade of regularly spaced, deep set windows with distinctive, sloping brick sills, and a strong horizontal emphasis. [Criterion D]

The site planning of the ARRB complex is an accomplished example of modular design allowing for flexibility and expansion that was in keeping with established principles of modernist architecture. The 'finger plan' layout provided the potential to expand the complex to the south and the courtyards separating the research laboratory 'modules' allow for light into the buildings on three sides, and an outlook into the landscaped spaces for the occupants. [Criterion D]

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Page 2

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

The former Australian Road Research Board complex is enhanced by the large, landscaped front setback and the landscaped courtyards separating the research wings, designed by noted landscape architect Beryl Mann. Although partially compromised by the loss of the eastern part of the site in the 1990s, the combination of open, grassed spaces, the retention of pre-existing eucalypts within the site, and the now-mature native perimeter planting to the northern and western boundaries, demonstrate the movement in the late 1960s and early 1970s to incorporate native trees and plants in landscape design for institutional complexes. [Criterion E]

#### **Historical Themes**

The former Australian Road Research Board site is associated with the following themes as defined in the City of Whitehorse Post-1945 Heritage Study: Thematic Environmental History.

#### 3.0 Connecting Victorians by transport and communications

3.4 Linking Victorians by road in the twentieth century

#### 5.0 Building Victoria's industries and workforce

5.8 Working

#### History

The Australian Road Research Board (ARRB) was established in 1958, when the Conference of State Road Authorities agreed to establish a national road research body modelled on the US Highway Research Board. The ARRB's prime purpose was to co-ordinate, publish and promote the results of road research, including research into road planning, design, safety, materials, construction, maintenance, and financing. The Board was also tasked with distributing grants for research and organising conferences and symposiums to provide opportunities for the presentation and discussion of the results of road research. <sup>1</sup>

Staff were initially housed in the Victorian Country Roads Board headquarters in Kew, but in the mid-1960s, it became apparent that the ARRB required a permanent headquarters. For this purpose, a former apple orchard and adjoining farmland totalling 6.5 hectares, on Burwood Highway, Vermont South, was acquired in the late 1960s and architects Mockridge, Stahle and Mitchell were commissioned to design the new facility.<sup>2</sup>

The architects proposed a building of 'simplicity and dignity' to attract new staff whilst also providing a 'good background for public relations to visitors and representatives of other interested bodies who in turn attract money to the cost of the functions of the board.<sup>3</sup>

The design for the new complex was approved in 1970 and Leighton Contractors were awarded the \$1 million construction project in May 1971.4 The new headquarters for the ARRB was officially opened by the Governor of Victoria Sir Rohan Delacombe on 27 November 1972.

As originally designed, the ARRB complex had a three and two storey administration building fronting Burwood Highway, providing executive offices, a board room, technical library, a double-height lecture room and adjoining dining area with kitchen facilities. To the rear of the Administration Building was a single-storey publications room and two research wings

<sup>&</sup>lt;sup>1</sup> Australian Road Research Board 'The First 50 Years' Report on Activities from Foundation, p.14

<sup>&</sup>lt;sup>2</sup> Australian Road Research Board 'The First 50 Years' Report on Activities from Foundation, p.6

<sup>&</sup>lt;sup>3</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading, Melbourne. Narrative Brief. Unpublished typescript, 5 November 1969, p.16, Mockridge Stahle & Mitchell Archive, Australian Manuscripts Collection, SLV.

<sup>&</sup>lt;sup>4</sup> ARRB Report of Activities 1971

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

arranged alternately either side of a covered two-level walkway. Generous landscaped courtyards separated the rear wings (Fig. 2).

The buildings were designed for maximum flexibility and to allow for future expansion. The structure of the administration building was apparently designed so that an additional storey could be added later if required, and the non-structural brick infill panels of external walls allowed for the simple insertion of new doorways if required. The original plan allowed for a future theatre to the south-east of the Administration Building (Fig. 3) and the original architects brief anticipated that the courtyards could be enclosed if required.

As described below, the complex was intended to be a workplace in a generous landscaped setting:

Set 200 yards back from the road, the new centre will be surrounded by attractive trees, shrubs and lawn to harmonise with the environment. Although the building has been designed to allow for future expansion, at no stage will it ever occupy more than two-thirds of the section. This means that at least 5 acres of land will always be landscaped to blend in with surrounding areas.<sup>7</sup>

The surrounding grounds were designed by noted landscape architect Beryl Mann. Mann's landscape planning for the site included the retention of several remnant eucalypts on the eastern portion of the property and most of the existing apple trees at the rear of former orchard on the western portion of the property (Figure 4). The side boundaries were to be planted with dense stands of native trees to act as windbreaks and to screen the site from anticipated future residential development. The Burwood Highway frontage was to have a 'more carefully developed main entrance treatment' while the internal landscaping was generally to maintain an 'open character' with lawns and tree groups.8

Later additions and alterations to the complex included the extension of Research Wing R2 eastwards in 1974 to accommodate machinery for bitumen testing<sup>9</sup>, the construction of the tennis court west of the administration building in the same year<sup>10</sup>, and the extension of Research Wing R1 to the west in about 1975.<sup>11</sup> A tilt deck for testing articulated vehicles was installed in 1984 and in 1986 a new Research Wing R3 was opened.<sup>12</sup> A concrete testing laboratory was constructed to the south-west of the existing complex following the establishment of a concrete testing technology division in 1997.<sup>13</sup>

<sup>&</sup>lt;sup>5</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading, Melbourne. Narrative Brief. Unpublished typescript, 5 November 1969, p.17, Mockridge Stahle & Mitchell Archive, Australian Manuscripts Collection, SLV.

<sup>&</sup>lt;sup>6</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading, Melbourne. Narrative Brief. Unpublished typescript, 5 November 1969, p.17, Mockridge Stahle & Mitchell Archive, Australian Manuscripts Collection, SLV.

<sup>&</sup>lt;sup>7</sup> ARRB Brochure, 1973. Unpaginated

<sup>&</sup>lt;sup>8</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading, Melbourne. Narrative Brief. Unpublished typescript, 5 November 1969, p.14, Mockridge Stahle & Mitchell Archive, Australian Manuscripts Collection, SLV.

<sup>&</sup>lt;sup>9</sup> ARRB Report on Activities, 1974, p.7.

<sup>&</sup>lt;sup>10</sup> ARRB Report on Activities, 1974, p.7.

 $<sup>^{11}</sup>$  From aerial photograph, 1975, from Whitehorse Maps, City of Whitehorse website.

<sup>12</sup> ARRB: The First Fifty Years, p.51 & 62.

<sup>13</sup> Conservation Management Plan for the Former Australian Road Research Board, 500 Burwood Highway, Vermont South, prepared by Bryce Raworth & Associates, February 2021, p.13.

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

During the late 1990s, 4 hectares of land to the east and south of the complex, was sold to fund the operation of the ARRB. 14 The ARRB retained approximately 2.6 hectares of land (Refer to Figs. 12 & 13 for comparison of the original and current property size). In about 2004, land at the front of the site was excised for the construction of an electrical substation to service the Burwood Highway tram extension.

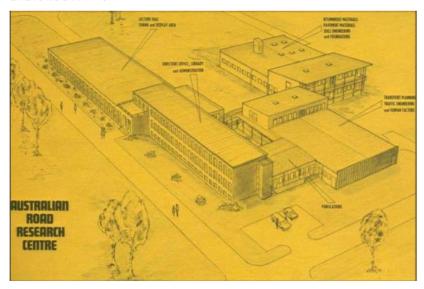
In 2017, the ARRB sold the Vermont South site and relocated its headquarters to new offices in Port Melbourne.

#### The architects

Mockridge, Stahle and Mitchell was established in 1948 by John Mockridge (1916-1994), Ross Stahle (1917-2010) and George Mitchell (1916-2006). Mockridge trained at the Gordon Institute of Technology, Geelong (now Deakin University), gaining a Bachelor of Architecture in 1942. After serving in the Royal Australian Air Force during World War Two, he worked for architects Buchan Laird & Buchan before establishing the partnership with Stahle and Mitchell, who had both studied at RMIT. The early work of the practice was mostly residential, but the firm came to be strongly defined by projects for institutional clients including universities, colleges, and schools. Among their institutional works, the Bromby Building at Melbourne Grammar School (1954, demolished), the Camberwell Civic Centre (1967-69) and the Social Sciences Building at La Trobe University (1970), are examples of their work that compare directly with the Administration Building at the former ARRB facility.

#### The landscape architect

Like John Mockridge, Mann had studied architecture at Gordon Institute in Geelong in the 1930s, but later turned to landscaping, completing a course in horticulture at Burnley College in 1939. She joined Mockridge Stahle & Mitchell when it was founded in 1948 and worked both as an architect and a landscape designer. She became an associate of the firm in 1961 and retired in 1976.<sup>15</sup>



<sup>&</sup>lt;sup>14</sup> ARRB: The First Fifty Years, p.106

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Page 5

<sup>&</sup>lt;sup>15</sup> Ruth Sanderson. 'Beryl Mann: Her Contribution to Landscape Architecture in Australia'. *Landscape Australia* VI, 4 (November 1984), pp304.

# Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

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Figure 2. 1972 illustration of the ARRB complex. Source: 'Next Five Years: Australian Road Research Board

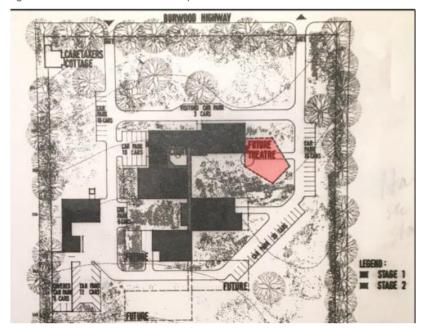


Figure 3. 1970 site plan for the ARRB complex showing the building layout and projected future development. Source: State Library of Victoria Manuscripts Collection.

# Proposed Amendment C230 - ARRB Site - Amendment Documentation

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Figure 4. 1976 aerial photograph showing the full extent of the ARRB site. The current site is shown dashed. Note the surviving apple trees in the south end of the site. Source: ARRB and CMP by Bryce Raworth Pty Ltd.



Figure 5. 1975 aerial photo of the ARRB site. Source: ARRB.

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

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Figure 6. 2021 aerial photo of the ARRB site showing location of buildings. Source: CMP by Bryce Raworth Pty Ltd.

#### Description

The former ARRB complex occupies approximately 2.5 hectares of land on the south side of Burwood Highway, 1.3kms east of Springvale Road. The Administration Building fronts the complex, set approximately 150 metres back from Burwood Highway. A two-level walkway with three research wings placed alternately to each side with landscaped courtyards between is located behind the administration building. Various ancillary structures are located to the west side and to the rear of the site, including a store, garden maintenance shed, garage and Concrete Lab/HV Workshop.

The site planning and architectural hierarchy of the ARRB complex represents elements of both industrial and institutional projects of the period. There are no similar examples in the City of Whitehorse, but the administration building at the BHP refinery, Crib Point, by architect Don Hendry Fulton (1965), and the former BHP Research Laboratories, Wellington Road, Mulgrave by architects Eggleston McDonald & Secombe (1969) exhibit similar characteristics of a refined corporate design against a backdrop of industrial or ancillary structures.

The building layout of the original complex utilising a 2-level circulation spine with modules arranged along its length to allow for flexibility and expansion, was a well-established principle at the time, with similarities to the 'finger plan' schools conceived in the 1930s by Californian architect Ernest Kump. In Australia, examples of modular planning included

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

Michael Dysart's designs for high schools in New South Wales conceived in 1958, which employed planning strategies based on cloisters and quadrangles, the masterplan for La Trobe University by Roy Simpson (1964-67) and Cameron Offices in Canberra by architect John Andrews (1969).

The 'spine and module' layout provided the potential to expand the complex to the south and the courtyards separating the research laboratory 'modules' allow for light into the buildings on three sides, and an outlook into the landscaped spaces for the occupants.

The front setback to the Administration Building is generally open with carparking across the front of the building and informal plantings of native trees planted as part of the original development along the highway frontage (Figures 12 & 13). The main access to the site is at the west end of the frontage and the internal road runs past the west side of the main buildings. A secondary access road enters the site in the north-east corner. Perimeter plantings of native trees planned by Beryl Mann survive along the western boundary, as do several large trees within the site (Figures 12 & 13). Most of the remnant trees on the eastern part of the original site have either been removed or are located in the land at 502-514 Burwood Highway, sold by the ARRB in the 1990s. The large eucalyptus melliodora (Yellow Box) adjacent to the eastern elevation of Research Wing R2 appears to be the only surviving tree on the current site that predates the construction of the complex (Figures 12 & 13).

The Administration Building has a long rectangular plan form orientated on an east-west axis. It comprises a three-level office wing with a partial basement level to the west, and a single-level wing containing the main entry, display and staff dining area and kitchen to the east. The building is concrete framed with a flat, steel deck roof, and non-loadbearing external walls of light brown coloured brick and anodised aluminium window frames. The front elevation is of a 'late twentieth century stripped classical style' 16 composed of narrow, regularly spaced, deep set window openings with splayed brick sills, and is capped by a timber fascia and recessed, timber-lined eaves, that provide a strong horizontal element to the upper façade.





Figure 7. Front (north) elevation of Administration Building. Source: Conservation Management Plan, Bryce Raworth & Associates Pty Ltd, Feb 2021.

Figure 8. Detail of north elevation showing deep window reveals and recessed eaves.

Source: Conservation Management Plan, Bryce

<sup>&</sup>lt;sup>16</sup> Richard Apperly et al. A Pictorial Guide to Identifying Australian Architecture: Styles and Terms from 1788 to the Present. 1989.

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

Raworth & Associates Pty Ltd, Feb 2021.

Internally, the building is mostly partitioned office space, apart from the double-height staff dining room at the east end of the relatively small entry, the library located in the semi-basement, and the board room in the top floor that opens onto the roof terrace. The major area of aesthetic interest in the interior is the elliptical main stairwell in the west wing, its wood panelled walls, and circular skylight.



Figure 9. Main stair in Administration Building before March 2021 fire. Source: CMP

The West Wing projecting to the south of the west end of the Administration Building, is a flat-roofed, single-storey structure that originally housed the publications section of the ARRB. Constructed of matching brickwork as the main building, the wing is more simply detailed.

The two-level walkway linking the Administration Building with the Research Wings, is an open structure with concrete floors, supported on steel columns. The upper level has a simple steel balustrade with vertical balusters and the roof is unlined steel decking.

Forming part of the original development, Research Wings R1 and R2 have simply detailed light brown brick walls and flat metal deck roofs with no eaves. They are predominately single-storey, with narrow double-storey sections containing offices abutting the walkway.

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City of Whitehorse

Heritage Citation - Updated





Figure 10. North elevation of Research Wing R1.

Figure 1. West Elevation of Research Wing R2.

The east end of Research Wing R3, constructed in 1986, is similar to the earlier wings in external form and appearance, whereas the west end is a double-height, metal-clad structure housing the Truck Bay.

The small courtyard between the Administration Building/West Wing and Research Wing R1, has brick paving and a timber deck, with planting to the south side. The larger courtyard between the Administration Building and Research Wing R2 is an open, largely grassed area, with mature trees and shrubs to the north and south sides and is open to the east. The courtyard between Research Wings R1 and R3 has a smaller grassed area with large trees in the centre, and a paved parking area at the west end.

Ancillary structures including the double-height Truck Bay and single-storey Concrete Laboratory/HV Workshop, are utilitarian, metal clad buildings, while the Store is a plain, single-storey structure of brick construction.

#### Intactness/Integrity

The original buildings and landscape of the former ARRB complex retain a high degree of integrity to their original construction in 1971-72, particularly the Administration Building (notwithstanding serious damage to the roof and interiors in a fire in March 2021), the two-level walkway, and Research Wings R1 and R2.

While the original site has been much reduced in extent following the sale of land to the east and south in the late 1990s, the areas immediately surrounding the original buildings largely reflect the original design intent and layout. A major access road that originally entered the site at the east end of the Burwood Highway frontage, the carparking area that was located to the east of the access road and the perimeter plantings of native trees to the eastern boundary (Fig. 12) were demolished after the land on which they were located, was sold in the late 1990s. The main frontage has also been partially impacted by the construction of an electrical substation to service the Burwood Highway tramline. Trees in the landscaped courtyards have matured, as have the perimeter plantings of native trees to the western boundary.

The west end of Research Wing R1 has been impacted by the c1975 additions and the east end of Research Wing R2 by the 1974 additions. The original store was extended to the north in the 1980s and the tennis court converted to a carpark in the early 2000s. <sup>17</sup>

 $<sup>^{17}</sup>$  More extensive analysis of the extent of original fabric and later additions/new construction is outlined in the Conservation Management Plan for The Former Australian Road Research Board, prepared by Bryce Raworth Pty Ltd, February 2021.

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated





Figure 12. 1975 aerial photo. Source: City of Whitehorse

Figure 13. 2020 aerial photo. Source: City of Whitehorse

## **Comparative Analysis**

As the significance of the place has already been determined, and the ARRB complex is included in the Heritage Overlay of the Whitehorse Planning Scheme, a comparative analysis is not required in this document.

#### Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay (January 2018)*.

**Criterion A:** Importance to the course or pattern of our cultural or natural history (historical significance).

The former Australian Road Research Board represents the move of institutions and organisations from the inner suburbs Melbourne in the post-war period, taking advantage of undeveloped rural land in the outer fringe of Melbourne.

**Criterion D**: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

Constructed in 1971-72 to a design by Mockridge Stahle & Mitchell, the Administration Building of the former Australian Roads Research Board complex is a fine and highly intact representative example of a Post-war Modernist commercial building. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face brickwork, the building is a confident example of the type of building which typified

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated

institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The Administration Building demonstrates typical characteristics of later post-war structures including the rhythmic façade of regularly spaced, deep set windows with distinctive, sloping brick sills, and a strong horizontal emphasis.

The site planning of the ARRB complex is an accomplished example of modular design allowing for flexibility and expansion that was in keeping with established principles of modernist architecture. The 'finger plan' layout provided the potential to expand the complex to the south and the courtyards separating the research laboratory 'modules' allow for light into the buildings on three sides, and an outlook into the landscaped spaces for the occupants.

**Criterion E:** Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

The former Australian Road Research Board complex is enhanced by the large, landscaped front setback and the landscaped courtyards separating the research wings, designed by noted landscape architect Beryl Mann. Although partially compromised by the loss of the eastern part of the site in the 1990s, the combination of open, grassed spaces, the retention of pre-existing eucalypts within the site, and the now-mature native perimeter planting to the northern and western boundaries, demonstrate the movement in the late 1960s and early 1970s to incorporate native trees and plants in landscape design for institutional complexes.

#### Recommendations

The following amendments are recommended for the Schedule to the Heritage Overlay (Clause 43.01) in the Whitehorse Planning Scheme:

	Current	Proposed
External Paint Controls?	No	No
Internal Alteration Controls?	No	No
Tree Controls?	No	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No	No
Included in the Victorian Heritage Register?	No	No
Prohibited Uses Permitted?	No	No
Incorporated Plan?		
Aboriginal Heritage Place?	No	No

#### Recommended Extent of Heritage Overlay

To continue to be to the current property title boundaries as currently shown on the Heritage Overlay map of the Whitehorse Planning Scheme to enable ongoing management of future development in the vicinity of the elements on the site that contribute to its significance (Fig. 14).

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Page 13

#### Proposed Amendment C230 - ARRB Site - Amendment Documentation

City of Whitehorse

Heritage Citation - Updated



Figure 14. Extract from Heritage Overlay Map of Whitehorse Planning Scheme showing extent of HO23 that applies to the former ARRB site.

#### Sources and References

Australian Road Research Board 'The First 50 Years' Report on Activities from Foundation,

ARRB Report of Activities, Various

ARRB Brochure, 1973.

City of Whitehorse GIS images.

City of Whitehorse Heritage Review, 1999, by Allom Lovell & Associates.

Conservation Management Plan for the Former Australian Road Research Board, 500 Burwood Highway, Vermont South, prepared by Bryce Raworth & Associates, February 2021.

Mockridge Stahle & Mitchell Archive, Australian Manuscripts Collection, SLV.

Ruth Sanderson. 'Beryl Mann: Her Contribution to Landscape Architecture in Australia'. Landscape Australia VI, 4 (November 1984).

# WHITEHORSE PLANNING SCHEME Incorporated Document

# Statements of Tree Significance 490-500 Burwood Highway, Vermont South

September 2021

#### 1.0 INTRODUCTION

This document is an Incorporated Document under Schedule 5 to Clause 42.02 and the schedule to Clause 72.04 of the Whitehorse Planning Scheme, and pursuant to section 6(2)(j) of the Planning and Environment Act 1987 (the Act).

#### 2.0 LAND TO WHICH THIS INCORPROATED DOCUMENT APPLIES

This Incorporated Document applies to land at 490-500 Burwood Highway, Vermont South that is affected by Schedule 5 to Clause 42.02 of the Whitehorse Planning Scheme and identified as VPO5. The land is formally described as Lot 1 on Plan of Subdivision 518296N.

#### 3.0 PURPOSE

The purpose of this Incorporated Document is to identify the trees on the land that require a permit for removal under the Vegetation Protection Overlay Schedule 5.

#### 4.0 STATEMENTS OF TREE SIGNIFICANCE

Tree Number	1	2	3
Tree name	Eucalyptus mannifera	Eucalyptus melliodora	Eucalyptus saligna
	Brittle Gum	Yellow Box	Sydney Blue Gum
Location	Refer to Figure 1 below.	Refer to Figure 1 below.	Refer to Figure 1 below.
Diameter at	0.76	0.96	0.69
Breast Height			
(metres)			
Height (metres)	15	18	18
Spread	16	16	14
(metres)			
Retention	High	High	High
Value*			
Age (years)	Mature	Mature	Mature
Health	Good	Good	Good
Structure	Good	Fair	Good
Useful Life	Medium	Medium	Long
Expectancy			
Tree Protection	9.12	11.52	8.28
Zone radius			
(metres)			
Structural Root	3.09	3.44	2.98
Zone radius			
(metres)			

Comments	This tree is in good health and good structure, and is an outstanding example of the species. It is considered to be one of the best Brittle Gum trees in the City of Whitehorse.	This tree is good in health and fair in structure. The species is indigenous to the City of Whitehorse and based on its size, this tree is highly likely to be remnant. The tree has a very high retention value.	This tree is good in health and structure, and is an outstanding example of the Sydney Blue Gum species. It has a useful life expectancy (ULE) of 30 - 50 years if managed. It should be preserved in the landscape so it can continue to contribute to the character of the area for many years to come.
Significance Criteria	Outstanding example of the species     Aesthetic value     Outstanding size     Unique location / context	<ul> <li>Outstanding size</li> <li>Particularly old</li> <li>Outstanding example of the species</li> <li>Aesthetic value</li> <li>Historical significance</li> </ul>	Outstanding example of the species     Aesthetic value     Unique location/context

Useful Life Expectancy (ULE) - short 5-15 years, medium 15-40 years, long 40+ years

#### Significance Criteria

- Historical Significance
- Rare/localised distribution
- Horticultural/genetic value
- Curious growth form
- Outstanding size
- Outstanding example of the species
- Particularly old
- Aesthetic value
- Aboriginal culture
- Unique location / context
- Unique environmental contribution

# Proposed Amendment C230 - ARRB Site - Amendment Documentation

#### 5.0 Location Map



Figure 1: Tree location diagram



Figure 2: Tree 1

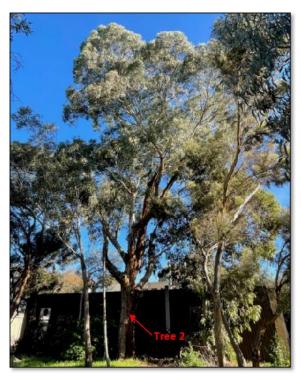


Figure 3: Tree 2

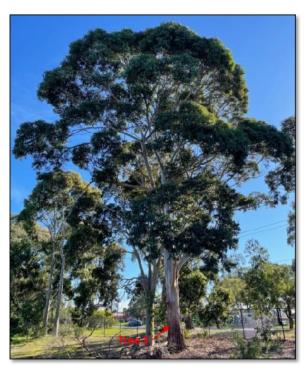
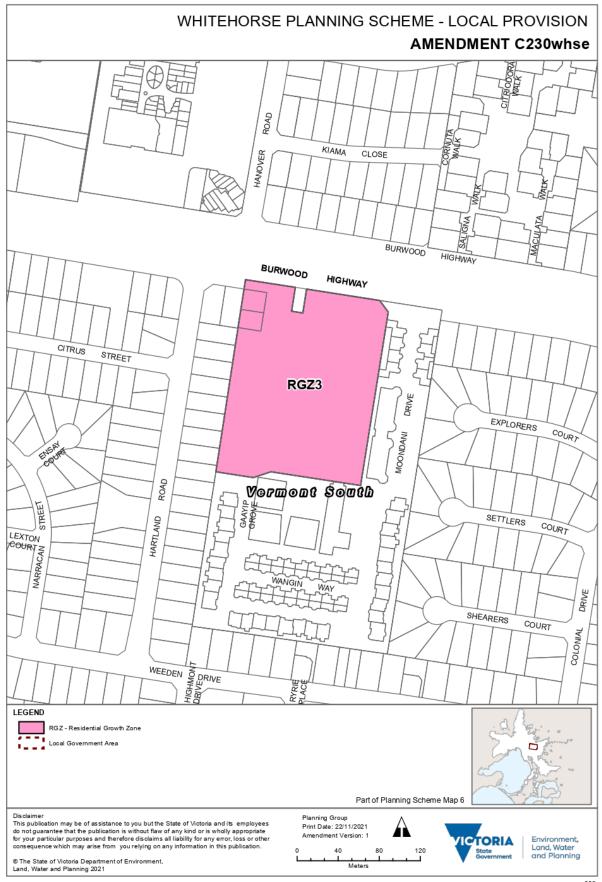
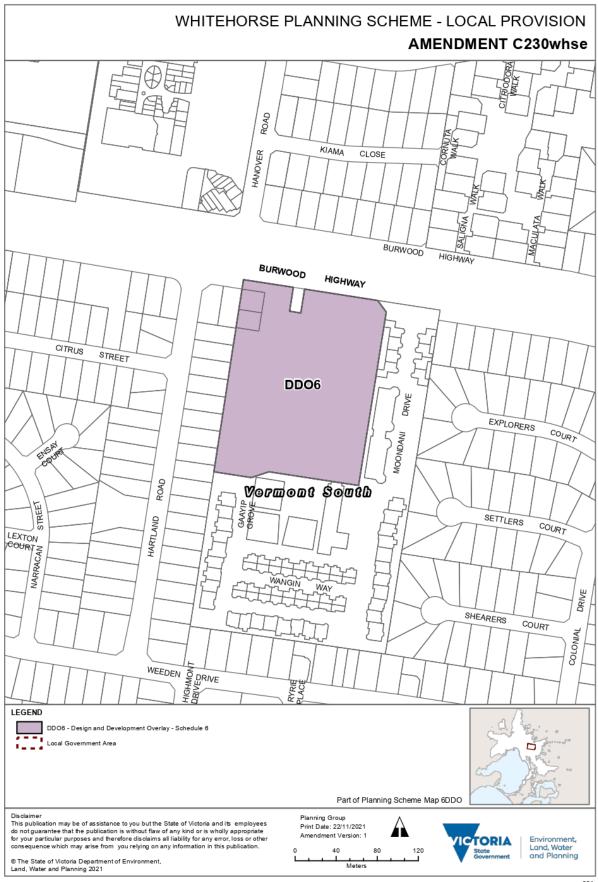
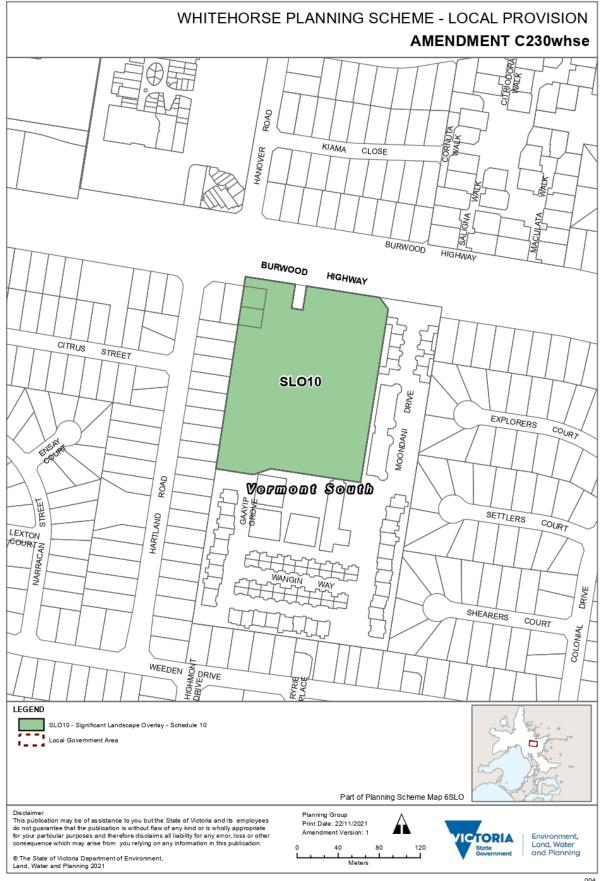


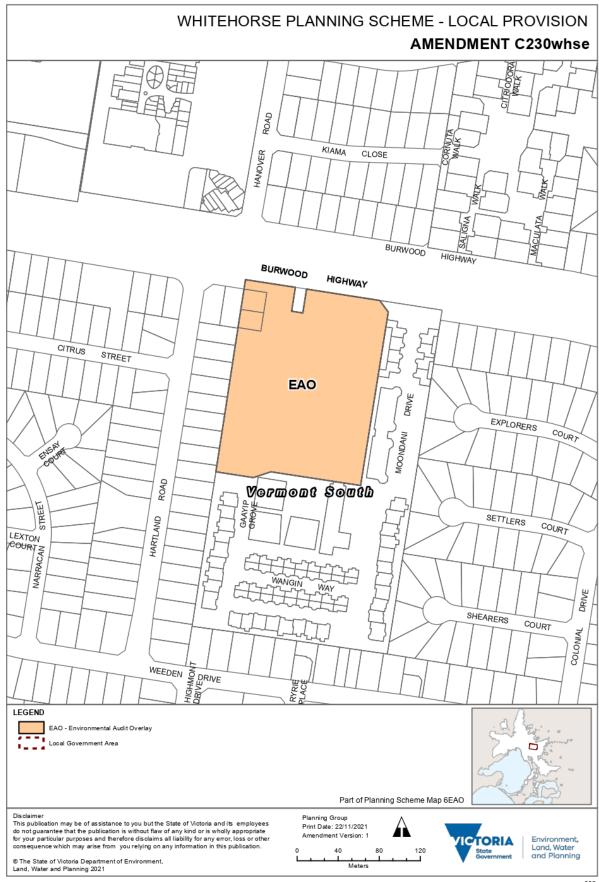
Figure 4: Tree 3











# 500 Burwood Highway, Vermont South The 'Australian Road and Research Board (ARRB) Site'

# Planning Scheme Amendment Report

Prepared by Tract Consultants



Project Management by INPG for PAN Australia Investment on behalf of PAI Group Pty Ltd















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Fig. 1 Indicative Architectural Perspective

2 R004 - Planning Scheme Amendment Report - 500 Burwood Highway, Vermont South

9.1.2 – ATTACHMENT 2. Planning Scheme Amendment Report (Tract, October 2021)

Planning Report - 500 Burwood Highway (October 2021)

# **EXECUTIVE SUMMARY**

Background	
Applicant / Owner	PAN Investment Australia
Address	500 Burwood Highway, Vermont South
Lot Description	Lot 1 on Plan of Subdivision 518296N.
Relevant Planning Controls	
State Planning Policy Framework	Clause 11 - Settlement, Clause 12 - Environmental and Landscape Values, Clause 13 - Environmental Risks, Clause 15 - Built Environment and Heritage, Clause 16 - Housing, Clause 17 - Economic Development.
Local Planning Policy Framework	Clause 21 - Clause 22.01 - Heritage Buildings and Precincts, Clause 22.04 - Tree Conservation, Clause 22.10 - Environmentally Sustainable Development, Clause 22.15 - Public Open Space Contribution.
Zone	Public Use Zone 4 (PUZ4) - Transport.
Overlay	Heritage Overlay 23 (HO23).
Particular Provisions	Clause 53.01 - Public Open Space Contribution and Subdivision, Clause 52.06 - Car Parking, Clause 52.17 - Native Vegetation, Clause 52.29 - Land Subject to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road, Clause 52.34 - Bicycle Facilities.
Planning Scheme Amendment	
Description of proposal	Rezone land from the Public Use Zone - Schedule 4 (PUZ4) to the Residential Growth Zone (RGZ).
	Introduce a Design and Development Overlay (DDO), Significant Landscape Overlay Schedule (SLO) and Environmental Audit Overlay (EAO).

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# CONTENTS

01	Introd	duction	7	04	The F	roposal	30
	1.1	Background	7		4.1	Vision	30
	1.2	Planning Scheme Amendment Details	7		4.2	Heritage	31
	1.3	Report Structure	7		4.3	Trees and Vegetation	32
	1.4	ARRB History	7		4.4	Built Form	33
02	Site A	Analysis	8		4.5	Key Features	34
	2.1	Site Location	8		4.6	Proposed Planning Controls	35
	2.2	Site Features	9	05	Land	scape Architecture	36
	2.3	Local Context and Services	10		5.1	Vision	36
	2.4	Regional Context	11		5.2	Landscape Objectives	36
	2.5	Site Interfaces	12		5.3	Beryl Mann	36
	2.6	Surrounding Developments	14	06	Trans	port	40
	2.7	Site Opportunities and Constraints	15		6.1	Overview	40
	2.8	Constraints	16		6.2	Vehicle Access Arrangements	41
	2.9	Opportunities	17		6.3	Internal Road Network Assessment	41
03	Plann	ing Provisions	18		6.4	Car Parking Requirements	41
	3.1	Planning Policy Framework (PPF)	18		6.5	Conclusion	41
	3.2	Local Planning Policy Framework (LPPF)	20	07	Storn	nwater Management	42
	3.3	Zone	24		7.1	Catchment Analysis	42
	3.4	Zone Context	24		7.2	Authority Requirements	42
	3.5	Overlay	25		7.3	Stormwater Management Strategy	42
	3.6	City of Whitehorse Housing & Neighbourhood Character Review 2014	26		7.4	Targets	42
	3.7	Plan Melbourne 2017-2050	27		7.5	Summary	42
	3.8	20-Minute Neighbourhoods	28	08		munity Needs Assessment	43
	3.9	Particular Provisions	29	00			
	3.10	Other Planning Considerations	29		8.1	Introduction	43
	3.11	Planning Policy Summary	29		8.2	Population Outcomes	43
					8.3	Community Facilities - Existing Supply	43
				09	Conc	usion	45

4 R004 - Planning Scheme Amendment Report - 500 Burwood Highway, Vermont South

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Planning Report - 500 Burwood Highway (October 2021)

# **FIGURES**

Fig. 1	Indicative Architectural Perspective	
Flg. 2	Indicative Architectural Perspective	
Fig. 3	Land and Survey Spatial Information (LASSI)	
Flg. 4	Site Context Plan (OneMap)	
Fig. 5	Slope Map	
Flg. 6	Aerial Plan	
Fig. 7	Local Services Plan	1
Fig. 8	Regional Context Plan	-
Fig. 9	Northern Interface Images	7
Fig. 10	Eastern Interface Images	-
Fig. 11	Southern Interface Images	1
Fig. 12	Western Interface Images	
Fig. 13	Surrounding Development Plan	_1
Fig. 14	Site Opportunities and Constraints Plan	1
Fig. 15	Interface Analysis	_1
Fig. 16	Transitional Scale Analysis	_1
Fig. 17	Key View Analysis	_1
Fig. 18	Existing Vegetation Analysis	_1
Fig. 19	Pedestrian and Vehicle Movement Analysis	
Fig. 20	Redevelopment Potential Analysis	_
Fig. 21	Vehicle Access Analysis	
Fig. 22	Landscape Courtyard Analysis	_1
Fig. 23	Strategic Framework Plan	_2
Fig. 24	Open Space Contribution Area Plan	_2
Fig. 25	Housing Framework Plan	_2
Fig. 26	Neighbourhood Character Precincts	2

Fig. 27	Context Zone Plan	24
Flg. 28	Zone Plan	24
Fig. 29	Overlay Plan	25
Flg. 30	Whitehorse Housing Strategy - Substantial Change Areas Plan	26
Fig. 32	Plan Melbourne Housing Distribution Table	27
Flg. 31	Plan Melbourne Jobs and Investment	27
Fig. 33	Plan Melbourne Eastern Region	28
Flg. 34	Hallmarks of the 20-Minute Neighbourhood	28
Fig. 35	Project Examples	30
Flg. 36	Existing heritage administration building	31
Flg. 37	Existing trees along the Burwood Highway frontage	32
Flg. 38	Retention Value of Trees	32
Fig. 39	Tree Retention Site Plan	33
Flg. 40	Built Form Site Section (North-South)	33
Fig. 41	Indicative Concept Plan	34
Fig. 42	Proposed Planning Scheme Amendment zone and overlays	35
Fig. 43	Image extracts from Beryl Mann Landscape Architecture article November 1984 (ARRB site).	36
Fig. 44	Landscape Site Analysis	37
Fig. 45	Proposed Pedestrian Movement and Circulation Plan	38
Flg. 46	Indicative Road Sections	38
Flg. 47	Indicative Landscape Masterplan	39
Fig. 48	Existing Peak Traffic Conditions (8am-9am and 5:15am-6:15pm).	40
Fig. 49	Public Transport Services	40
Fig. 50	Best Practice Water Quality Management Targets	42
Fla. 51	Indicative Architectural Perspective	44

October 2021



Fig. 2 Indicative Architectural Perspective

9.1.2 - ATTACHMENT 2.

Planning Report - 500 Burwood Highway (October 2021)

# O1 INTRODUCTION

### 1.1 Background

Tract Consultants Pty Ltd acts on behalf of PAN Investments Australia, owner of 500 Burwood Highway, Vermont South.

This report supports a Planning Scheme Amendment request of the Planning and Environment Act 1987 ('the Act') to rezone the land known as 500 Burwood Highway, Vermont South ('the Site') from the Public Use Zone - Schedule 4 (PUZ4) to the Residential Growth Zone (RGZ).

Locally, the land is known as the Australian Road and Research Board (ARRB) Site, property of approximately 2.6ha on the southern side of Burwood Highway.

This rezoning request has arisen from the decision of ARRB to relocate to a more contemporary office space in a central location to enable improved collaboration with respective road and research experts.

Accordingly, the Public Use Zone that applies to the land is redundant and not appropriate into the future.

# 1.2 Planning Scheme Amendment Details

This amendment applies to all of the land formally identified as 500 Burwood Highway, Vermont South.

The land consists of a single land title, is bounded by Burwood Highway to the north, a residential interface to the west and Victoria Grange Residential Community to the south and east.

This planning scheme amendment request seeks to give effect to the following:

- Rezone the land from Public Use Zone Schedule 4 (PUZ4) to Residential Growth Zone (RGZ).
- Apply a Design and Development Overlay (DDO).
- Apply a Significant Landscape Overlay (SLO).
- Apply an Environmental Audit Overlay (EAO).

This amendment will provide net community benefits through:

- The retention, restoration and reuse of heritage building and landscapes including the building presenting to Burwood Highway and the open landscape along the Burwood Highway frontage.
- · The retention of significant trees and stands of trees.
- The provision of high quality residential dwellings within walking distance to the Tally Ho Major Activity Centre, Vermont South Shopping Centre, Principal Public Transport Network (PPTN), and numerous schools and open spaces.
- The delivery of a residential scheme that supports and responds to the guidelines and principles of the 20-Minute Neighbourhood.
- A financial contribution to the City of Whitehorse (in accordance with Clause 53.01) to enable Council to provide for new public open space and improved local park facilities within the municipality.
- Implementation of the policies of the Whitehorse Planning Scheme and Plan Melbourne 2017-2050.

# 1.3 Report Structure

This report describes the Site and its context, analyses its opportunities and constraints, details the proposed Planning Scheme Amendment, identifies relevant planning policy, and lastly assesses the proposal's compliance within the identified planning framework.

This Planning Scheme Amendment report has been informed by specialist inputs and reports including:

- Architecture and Urban Design Hayball.
- Town Planning Tract.
- Landscape Architecture Tract.
- Transport Traffix.
- Heritage Bryce Raworth.
- Stormwater Cardno.
- Arborist Bluegum.
- Community Needs Public Place.

# .4 ARRB History

The Australian Road and Research Board (ARRB) was founded In 1960 as a research agency that provides Independent, applied research and consulting services on the nation's most important road transport challenges.

The ARRB purchased its well known Vermont South headquarters (the Site) in the early 1970s and it was utilised as an administrative base as well as research, logistics and testing facility.

As a result of changing research and business conditions, ARRB no longer needed the extensive Burwood Highway land for operations and is relocating to a more contemporary office environment.

The Site was sold in 2017. No part of ARRB remains on the Site.

PAN Investments Australia acquired the Site with the specific direction to provide high quality residential dwellings within the City of Whitehorse.

PAN Investments Australia delivers townhouse and apartment housing product with a vision to ensure projects reflect the emerging guidelines and principles of the 20-Minute Neighbourhood. PAN Investments Australia's vision also seeks to retain the character of buildings nestled within a garden landscape setting.

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# **O2** SITE ANALYSIS

# 2.1 Site Location

The subject Site is located within the suburb of Vermont South, In the eastern suburbs of Melbourne (refer to Figure 4 - Site Context Plan). The Site is approximately 20km directly east of Melbourne's CBD, and is positioned within the City of Whitehorse.

Vermont South is a middle ring eastern suburb generally bordered by the Bellbird Dell Reserve to the north, the Dandenong Creek to the east, Highbury Road to the south, and Springvale Road to the west.

Vermont South is largely characterised by residential land uses interdispersed with commercial, retail and public open space. The predominant housing stock was built in the 1960s and 1970s and primarily exhibits three and four bedroom, detached, one and two storey dwellings on larger lots of land.

Prior to the European influences, the landscape was thickly timbered bushland, and before it transitioned into a residential suburb, consisted of apple orchards and market gardens.

The Site is within close proximity to the Tally Ho Major Activity Centre as well as the Vermont South Shopping Centre, which is highlighted as a Category 3 Neighbourhood Activity Centre in the Whitehorse Planning Scheme.

This shopping centre comprises a range of retail and other services, including supermarkets, restaurants, a post office and medical services.



Land and Survey Spatial Information (LASSI)





#### 2.2 Site Features

The Site is approximately 2.583ha, is generally rectangular in shape and is located at 500 Burwood Highway, Vermont South.

The Site consists of a single property title and is formally known as:

 Lot 1 on Plan of Subdivision 518296N -(Volume 10528, Folio 902).

The Site does not include the parcel of land noted on the Certificate of Title as:

 Reserve No. 1 For Use of the Secretary to the Department of Infrastructure.

This lot was subdivided from Lot 1 on PS518296N to facilitate the location of the substation for the Vermont South tram extension in 2003 and is approximately 258sgm in area.

The Site previously consisted of a single, larger landholding (shown as Lots 1 and Lot 2 on the Certificate of Title).

Lot 2 is approximately 3.9ha in area and is now identified as the Victoria Grange Residential Community (Australian Unity). This project was developed in 2008 and exhibits 111 dwellings purpose built for a retirement demographic.

The Site is bound by Burwood Highway to the north, the Victoria Grange Residential Community to the east and the south, and a residential interface to the west (refer to Figure 6 - Aerial Plan). Burwood Highway is one of several major arterial roads linking the CBD to the eastern suburbs and the southern Dandenongs.

The land exhibits a stepped gradient reflecting heights above sea level of approximately 112m along the northern (Burwood Highway) boundary to approximately 105m along the souther (Victoria Grange Residential Community) boundary (refer Figure 5 - Slope Map).

The Burwood Highway setback comprises of an open grassy area with significant vegetation and tree coverage across this interface.

The Site accommodated thirteen purpose-built buildings of various styles, uses and ages. The administration building presenting to Burwood Highway was designed by the notable firm Mockridge Stahle and Mitchell.

Behind this building is a covered walkway which connects it to a number of laboratories and offices as well as a number of acilliary structures along the western boundary of the Site, including a store, garages and general workshop facilities.

The Site has a network of internal roads and a large number of internal car parking spaces. Further, there are two dwellings at the north-western corner of the Site.

The residential pattern and scale of buildings in the neighbouring western and northern areas contrast with the larger footprints occupied by the subject site and the Victorian Grange Residential Community.

The Certificate of Title shows an existing easement on the land noted as E-1. This is shown on the Aerial Plan (refer Figure 6 - Aerial Plan).

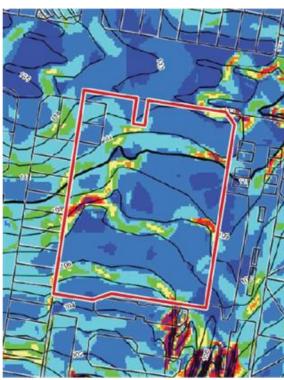


Fig. 5 Slope Map Fig. 6 Aerial Plan



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# 2.3 Local Context and Services

The Site is advantageously located in close proximity to: Public Transport:

- Tram No. 75 (Hanover Road/Burwood Highway).
- Bus No. 742 (Hartland Road).
- · Bus No. 736 (Hanover Road).
- Bus No. 732 (Burwood Highway).

Schools and Community Facilities:

- · Vermont South Library.
- · Sportlink Vermont South.
- Livingstone Primary School.
- · Weeden Heights Primary School.
- · Highwale Secondary College.
- · Camelot Rise Primary School.

Parks and Open Spaces:

- Terrara Park.
- · Billabong Park.
- · Tyrol Park.
- Hanover Reserve.
- Bellbird Dell Reserve.

Beyond the extent of the Local Services Plan:

- Bus No. 902 (Springvale Road).
- · Glen Waverley railway station.
- · Whitehorse Recycling and Waste Centre.
- Bushy Park Wetlands.
- East Burwood Reserve



Fig. 7 Local Services Plan

<sup>10</sup> R004 - Planning Scheme Amendment Report - 500 Burwood Highway, Vermont South



# 2.4 Regional Context

The Site is positioned along Burwood Highway.

This major arterial road acts as a 'spine', connecting the inner eastern suburbs to the Dandenong Ranges, and comprises a significant number of Neighbourhood Activity Centres and 'stand alone' land uses, such as schools, universitiy, shopping centres and major developments.

The proposed intensification of the Site is consistent with the precedent of individual sites and clusters of sites resulting in Neighbourhood Activity Centres along Burwood Highway, and reflects a similar relationship in regards to its frontage and access from this 'spine'.

- (1) Burwood Village (Neighbourhood Activity Centre).
- (2) Presbyterian Ladies Centre (PLC).
- (3) Deakin Burwood Campus.
- . (4) Mount Scopus Memorial College Campus.
- (5) Greenwood Office Park.
- · (6) Burwood Heights Shopping Centre.
- (7) RSPCA.
- . (8) The Brickworks Frasers Residential/Mixed Use Retail.
- (9) Burwood One.
- . (10) Burwood East Reserve.

- . (11) Tally Ho Business Park and Activity Centre.
- (12) The Peter James Centre (Eastern Health).
- (13) The HP Site.
- (14) Burvale Hotel (Strategic Development Site).
- . (15) Billabong Park Vermont South.
- . (16) Vermont South Bowling Club.
- · (17) Vermont South Special School.
- . (18) Vermont South Community Facilities.
- (19) Livingstone Primary School.
- · (20) Vermont South Shopping Centre (Neighbourhood Activity Centre).

- (21) Sporklink Vermont South.
- (22) Former ARRB Site (Subject Site) including Victoria Grange Residential Community.
- (23) Bunnings/Officeworks Vermont South.
- (24) Vermont South Medical Centre/Private Hospital.
- (25) Dandenong Valley Parklands.

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### 2.5 Site Interfaces

The Site currently exhibits a general residential interface along the western, southern and eastern interfaces, and a main arterial road along the northern interface.

The surrounding area more broadly comprises of established residential areas with isolated commercial, open space and educational uses.

The photos included within this section were taken in 2018.

#### 2.5.1 North - Burwood Highway

To the north of the Site is Burwood Highway, a major eastwest arterial road measuring approximately 40 metres in width. The road constitutes six lanes of traffic, with a service lane on the northern side and standard pedestrian reserves on both sides.

Tram No. 75 (Vermont South - Docklands) has a dedicated alignment in the medium strip of Burwood Highway, with stop number 75 (Vermont South Shopping Centre) located approximately 150m north-west of the Site. Further, a bus interchange between the tram stop and bus numbers 732 and 967 is located approximately 100m north-west of the Site. There is existing pedestrian access to this tram and bus stop via pedestrian crossings and pedestrian lights.







Fig. 9 Northern Interface Images

# 2.5.2 East - Victoria Grange Residential Community

Along the Site's eastern boundary sits the Victoria Grange Residential Community.

This interface exhibits buildings that vary from single storey villas with garages on the boundary, to a long two storey retirement accommodation building (including basement).

There are numerous balconies and verandahs that are oriented towards the Site. The boundary is defined by a metal fence on top of a concrete retaining wall.

Single dwellings and a large double storey building are built close to the boundary of the Site and face the internal Moondani Drive, which connects the southern part of the facility to the Burwood Highway.

The neighbouring Site doesn't contain any mature trees (eucalypts), however there are remains some mature trees along this shared interface within the ARRB Site.







Fig. 10 Eastern Interface Images

# 2.5.3 South - Victoria Grange Residential Community

The property along the southern boundary of the Site is also occupied by the Victoria Grange Residential Community.

The topography between the properties reflects an engineered stepped landform, resulting in Victoria Grange approximately 1.5m below the retained land along the rear of the Site.

A communal private open space, consisting of a bowling green, outdoor entertaining area and gardens, is centrally located and surrounded by a number of three storey buildings overlooking this space.

One building has been built along the shared fence line, approximately 15m in width.

The Interface to the south west of the Site aligns with Gaayip Grove and a small, visitor car park comprising six standard spaces.







Fig. 11 Southern Interface Images

# 2.5.4 West - Existing Residential

The Site has a western interface with (the rear of) ten residential properties, each with a width of approximately 16m along the shared boundary.

The majority of dwellings were built in the 1970s and 1980s and are single storey, detached dwellings, while number 13 Hartland Road exhibits a newly constructed, two storey dwelling.

Importantly, all properties along the western boundary are identified within the Neighbourhood Residential Zone and could be redeveloped to result in two storey dwelling typologies.

Each residential property generally reflects an open, private open space to the rear, with small garden sheds and garage structures within these spaces.

The Site contains a significant number of existing trees along this interface, originally planted to act as a 'wind break' to the Site. Many of these trees remain and act as an established vegetation buffer between the residential properties and existing Site buildings.







Fig. 12 Western Interface Images

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# 2.6 Surrounding Developments

Most development within the vicinity of the Site is typically described as standard density residential development.

However, medium and higher density built form outcomes are emerging within the municipality, specifically along the Burwood Highway 'spine'.

Surrounding properties with granted planning permits, under construction or development complete status include:

- 407 Burwood Highway, Vermont South. 3 storeys. Approved planning permit.
- 363 Burwood Highway, Burwood East. 6 storeys. Approved planning permit.
- 380 Burwood Highway, Burwood East. 8 storeys. Approved planning permit.
- 464 Burwood Highway, Vermont South. 5 storeys. Approved planning permit.
- 467 Burwood Highway, Vermont South. 5 storeys. Approved planning permit.
- 49-51 Hanover Road, Vermont South. 2 storeys. Approved planning permit.
- 315 Burwood Highway, Burwood East. 6 storeys. Constructed.



Fig. 13 Surrounding Development Plan

Site Opportunities and Constraints Plan

# 2.7 Site Opportunities and Constraints

The redevelopment of the Site offers an opportunity to create a distinctive medium-density residential community, while maintaining high levels of amenity for the future residents and the existing surrounding residents.

The Site has excellent opportunities in terms of the amenity of the location being diagonally opposite the Vermont South Shopping Centre (Neighbourhood Activity Centre) and direct access to public transport. There are opportunities in the wider context such as the provision of a variety of schools, access to employment, access to open space, recreation facilities and parklands and access to EastLink.

The Site has excellent landscape assets which includes the landscape setting for the existing buildings and the stands of existing trees which provide character and a strong link to the history of the site.

The main administration building fronting the highway is a highly regarded example of mid-century modernist architecture that will inform the built form outcomes for the future of the site. The large open landscape space in front of ths building along the Burwood Highway interface also presents great opportunity to retain and enhance the Site's landscape character.

The Heritage overlay provides a level of constraint which will inform the future development.

The existing built form at the edges provides some constraints, particularly the existing dwellings on the west and the proximity of several of the buildings on the east boundary in the Retirement Village site. There will be a need to consider the use of a buffer zone or to transition the height of any proposed built form towards this sensitive interface.

- (1) Review existing access.
- (2) Retain views through to the existing HQ building.
- (3) Retain existing access.
- · (4) Demolish existing dwellings.
- · (5) Retain existing administration building.
- (6) Existing wind break trees.
- (7) Existing substation.
- . (8) Location for increased built form height.



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# 2.8 Constraints

# 2.8.1 Interface Analysis

Highway Edge (Landscape Verge)
 Sensitive Residential interface

Built form on boundary (2L)

 Stop/ Start building interface. (note-nursing home site is at a lower level to subject site) (Sensitive Interface)

The Site exhibits an array of different perimeter interfaces including Burwood Highway to the north and residential dwellings along the western boundary.

# 2.8.2 Transitional Scale Analysis

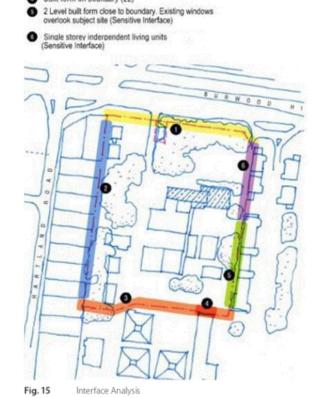
Proposed built form and scale along the eastern, western and southern interfaces should be respectful of the existing neighbourhood conditions and uses.

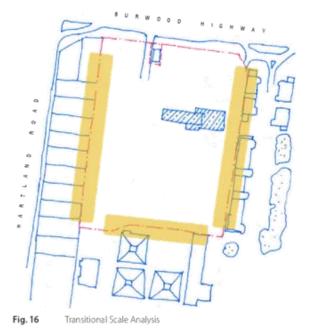
# 2.8.3 Key View Analysis

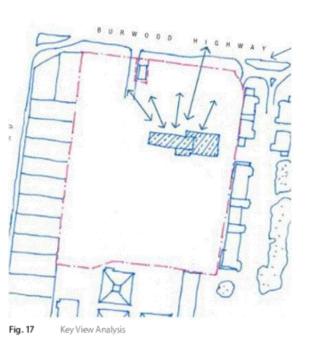
Built form within the central area of the front landscaped setback is constrained to ensure existing view lines from Burwood Highway to the heritage administration building are retained.

# 2.8.4 Existing Vegetation Analysis

The Site exhibits a significant amount of existing vegetation including mature and semi-mature trees. The trees planted along the western boundary (in a north-south arrangement) formed part of an original 'windbreak' and are reflective of the trees planted in similar formation within the retirement village site to the east.









# 2.9 Opportunities

# 2.9.1 Pedestrian Movement Analysis

The Site has potential to increase the pedestrian accessibility by introducing dedicated pedestrian paths/garden walkways and capitalising on the close proximity to tram and bus stops as well as the Vermont South Shopping Centre (Neighbourhood Activity Centre) to the north.

# 2.9.2 Redevelopment Potential Analysis

The Site reflects a large, single land holding which can accommodate a range of dwelling types and built form heights.

The centre of the Site and the portion along the northwestern frontage to Burwood Highway (the areas identified as b) has the capacity to provide increased heights as it will not result in adverse amenity impacts to neighbouring properties.

Further, there is potential to provide for heights along Burwood Highway (the area also identified as b) that directly abut RGZ land to the west as well as 'hold' the front of the Site along this wide arterial road.

The eastern, southern and western areas (the area identified as a) should respect the neighbouring built form and scale.

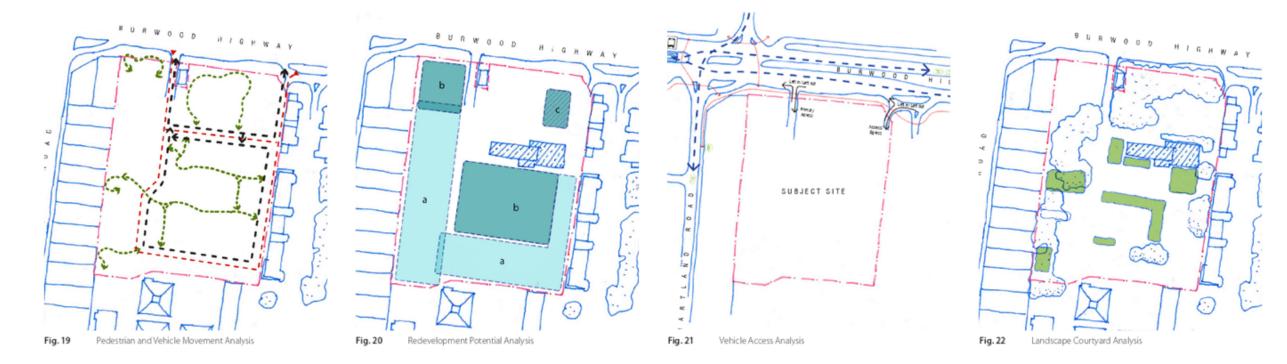
From a first principles planning and urban design site analysis, there is also the potential for built form, that is sensitivley positioned and is respectful to both the front landscape and existing administrative heritage building (the area identified as c).

# 2.9.3 Vehicle Access Analysis

The Site exhibits two existing vehicle crossovers along Burwood Highway, the one to the east is from the existing service road and the western access is directly onto Burwood Highway. These access points can be utilised for any future development as they provide and safe vehicle access.

# 2.9.4 Landscape Courtyard Analysis

The location of existing trees as well as the topography of the Site lends itself to incorporate a series of landscaped courtyards which can provide future residents local green spaces and places to congregate and enjoy. At this high-level 'opportunities analysis' level, the Figure below simply showcases one such potential landscape/courtyard/communal open space configuration. Further analysis, including consideration of preferred architectural arrangement and orientation of buildings as well as layering of other opportunities and constrains will ultimately result in a preferred landscape courtyard outcome.



#### 9.1.2 - ATTACHMENT 2.

Planning Scheme Amendment Report (Tract, October 2021)

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# **03** PLANNING PROVISIONS

### 3.1 Planning Policy Framework (PPF)

To ensure local planning schemes further the objectives of planning in Victoria, planning authorities must take into account and give effect to the general principles and specific policies contained in the Planning Policy Framework (PPF). The PPF clauses that are most relevant to the Site and proposed amendment are detailed below.

#### Clause 11 Settlement

This clause seeks 'to anticipate and respond to the needs of existing and future communities through the provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.'

#### Clause 11.02-1S Supply of Urban Land

The objective of this clause seeks 'to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses'.

#### Clause 12 Environmental and Landscape Values

'Planning should protect sites and features of nature conservation, biodiversity, geological or landscape value'.

#### Clause 12.01-2 Native Vegetation Management

This objective seeks to 'ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation'.

# Clause 13 Environmental Risks

Planning should adopt a best practice environmental management and risk management approach which aims to avoid or minimise environmental degradation and hazards. Planning should identify and manage the potential for the environment, and environmental changes, to impact upon the economic, environmental or social well-being of society'.

# Clause 13.04-15 Contaminated and Potentially

The objective of this clause seeks 'to ensure that potentially contaminated land is suitable for its intended future use and development, and that contaminated land is used safely'.

#### Clause 15 Built Environment and Heritage

'Planning is to recognise the role of urban design, building

design, heritage and energy and resource efficiency in delivering liveable and sustainable cities, towns and neighbourhoods'.

#### Clause 15.01-1S Urban Design

The objective of this clause is 'to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.'

#### Clause 15.01-1R Urban Design

The objective of this clause is 'to create a distinctive and liveable city with quality design and amenity'.

#### Clause 15-01-2S Building Design

The objective of this clause is 'to achieve building design outcomes that contribute positively to the local context and enhance the public realm.'

#### Clause 15.01-4S Healthy Neighbourhoods

The objective of this clause is 'to achieve neighbourhoods that foster healthy and active living and community wellbeing.'

The strategies of this clause include:

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.

Streets with direct, safe and convenient access to destinations.

Conveniently located public spaces for active recreation and leisure.

Accessibly located public transport stops.

Amenities and protection to support physical activity in all weather conditions.

#### Clause 15.01-4R Healthy Neighbourhoods

The strategy of this clause is:

Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

# Clause 15.01-5S Neighbourhood Character

The objective of this clause is 'to recognise, support and protect neighbourhood character, cultural identity, and sense of place.'

The strategies of this clause include:

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

#### Clause 15.03-1S Heritage Conservation

The objective of this clause is 'to ensure the conservation of places of heritage significance'.

The strategies of this clause include:

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and manmade resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

#### 16 Housing

'Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure' as well as 'new housing should have access to services and be planned for long term sustainability, including walking to activity centres, public transport, schools and open space'.

#### Clause 16.01-15 Houing Supply

This clause seeks 'to facilitate well-located, integrated and diverse housing that meets community needs.'

The strategies of this clause include:

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- · Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

#### Clause 16.01-1R Housing Supply - Metropolitan Melbourne

The strategies of this clause are to:

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that

- · In and around the Central City.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas for greyfield renewal, particularly through opportunities for land consolidation.
- Areas designated as National Employment and Innovation Clusters.
- Metropolitan activity centres and major activity centres.
- Neighbourhood activity centres especially those with good public transport connections.
- Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

### 16.01-25 Housing Affordability

The objective of this clause is 'to deliver more affordable housing closer to jobs, transport and services.'

The strategies of this clause are to:

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

#### Clause 17 Economic Development

'Planning is to contribute to the economic well-being of communities and the State as a whole by supporting and fostering economic growth and development by providing land, facilitating revisions, and resolving land use conflicts, so that each district may build on its strengths and achieve its economic potential'.

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# 3.2 Local Planning Policy Framework (LPPF)

The Local Planning Policy Framework (LPPF) that are most relevant to the proposed amendment are detailed below.

#### Clause 21.01 Municipal Profile

This clause outlines the overarching trends within the City of Whitehorse, including an ageing population and an increase in the demand for smaller dwelling types.

# Clause 21.03 A Vision for the City of Whitehorse

This clause states that the overarching vision, set out in the 2013-2017 Council Plan is to 'be a healthy, vibrant, prosperous and sustainable community supported by strong leadership and community partnerships.'

#### Clause 21.04 Strategic Directions

This clause sets out a series of objectives, strategies and implementation mechanisms that reinforce the City of Whitehorse's vision statement, including; environment, housing, economic development and infrastructure (refer to Figure 23 - Strategic Framework Plan).

#### Clause 21.06 Housing

This clause states that the City of Whitehorse is under increased pressure to accommodate a rising population. It identifies areas of substantial, natural and limited change. These categories are defined as followed;

- "Substantial Change areas provide for housing growth with increased densities, including inside designated structure plan boundaries and opportunity areas, in accordance with the relevant plans as well as around most train stations, adjoining tram routes and around larger activity centres."
- 'Natural Change areas allow for modest housing growth and a variety of housing types provided they achieve the preferred future neighbourhood character as identified in Clause 22.03 – Residential Development.'
- 'Limited Change areas enable specific characteristics of the neighbourhood, environment or landscape to be protected through greater control over new housing development. These areas represent the lowest degree of intended residential growth in Whitehorse.'

The subject Site is not given a category, however land to the west of the Site (along Burwood Highway) is characterised as an area for substantial change and the areas north, east and south are characterised as areas for limited change.

This clause also categorises the area including the Vermont South Shopping Centre as a Category 3 Neighbourhood Activity Centre (refer to Figure 25 - Housing Framework Plan).

#### Clause 21.06-2 Vision

This clause sets out the vision for housing, which is 'to ensure that housing in the City of Whitehorse meets residents needs in terms of location, diversity, sustainability, accessibility, affordability and good design'. The key housing principles include:

- 'Promote housing growth and diversity in locations within walking distance of public transport and local services such as shops, parks and education.'
- 'Provide a mix of housing that meets the life stage and cultural needs of residents.'
- 'Support environmentally sustainable building, design and innovation in new housing development.'

#### Clause 21.06-3 Housing Location

This clause highlights the key issues surrounding housing location in the municipality, including encouraging appropriate residential development in locations with good access to public transport and services. It sets out the objectives for areas of limited, natural and substantial change.

#### Clause 21.06-4 Housing Diversity

This clause sets out the key issues, objectives and strategies associated with housing diversity within the City of Whitehorse. The objectives include;

- 'Diversify the variety of housing types in the City of Whitehorse.'
- 'Provide housing that meets the specialised requirements of particular residents.'
- 'Monitor housing development trends and engage with relevant stakeholders'.

The strategies include;

 'Promote activity centres with high accessibility that offer a range of services and provide a high level of amenity to residents as key locations for housing diversity.'

#### Clause 21.06-5 Housing Affordability

This clause states that a key issue for the City of Whitehorse is 'meeting an increasing demand for more affordable housing across the municipality.' The objectives of this clause are;

- 'To increase the supply and distribution of affordable housing in the City of Whitehorse.'
- 'To reduce housing stress in the City of Whitehorse.'

#### Clause 21.06-6 Housing Design

This clause highlights key issues on housing design in the City of Whitehorse and sets out the following objectives;

- 'To enhance the design quality and character of residential development.'
- 'To build resilience in the City's housing stock to the impacts of climate change.'
- 'To improve the environmental performance of new and existing housing.'
- 'To protect environmentally sensitive areas from inappropriate development.'
- 'To encourage the provision of well designed, adaptable and accessible housing.'

#### Clause 21.07 Economic Development

This clause outlines Council's commitment to 'playing a key role in facilitating a thriving and sustainable local economy'. The objectives include:

- 'To facilitate the redevelopment of key sites in association with the community'.
- 'Developing appropriate zoning, overlay and design guidelines for strategic redevelopment sites, responding to issues such as appropriate treatments to existing residential areas'.
- 'Applying the Environmental Audit Overlay to the key redevelopment sites to ensure that any contamination is identified and treated before use and development occurs'.
- 'Applying a Development Plan or Design and Development Overlay to all major redevelopment sites and private schools to ensure all necessary plans are in place prior to redevelopment'.



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#### Clause 22.01 Heritage Buildings and Precincts

This clause highlights the importance of the conservation and enhancement of the heritage properties within the City of Whitehorse, as they 'add interest, character and a sense of identity to the neighbourhoods in which they are located.'

These precincts are to be treated with care to ensure that any redevelopment or change in land use reflects their special qualities. Within some precincts there are opportunities to improve their cohesiveness and aesthetic quality through refurbishment and limited redevelopment, provided that a consistent set of design and decision making principles are applied.'

#### Clause 22.01-2 Objectives

This clause sets out the objectives for heritage buildings and precincts within the City of Whitehorse and include;

- To preserve and maintain a range of buildings, features and precincts of historical and cultural significance in order to provide a snapshot of the City's origins and how it has developed over time.'
- To retain the architectural diversity of buildings within the municipality with a focus on conserving and enhancing the integrity, cohesiveness and aesthetic value of individual heritage buildings and precincts.'
- To ensure that new land use, development, buildings and works in and around properties and precincts subject to a Heritage Overlay is sympathetic to their significance, character, scale, design, setbacks, form and colour scheme.'
- To ensure that all possible avenues are pursued to ensure the conservation of heritage sites and that demolition is allowed only where there are extenuating circumstances.'
- To encourage conservation and other works including maintenance, restoration, reconstruction and adaptation that assist in the restoration of original features and colour schemes of heritage buildings and precincts to enhance their character and contribution to neighbourhood character and the overall streetscape.'

#### Clause 22.01-3 Policy

This clause sets out the City of Whitehorse's policies pertaining to heritage buildings and precincts, and includes;

- 'Additional buildings or works on land affected by this policy should conserve, and be sympathetic to, the heritage place identified in the Heritage Overlay schedule.'
- 'The design and location of new buildings and works should not adversely impact on the heritage value and significance of the building(s) and/or precinct, or other featured protected pursuant to the Heritage Overlay schedule.'
- 'Development on sites adjacent to heritage buildings and precincts should be sympathetic to the heritage place in terms of its bulk, setbacks, materials, colour scheme and form. Care should be taken not to 'mock' the heritage building style'.
- 'Development, buildings and works on heritage places affected by this policy should where possible, conserve and enhance the heritage place.'

#### Clause 22.01-4 Performance Measures

This clause sets out the performance measures that are considered to satisfy the policy objectives, and include;

 'Planning permit applications should be accompanied by an assessment from a suitably qualified and experienced heritage architect outlining how the application conserves, enhances, and is sympathetic to, the significance of the heritage building and/or precinct.'

#### Demolition or Removal of a Building

 'Demolition or removal of buildings located in heritage precincts that are not consistent with the historical and architectural significance of the precinct (regarded as non-contributory buildings) will generally be permitted, provided that all of the following are met:

- The applicant can demonstrate that the replacement buildings will make a more positive contribution to the value and cohesiveness of the heritage precinct in terms of building design, scale, materials and layout than the existing building; and
- The report prepared by the heritage architect outlines why the demolition and proposed replacement buildings would make a more positive contribution to the precinct; and
- If a partial demolition is proposed, that the demolition will not adversely affect the precinct's heritage significance; and
- The replacement building complies with all other parts of this policy."

### New Buildings and Works

- The report prepared by the heritage architect should outline what techniques have been used to ensure new development is consistent with the bulk, form, setbacks and style of the heritage building and/or precinct."
- 'Where features such as gardens, trees, outbuildings and fences that provide a setting for the heritage building/ precinct cannot be preserved, the heritage architect should outline why these features cannot be retained, assess what impact their loss would have on the integrity and significance of the heritage place and what measures can be taken to minimise any negative impact.
- 'The design of new buildings and works should not 'mock' the historic building but rather complement the original fabric and design characteristics of the heritage building in terms of its bulk, style, materials, setbacks, colour scheme and form.'
- 'New buildings and works should be designed and located in a way that does not dominate the heritage building or detract from its aesthetic or architectural significance.'
- Existing views of the heritage building from the street should be preserved to acknowledge the contribution heritage places make to neighbourhood character and the overall streetscape.'

- 'Buildings and works should conserve the setting of the heritage building through the retention and conservation of original garden areas, driveways and other features around the building that are integral to its character and historical significance.'
- 'Where possible, works that improve the visibility of the heritage place from the streetscape are encouraged where they do not remove features or buildings that contribute to a building or precinct's historical significance.'

#### Clause 22.04 Tree Conservation

This policy applies to all land within the City of Whitehorse and seeks to retain existing trees, as they are considered to be 'an integral aspect of the character of Whitehorse'. A key objectives is;

- 'To assist in the management of the City's tree canopy by ensuring that new development minimises the loss of significant trees.'
- 'To ensure that new development does not detract from the natural environment and ecological systems.'

# Clause 22.10 Environmentally Sustainable Development

This policy applies throughout the City of Whitehorse to residential and nonresidential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to the construction and must be accompanied by a Sustainability Management Plan (SMP) as part of any future planning application.

#### Clause 22.15 Public Open Space Contribution

This policy applies to all development proposals in the City of Whitehorse and identifies the need for new development to contribute to the provision of public open space.

This applies to the subdivision of land, and involves making either a land or cash contribution to the Council for open space (refer to Figure 24 - Whitehorse Open Space Strategy 2007 Sub-Precincts).

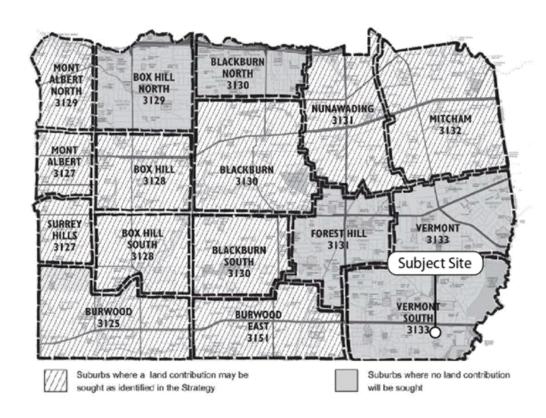


Fig. 24 Open Space Contribution Area Plan
Open Space Contributions Area Plan as per Clause 222.15 - Public Open Space Contributions.

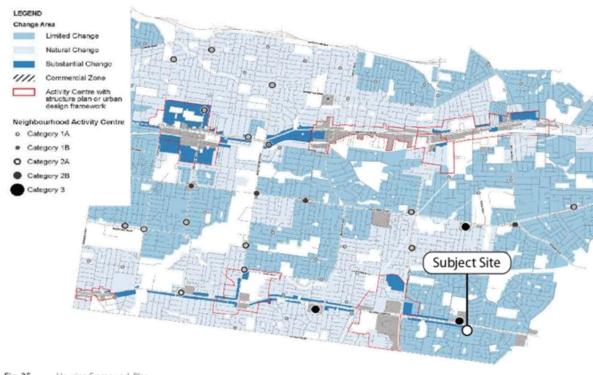
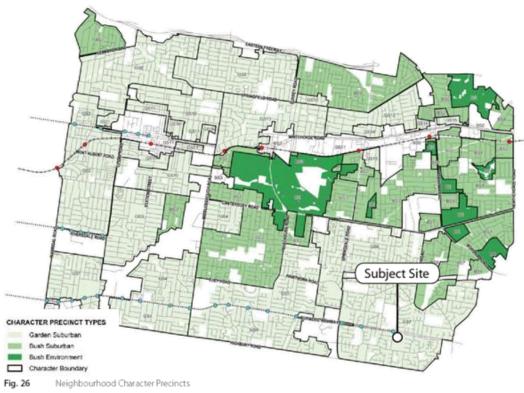


Fig. 25 Housing Framework Plan Housing Framework Plan as per Clause 21.06 - Housing.



Neighbourhood Character Precincts as per Clause 22.03 - Residential Development.

October 2021 23

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#### 3.3 Zone

#### Clause 36.01 Public Use Zone (PUZ4)

The purpose of clause 36.01 is;

- 'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.'
- To recognise public land use for public utility and community services and facilities.'
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.'

Clause 36.01-6 (Table of public land use) shows that PUZ4 signifies the purpose of the public land use is for Transport.

### 3.4 Zone Context

The Whitehorse Housing Strategy was adopted by Council on 28 April 2014, which provided the strategic framework for Amendment C160 to the Whitehorse Planning Scheme. This Amendment was gazetted on 14 October 2014. Amendment C160 implemented the reformed residential zones across the municipality and updated the planning scheme maps to reflect the reformed commercial zones.

Amongst other changes, Amendment C160 delivered the strategic rethinking of residential zones along some arterial roads with good access to public transport (such as tram routes). This resulted in the existing residential properties along the northern and southern edges of Burwood Highway (between Springvale Road and Hanover Road) to be rezoned to Residential Growth Zone (RGZ) (refer to Figure 27 - Context Zone Plan).

The purpose of the RGZ is (inter alia):

- To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.'









# 3.5 Overlay

#### Clause 43.01 Heritage Overlay

The purpose of Clause 43.01 is;

- 'To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.'
- 'To conserve and enhance heritage places of natural or cultural significance.'
- 'To conserve and enhance those elements which contribute to the significance of heritage places.'
- 'To ensure that development does not adversely affect the significance of heritage places.'
- 'To conserve specifically identified heritage places by allowing a use that would otherwise be prohibited if this will demonstrably assist with the conservation of the significance of the heritage place.'

All land on the Site is affected by HO23.

Further discussion regarding heritage is found within the proposal chapter.

Fig. 29 Overlay Plan

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# 3.6 City of Whitehorse Housing & Neighbourhood Character Review 2014

The subject site was not identified in this character review, as the land is not within a residential zone, nevertheless presents excellent characteristics to be considered a 'substantial change area' (proposed RGZ).

#### 3.6.1 Substantial Change

Substantial Change areas have been delineated in locations that are:

- Already within substantial change areas identified in the 2003 Whitehorse Housing Study and implemented through the Whitehorse Planning Scheme, and assessed as being worthy of retention.
- Close to public transport, activity centres, together with public open space, community facilities and services, employment opportunities and gateway areas along key transport corridors.
- Residential areas inside centre boundaries, where this is consistent with the directions of any adopted structure plan or urban design framework.
- Relatively free of major development constrains including environmental values or physical limitations, and no significant heritage values and/or neighbourhood character constrains.

The Housing Framework Plan identifies Substantial Change Areas as follows:

Substantial Change Areas provide for housing growth with increased densities, including Council identified strategic opportunity sites, and in Activity Centres in accordance with an adopted Structure Plan.

Apartments, mixed use and town house developments may be appropriate on these sites; however a concerted effort needs to be made to avoid underdevelopment of sites. Analysis of potential site consolidation opportunities may be required in order to optimise development opportunities.

#### 3.6.2 Strategies

The recommended strategies for residential development in Substantial Change Areas are (Inter alia):

- Residential development in Substantial Change Areas should predominantly comprise medium and higher density housing in the form of townhouses, units and apartments.
- A range of dwelling types, sizes and tenures, including affordable housing, should be provided in larger developments.
- Buildings interfacing sensitive areas and uses should have a scale and massing appropriate to the character and scale of their context.
- Buildings located away from sensitive interfaces can create a new, higher density urban character.
- Works to improve the appearance, function and safety of the public realm will be priorities in locations subject to the greatest increase in residential density.
- Street layout should add to and extend the pattern of surrounding streets, and provide convenient, safe and frequent pedestrian connections into surrounding areas.
- New development should provide space for planting, communal spaces and rooftop gardens to improve the amenity and livability of dwellings.

## 3.6.3 Appendix C - Methodology for Identifying Housing Change Areas

A four step process was used to establish the proposed boundaries for change within residential areas.

Although the review did not include design and development direction for non residential land, the opportunities for development within commercial and other land were considered in analysing the opportunities within the residential areas.

Substantial change areas (proposed Residential Growth Zone RGZ) exhibited the following 'revised' criteria:

- Land abutting tram routes on main roads.
- Land within 400m walking distance of commercial zones in activity centres where no other restrictions apply.
- Land within 400m walking distance of train stations where no other restrictions apply.
- Land within activity centres with an adopted Structure Plan or Urban Design Framework and Identified for higher densities



Fig. 30 Whitehorse Housing Strategy - Substantial Change Areas Plan

### 3.7 Plan Melbourne 2017-2050

Plan Melbourne 2017-2050, the State Government's metropolitan strategy for Melbourne, was 'refreshed' in March 2017 and outlines the vision for Melbourne's growth to the year 2050.

It seeks to define the kind of city Melbourne will be and identifies the infrastructure, services and major projects which need to be in place to underpin the city's growth.

The Site is located within the eastern region of Melbourne which is intended to accommodate a significant share of Melbourne's growth. The Site is centrally positioned between the Box Hill and Ringwood Metropolitan Activity Centres and Monash National Employment and Innovation Cluster, as well as within walking distance to the Burwood East Tally Ho Activity Centre (refer to Figure 32 - Plan Melbourne Eastern Region and Figure 31- Plan Melbourne Jobs and Investment).

# Housing distribution between established areas and growth area greenfields

#### Scenario 1 VIF 2016

#### Net dwelling additions 2015–51 Region Total Established Greenfields Inner Metro 215,000 215,000 0 Western 385,000 150,000 235,000 Northern 355,000 175,000 180,000 110,000 110,000 0 Inner South East Eastern 175,000 175,000 0 Southern 310,000 185,000 125,000 Total Melbourne 1,550,000 1,010,000 540,000 100% 65% 35%

# Scenario 2 Aspirational scenario

	Net dwelling additions 2015–51		
Region	Total	Established	Greenfields
Inner Metro	230,000	230,000	0
Western	365,000	160,000	205,000
Northern	340,000	180,000	160,000
Inner South East	125,000	125,000	0
Eastern	190,000	190,000	0
Southern	300,000	195,000	105,000
Total Melbourne	1,550,000	1,080,000	470,000
	100%	70%	30%

Fig. 32 Plan Melbourne Housing Distribution Table





Fig. 31 Plan Melbourne Jobs and Investment

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Fig. 33 Plan Melbourne Eastern Region

# 3.8 20-Minute Neighbourhoods

The 20-Minute Neighbourhood strategy is guided by the principles of 'living locally' – giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options.

The Neighbourhood Activity Centre is the planning and design unit identified within Plan Melbourne 2017-2050 which seeks to accommodate growth through dedicated outcomes, directions and policies.

The key features of the 20-minute neighbourhood are expresses as 'hallmarks' (see Figure 1) and include:

- · Local shopping centres, health facilities and services.
- · Local schools and lifelong learning opportunities.
- Local playgrounds, parks, green streets, community gardens and sports and recreational facilities.
- Housing diversity, ability to age in place, affordable housing options and safe streets and spaces.
- Local public transport, safe cycling networks and walkability.
- Local employment opportunities that are well connected to public transport, jobs and services within the region.

More specifically, the 20-minute Neighbourhood seeks for planning controls to facilitate diverse housing and supporting mixed-use neighbourhoods around these centres.

The 20-Minute Neighbourhood is encouraged in the following Planning Policy Framework Clauses:

- Clause 11.03-1S Activity Centres.
- Clause 11.03-1R Activity Centres Metropolitan Melbourne.
- Clause 15.01-4S Healthy Neighbourhoods.
- Clause 15.01-4S Healthy Neighbourhoods Metropolitan Melbourne.
- 16.01-25 Location of residential development
- Clause 16.01-2R Housing Opportunity Areas -Metropolitan Melbourne.



Fig. 34 Hallmarks of the 20-Minute Neighbourhood

#### 3.9 Particular Provisions

# Clause 53.01 Public Open Space Contribution and Subdivision

A person who proposes to subdivide land must make a contribution to the council for public open space in an amount specified in the schedule to this clause (being a percentage of the land intended to be used for residential, industrial or commercial purposes, or a percentage of the site value of such land, or a combination of both.

The schedule to the provision states the amount of contribution for public open space is a minimum of 4% (the subdivision of land on a strategic site).

Local Planning Policy clause 22.15 (Public Open Space Contribution) Identifies a cash contribution is preferred over a land contribution.

#### Clause 52.06 Car Parking

The purpose of this clause is to promote the efficient use of car parking spaces through the consolidation of car parking facilities and to ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

#### Clause 52.17 Native Vegetation

The purpose of this clause is to 'ensure that there is no net loss to blodiversity as a result of the removal, destruction or lopping of native vegetation'.

# Clause 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

The purpose of this clause is to ensure appropriate access to identified roads and to ensure appropriate subdivision of land adjacent to identified roads.

#### Clause 52.34 Bicycle Facilities

This clause seeks to 'encourage cycling as a mode of transport' as well as 'provide secure, accessible and convenient bicycle parking spaces and associated short and change facilities'.

### 3.10 Other Planning Considerations

#### Ministerial Direction No. 1 - Potentially Contaminated Land

This Ministerial Direction sets out the process of rezoning land that may be contaminated as a result of past uses. It's purpose is to ensure that potentially contaminated land is suitable for a use which is proposed to be allowed under an amendment to a planning scheme and which could be significantly adversely affected by any contamination. It requires the planning authority to satisfy itself that environmental conditions of potentially contaminated land are or will be suitable for any such uses.

There are two potential methods in satisfying this direction. This direction requires a certificate of environmental audit to be issued for the land prior to the amendment or prior to a sensitive use taking place.

#### Ministerial Direction No. 11 - Strategic Assessment of Amendments

The purpose of this Direction is to ensure a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.

Ministerial Direction No. 11 is discussed within the associated Explanatory Report.

# Ministerial Direction No. 15 - The Planning Scheme Amendment Process

The purpose of this Direction is to set times for completing steps in the planning scheme amendment process, and outlines the public submission, panel hearing and decision making processes.

# 3.11 Planning Policy Summary

The Whitehorse Planning Scheme and associated documents provide strong support for the proposed planning scheme amendment and development.

It can be reasonably deduced from policy that the Site:

- Is suitable for rezoning to a Residential Growth Zone (RGZ).
- Is suitable for a future residential development outcome.
- Is encouraged to respond to the guidelines and principles of the 20-Minute Neighbourhood.
- · Could be considered a strategic redevelopment site.
- Is in an area which does not have existing neighbourhood character policy.
- Is one which can build on the existing richness of architectural and landscape heritage.

# 9.1.2 - ATTACHMENT 2.

**Planning Scheme Amendment Report (Tract, October 2021)** 

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# **04** THE PROPOSAL

# 4.1 Vision

The vision and design philosophy behind this planning scheme amendment has been informed by State and local planning policy, site opportunities and constraints and the desire to reflect the principles and characteristics of the 20-Minute Neighbourhood.

As described, the 20-Minute Neighbourhood is a strategy within Plan Melbourne 2017-2050 which is guided by the principles of 'living locally' and giving people the ability to meet most of their daily needs within a 20-minute walk from home, with safe cycling and local transport options.

The vision also seeks to retain the overarching desire for buildings to be nestled within a garden landscape setting as well as providing for quality residential housing opportunities for future residents within the City of Whitehorse.















Fig. 35 Project Examples

### 4.2 Heritage

A full report titled 'Conservation Management Plan (January 2020)' prepared by Bryce Raworth Is available and should be referred in addition to these summaries.

The Site is identified as HO23 Australian Road and Research Board 500 Burwood Highway, Vermont South. There are no external paint controls, internal controls or tree controls under the overlay.

The heritage overlay covers all of the property and there are no other heritage listings applying to the Site in relation to the National Trust of Australia (Victoria), the Victorian Heritage Register or the Australian Institute of Architects (Victorian Chapter) Twentieth Century Building Register. Nor is the Site included in the Survey of Post War Built Heritage in Victoria (Stage One) which was commissioned by Heritage Victoria in April 2008 to identify built places across Victoria from the post-Second World War period that were considered to be of potential heritage significance at a State level.

The Whitehorse Heritage Review (1999) provides the following statement of significance for the Site.

The Australian Road Research Board building is of aesthetic significance. It is a fine example of an office building designed by the important Melbourne firm of Mockridge, Stahle & Mitchell. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face masonry, the building is a confident example of the type of building which typified institutional and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The building is enhanced by its large landscape site, designed by important landscape architect Beryl Mann.

Having regard to the citation for the place and the fabric, the significance of the place primarily resides in the administration building and its architectural interest.

Most notably, the heritage study citation for the Site and the associated statement of significance focus their attention on the administration building. This building should preferably be retained to a substantial or full extent, encompassing the three storey wing and double height canteen wing and with emphasis upon the north, east and west elevations, but preferably with retention of aspect of this south elevation also.

Retention of key internal elements within the administrative building, such as elliptical staircase is proposed.

Given that the complex is identified as being of aesthetic significance in the heritage citation, the demolition of buildings lacking in aesthetic merit can reasonably be contemplated. It is also the case that these buildings would have limited potential for adaptive reuse.

The retention of the key aspects of the administration building would represent an appropriate and reasonable response to the identified architectural interests of the Site. While there are no tree controls under the heritage overlay, there nonetheless seems to be an expectation that some early plantings would need to be retained. Further to this, the statement of significance describes how the building is enhanced by its 'large landscaped site'.

It is a generally agreed proposition that the front administration building is the obvious, principal and premier heritage asset and other buildings, on the basis on either being subservient or unremarkable, do not warrant retention.

We would note the Design and Development Overlay Schedule clearly identifies the importance of heritage on the site, and specifically includes Design Objectives, Application Requirements and Decisions Guidelines requiring a sensitive planning and design response to all heritgae matters.



Fig. 36 Existing heritage administration building

#### 4.3 Trees and Vegetation

An Arborist Report has been prepared by Bluegum (August 2021) which has assessed all trees at the Site.

## 4.3.1 Key Findings

mixture of Australian native and introduced species. The health and condition of trees vary but they are mostly in good health and condition. The property has been unused and vacant for the last 2 years and as a result has received only minimal maintenance in this time.

223 trees have been assessed on the subject site with most of the trees in good health and condition.

There are 7 trees that are either dead or are in very poor health and/or condition and have no retention value and should be removed.

There are 99 trees with low retention value, these trees have low retention due to their small size, poor health and/or trunk and branch structure, low landscape value or that they are an environmental weed species. These trees could be removed.

There are 68 trees with moderate retention value, these trees could be retained as part of the proposed development.

There are 49 trees with high retention value, these trees should be retained as far as possible and incorporated into the proposed development.



Fig. 37 Existing trees along the Burwood Highway frontage

#### 4.3.2 Retention Value

The trees on site have all been individually surveyed and assessed on site. Trees have been assessed with an arboricultural retention rating. The retention value of a tree is intended to The properties have a large number of mature trees, these are a provide guidance of which trees are better suited to be retained or should be retained. The relevant attributes that contribute towards a tree's retention value consist of the tree's origin (species type and suitability), health, condition, age, ULE, size

Total number of trees	
7	
99	
68	
49	
17	
240	
֡֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜֜	

Table 2: Retention value of trees

Retention Value of Trees

and amenity value of the trees. The retention value of the trees on the subject site is as follows:

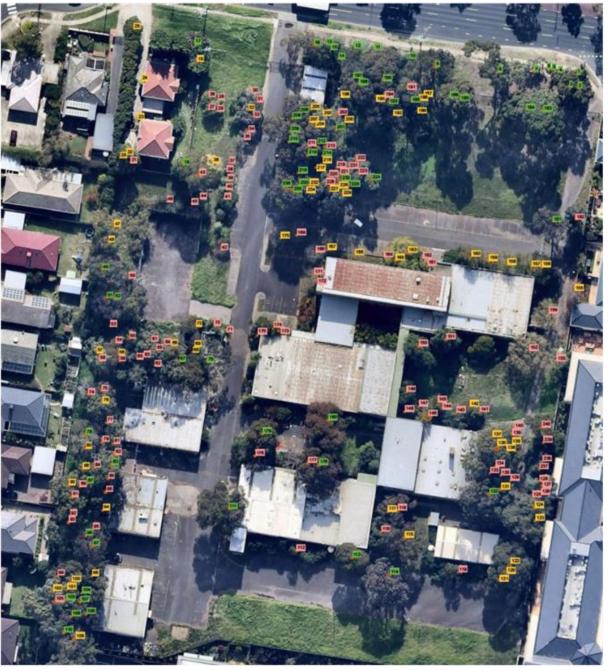
#### 4.3.3 Recommendations

The majority of trees have moderate to high retention value and where possible should be retained. Many trees are located within existing large groups of trees that have high amenity value for the site (e.g. The large planting of Eucalyptus sideroxylon at the front of the site), this was part of the original landscape design for the site and where possible these groups of trees should be retained.

Of the original landscape design there are only three groups located along the front (northern), eastern and western boundaries. The 'Retention Value' section of the Arborist Report details each of these groups of trees, and notes the norther stand (at the front of the property) as providing significant amenity and environmental benefits.

There is a significant number of trees that have low retention value, these trees could be readily removed. Where there is an opportunity to reasonable and practicably retain any of these, that option will be explored. It is noted that several of these trees are classified as environmental weed species that should be removed.

Further detailed recommendations are included within the Arborist Report prepared by Bluegum (December 2020).





Tree Retention Site Plan

#### 4.4 Built Form

The planning scheme amendment will ultimately serve to facilitate a built form outcome which can be described by the following concept.

New buildings are proposed around a series of courtyards that reflect the character of the Site planning for the ARRB facility. This approach complements the objective of retaining existing trees and results in a significant overall quantum of communal open space.

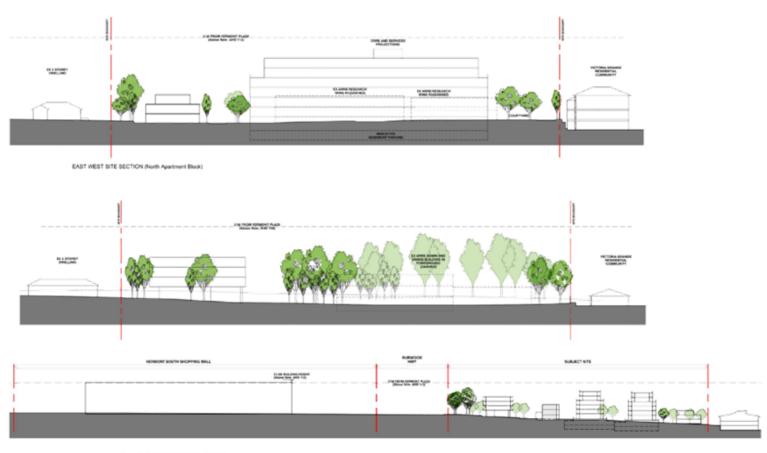
Taller built form is proposed for the centre of the Site and is separated from the administration building by courtyard gardens. There is significant opportunity for height within the centre of the Site as this location has limited potential amenity impacts to surrounding residential and retirement land uses. These taller elements are proposed as a calm architectural backdrop to the heritage administration building so as not to visually compete and also to provide visual separation of forms. A podium form will be defined to respect the height and form of the existing retained building with recessive forms at the upper levels.

Townhouses are proposed along the western edge and setback from the boundary to retain the high quality existing trees, provide visual separation, and with suitable setbacks, provide a built form transition with dwellings that front Hartland Road.

Similar townhouse typology will be located along the southern boundary formed to transition to the Retirement Village Apartment buildings on the adjacent site.

An apartment building is proposed in the north west corner of the Site to replace the existing double storey townhouses. This building will be set back to mediate between the sub-station and the residence on the corner and include an enhanced landscape setting to extend the character of the existing frontage.

Within the overall building forms will be the opportunity to provide a diversity of dwellings that suit a wide range of product options on the market and to create consistency in the built form using carefully selected design themes to define the whole development.



NORTH SOUTH CONTEXT SECTION



Fig. 40 Built Form Site Section (North-South)

#### **Key Features**

The Concept Plan (refer to Figure 41 - Indicative Concept Plan) illustrates the potential landscape and built form response.

The Indicative Concept Plan illustrates:

- open space) along the Burwood Highway Interface including the retention of all existing trees/vegetation within this area, as well as retention of significant trees and strands of trees across other areas of the Site.
- · The retention and restoration of the existing 'administrative building' fronting Burwood Highway.
- · The provision of one apartment building (four storeys) along the Burwood Highway Interface (north-west corner) to assist . in defining the existing view lines from along Burwood Highway across the front landscape towards the existing 'administrative building'. This building will assist in visually 'linking' the existing RGZ along the southern length of Burwood Highway and act as a visual point of entery into the development for both vehicles and pedestrians alike.
- Three storey townhouses along the western interface which will address the existing residential character and propose an appropriate scale between the existing one-two storey suburban dwelling context and proposed three storey townhouse product.
- Three storey townhouses along the southern interface which will address the existing retirement village built form as well as the topographical change between the two properties.
- · Six storey apartment buildings within the centre of the Site which provides for a diversity of housing choice, as well as strategically positioned to mitigate potential amenity impacts to neighbouring properties. These buildings also respectfully respond to the retirement village interface and existing vehicle access way conditions along the eastern boundary.
- · A legible internal road configuration utilising two existing crossovers along Burwood Highway.

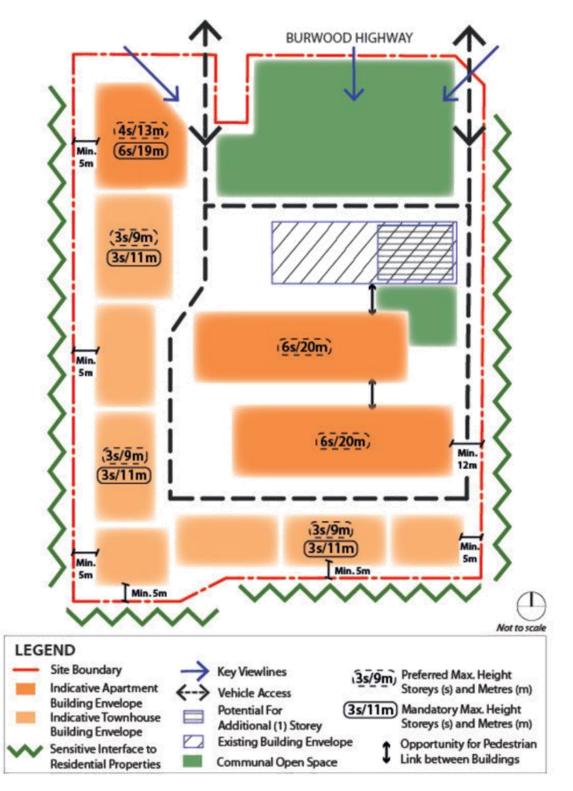
At this planning scheme amendment stage, detailed design of the Site has not yet occurred. Further design refinement will occur at the planning permit stage, as such, plans should be considered conceptual only.

The current easement on title will be removed. There are no planning or design implications as to the appropriate location for any potential future substations and this can be adequately addressed at the planning permit application stage.

For further information regarding the Indicative Concept Plan please see enclosed DDO Schedule.

The design proposition is responsive to existing character (Garden Suburban Precinct 7) by:

- · Retaining significant trees and stands of trees.
- The retention of the large, grassed front setback (communal
   Requiring a Landscape Plan and Arborist Report at planning permit stage to nominate significant trees and stands of trees to be retained.
  - Including excellent site permeability.
  - Utilising existing crossovers (no new crossovers).
  - · Appropriately setting back buildings from surrounding property boundaries (and surrounding dwellings).
  - Considering site topography in the location of buildings.
  - Minimising site coverage and hard surfaces.
  - Resulting in no front fence along Burwood Highway that will enhance the open space in front of the existing administration building.



Indicative Concept Plan



#### 4.6.1 Residential Growth Zone (RGZ)

The purpose of the RGZ:

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



# 4.6.2 Significant Landscape Overlay (SLO)

The purpose of the SLO:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To identify significant landscapes.
- · To conserve and enhance the character of significant landscapes.



#### 4.6.3 Environmental Audit Overlay (EAO)

The purpose of the EAO is:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- · To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Proposed Planning Scheme Amendment zone and overlays

October 2021

Page 138

# 9.1.2 - ATTACHMENT 2.

Planning Scheme Amendment Report (Tract, October 2021)

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# **05** LANDSCAPE ARCHITECTURE

This chapter summarises the key elements and considerations of the proposal in relation to Landscape Architecture.

Further Landscape Architecture response will be undertaken at planning permit stage when detailed plans are available.

#### 5.1 Vision

The landscape masterplan for the site focuses on encouraging the interaction of people and generous communal landscaped areas.

Integral to the design are spaces that encourage social interaction and give residents the opportunity to meet their neighbours.

Encouraged by Beryl Mann's landscape philosophy, the newly developed community of 500 Burwood Highway will be positioned within a 'chain of courtyards' with beautiful connecting walkways and garden features.

The landscaped orchard circuit reflects on past land uses and will provide a safe, clear and legible pedestrian network within the development. Pedestrian access to the surrounding neighbourhood via the Burwood Highway frontage, the shopping centre to the north and public transport are vital for greater neighbourhood connectivity.

### 5.2 Landscape Objectives

The landscape objectives are as follows:

- To provide a landscape that is a sensitive reinterpretation
  of the existing concept in context of new residential use
  and development as well as the establishment of new
  landscape and trees that applaud Beryl Mann's pragmatic
  approach to the existing site landscape.
- Landscape treatments should respect the local context of the site and draw on it where appropriate.
- Use soft landscaping, furniture and paving treatments to provide the development with a unique character that is easily recognisable in the context of Vermont South.
- Develop a hard and soft landscape that reflects the quality, form and detail of the local architecture.
- Provide for a range of activities and user types within the landscape to ensure it will be embraced by the existing and future community.
- Existing semi-mature and mature trees and stands of trees (where specifically identified) should be retained where possible to maintain a sense on enclosure, privacy, scale and shade.
- Provide a robust, low maintenance, dry-tolerant and aesthetically pleasing landscape which is lush and inviting.
- Provide for safe, clear and legible pedestrian network throughout the site from relevant entry points with strong connections to the surrounding street networks.
- Encourage passive surveillance throughout the site by locating buildings, services and active recreation facilities within higher use areas.
- Consider the contribution of front yards to the quality of the streetscape and incorporate landscape accordingly.
- Consider a landscape solution that is sustainable and utilises stormwater management opportunities where possible.
- Use plants and material that are sourced locally where possible.

# 5.3 Beryl Mann

The original landscape architect for the ARRB Site was Beryl Mann, a founding member of the Australian Institute of Landscape Architects and staff member of the architecture firm Mochridge, Stahle and Mitchell.

Beryl was known for her pragmatic approach to designing landscapes and was responsible for many well-known projects including Lake Ginninderra Parklands (Canberra), Janet Clarke Hall (University of Melbourne), Dower Primary School and the surrounds of the H.C.Coombs building at the Australian National University.

An extract from a 1984 Landscape Institute article states:

One occasion on which George Mitchell remembers her ability to cope with the rough aspects of landscape work was at the Australian Road Research centre on Burwood Road in Vermont, where the fall of the land was in sharp contract with the developed road works in Burwood Road. It was her recommendation to the Board that the first task was an earthworks contract to regrade the site - an operation conducted under her personal supervision to the surprise and admiration of the observing engineers.

The site is densely planted with Australian natives and the internal system of road drainage achieved without kerbs and channels, a concept proposed by the client and developed by Beryl Mann.

More specific to the site, the article describes:

The successful planting scheme, giving year round Interest, is mainly of exotic species. The area between Burwood Road and the front of the building [consists of] a simple sweep of grass with grouping of Eucalypts and, In the background, a bush-like area of native species.

The proposed landscape seeks to retain the 'simple sweep of grass with grouping of Eucalypts' within the front setback to Burwood Road, as well as approach the landscape principles in the same pragmatic way Beryl would have pursued.





Fig. 43 Image extracts from Beryl Mann Landscape Architecture article November 1984 (ARRB site).

Whitehorse City Council Council Meeting

Planning Scheme Amendment Report (Tract, October 2021)

9.1.2 - ATTACHMENT 2.







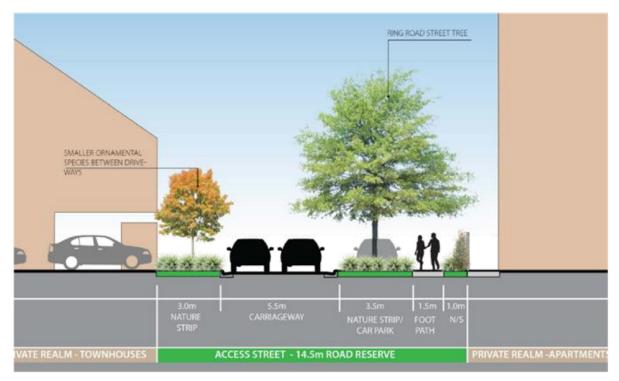
Fig. 44 Landscape Site Analysis

October 2021

Page 140

Tract Consultants







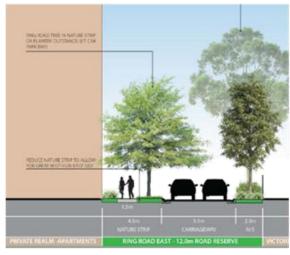


Fig. 45 Proposed Pedestrian Movement and Circulation Plan

Fig. 46 Indicative Road Sections



#### 9.1.2 - ATTACHMENT 2.

Planning Scheme Amendment Report (Tract, October 2021)

Tract Consultants

# **06** TRANSPORT

This chapter summarises the key elements and considerations of the proposal in relation to Traffic and Transport.

A full report titled 'Traffic Engineering Assessment - Proposed Rezoning Application (October 2021)' prepared by Traffix Group is available and should be referred in addition to these summaries.

Further traffic and transport analysis will be undertaken at planning permit stage when detailed plans are available.

#### 6.1 Overview

This planning scheme amendment is proposed to facilitate the development of residential buildings over the subject site in the form of various apartment buildings, townhouses and a private internal road network. The final design and development yield is yet to be finalised and would be based on building massing and mix of dwelling types. However, for the purpose of our assessment of traffic impacts a development yield of 290 dwellings has been adopted.

Car parking for the development will be provided on-site at rates that accord with the minimum requirements of the Whitehorse Planning Scheme (Clause 52.06-5). Visitor car parking is proposed to be located along the internal road network and private car parking for the apartments will be provided within a basement car parking area.

### 6.1.1

- Burwood Highway is a declared arterial road and a Road Zone Category 1 under the Planning Scheme and is aligned in an east-west direction. In the vicinity of the site, Burwood Highway provides 3 lanes of traffic in each direction, which are separated by a central median strip. A service lane is generally provided on each side of the road which accommodates on-street parking. A bus lane is provided at the traffic signals (Burwood Hwy/Hanover Rd intersection) for access to the Vermont South bus terminal, located approximately 250m west of the site. A posted speed limit of 80km/h applies to Burwood Highway.
- · Moondani Drive is a private road that extends in a north-

- south direction from Burwood Highway until it bends around in an east-west direction. In the vicinity of the site, Moondani Drive provides access to the Victoria Grange Residential Community and has a gate which restricts access to the public. A service road provides access to Moondani Drive from Burwood Highway. This service road also provides vehicle access to the subject site.
- Hartland Road is a 'Collector Road' under the City of Whitehorse Register of Roads and is aligned in a northsouth direction. In the vicinity of the site, Hartland Road provides a single through traffic lane and a shared parking/bicycle lane in each direction. The default urban speed limit of 50km/h applies to Hartland Road.

#### 6.1.2

Traffix Group has undertaken traffic surveys in combination with collected SCATS data to determine the existing traffic conditions of the surrounding road network.

Turning movement counts were undertaken on Tuesday 1 August, 2017 between 7:30am-9:30am and 4:30pm-6:30pm to establish the commuter peak hours.

The following locations were surveyed:

- Intersection between Burwood Highway & Hartland Road
- Intersection between Burwood Highway & Hanover Road.
- Primary Site Access and Burwood Highway.

Refer to Figure 44 - Existing Peak Traffic Conditions (8am-9am and 5:15pm-6:15pm).

#### 6.1.3

The Site is serviced by a number of public transport services including tram and bus routes (refer Figure 45 - Public Transport Services).

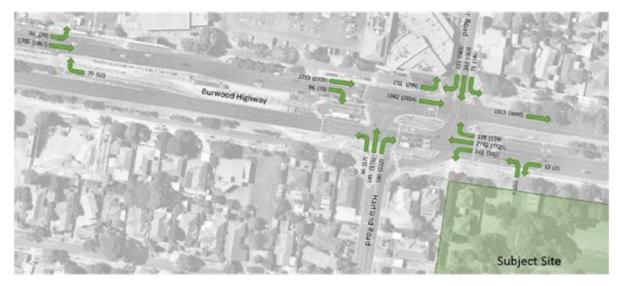


Fig. 48 Existing Peak Traffic Conditions (8am-9am and 5:15am-6:15pm).

Service	Between	Via
Vermont South Terminu	s – approx. 150m west of the site	
Bus Route 732	Box Hill Station & Upper Ferntree Gully Station	Vermont South, Knox City & Mountain Gate
Bus Route 967 (Night Bus)	Glen Waverley & Ferntree Gully Loop	Burwood Highway & Bayswater
Tram Route 75	Etihad Station Docklands & Vermont South	Burwood, Hawthorn, Richmond & City
Hanover Street – approx	x. 100m north of the site	
Bus Route 736	Mitcham & Blackburn	Vermont South, Glen Waverley & Forest Hill
Bus Route 742	Eastland & Chadstone	Vermont South, Glen Waverley & Oakleigh

Fig. 49 Public Transport Services

### 6.2 Vehicle Access Arrangements

At this stage plans which identify the detailed configuration of internal vehicle access, layout of car parking and loading and waste collection arrangements are yet to be developed. These plans would be prepared as part of a town planning application.

The concept plans provided within the Draft DDO identify the proposed vehicle access arrangements to the site. At this stage, two separate access points to Burwood Highway have been identified, including:

- Left-in/Left-out connection from the existing service road, located towards the site's northeastern corner via an existing service road connection, and
- Left-In/left-out connection located midway along the site's frontage to Burwood Highway, similar location to existing primary vehicle access to the developmen

The above connections take advantage of the existing infrastructure and lane configurations along Burwood Highway. Further discussions regarding these arrangements is provided at Section 3.2 of this report.

It is expected that each access location would be upgraded to provide a connection not dissimilar from a typical local road standard. Any works within these locations would be subject to review and approval from Department of Transport (DoT).

The internal road network would be subject to a detailed review at the formal application stages and would be expected to satisfy the requirements/objectives of Clause 52.06 and Clause 56 as required. As a minimum all internal accessways would be expected to provide for two-way traffic and accommodate the relevant service and emergency vehicles.

### 6.3 Internal Road Network Assessment

The internal local roads will accommodate traffic volumes less than 2,000 vehicle per day consistent with the function of Access Street – Level 1, Access Place and Access Lane roads.

This is evident as the overall traffic generation associated with the site is expected to be no more than 1,740 vehicles per day.

The hierarchy and design of the internal road network would be addressed in detail as part of the DDO and formal town planning application plans.

The internal road network would be designed in order to accommodate:

- Two-way traffic.
- Local Traffic Management devices as necessary.
- Service vehicles, including private waste collection vehicles and loading vehicles associated with the dwellings.
- Suitable emergency vehicles including MFB vehicles and ambulances.
- On-street car parking (where appropriate and where appropriately designed).

The above matters would be typically addressed at the detailed design stage.

In regards to the general layout of the internal road network, the alignment identified ensures that no dead-end roads are provided which represents the preferred outcome and ensures comfortable circulation as required.

# 6.4 Car Parking Requirements

Each residential dwelling and allotment will provide off-street parking to accommodate resident demands in accordance with the requirements of Clause 52.06 of the Planning Scheme to the satisfaction of the Responsible Authority.

Visitor parking can be accommodated on-street within the carriageway of the internal roads or within basement car parking areas (to be detailed as part of any formal planning application).

Clause 56.06 typically requires that on-street parking is available at '1 hard standing verge parking space per 2 lots'. Further guidance regarding the visitor car parking demands is available via Clause 52.06 of the Planning Scheme, which sets out a car parking requirement of 1 space to each 5 dwellings where more than 1 dwelling is provided per lot, however, as the site is located within the Principal Public Transport Network (PPTN) there is no statutory requirement to provide visitor car parking spaces.

We are of the opinion that the actual visitor car parking demands will be somewhere between the Clause 52.06 and Clause 56.06 rates, notwithstanding, the provision of car parking will be subject to the relevant planning requirements and Council requirements, which are to be determined at the detailed design stage.

#### 6.5 Conclusion

Having undertaken a traffic engineering assessment associated with the rezoning application for the site 500 Burwood Highway, Vermont South, it is concluded that:

Traffic impacts associated with the rezoning application can be accommodated by the nearby road network based on the impacts associated with 290 dwellings.

Vehicle access to the site via the service road (left-in/left-out) and existing vehicle crossover (left-in only) are acceptable, with detailed design of the vehicle access interfaces to be undertaken to the satisfaction of Department of Transport as part of the DDO and detailed design stages.

All relevant vehicles will be able to adequately access the site including service and emergency vehicles.

The detailed traffic engineering requirements in relation to the design of the internal road network and car parking can be suitably addressed at the town planning application stage.

The likely volume on the proposed internal road network will be consistent with the traffic volumes detailed in Clause 56 of the Planning Scheme.

Each future dwelling will be able to provide adequate parking for residents in accordance with the requirements of Clause 52.06 of the Planning Scheme.

Adequate car parking for visitors will be available within the property boundaries in accordance with the relevant Planning Scheme requirements.

There are no traffic engineering reasons why the proposed rezoning to Residential Growth Zone of the site at 500 Burwood Highway, Vermont South, should not be approved.

ig. 2 Figure Title Example

#### 9.1.2 - ATTACHMENT 2.

Planning Scheme Amendment Report (Tract, October 2021)

Tract Consultants

# **07** STORMWATER MANAGEMENT

This chapter summarises the key elements and considerations of the proposal in relation to Stormwater Management.

A full report titled 'Stormwater Management Plan - 500 Burwood Highway, Vermont South (October 2021)' prepared by Cardno is available and should be referred in addition to these summaries.

Further stormwater management analysis will be undertaken at planning permit stage when detailed plans are available.

## 7.1 Catchment Analysis

The Site falls from north to south. Overland flows currently drain through to Gaayip Grove to the south-west. Run-off from Burwood Highway to the north is currently catered for by existing swales/drainage within the road reserve, and does not flow through the site.

The Site is not identified as being subject to flooding.

## 7.2 Authority Requirements

The City of Whitehorse is the responsible drainage authority for this site. The site is not located within a Melbourne Water drainage scheme, and therefore stormwater management is to Council's satisfaction.

The general requirements for management and treatment of stormwater flows in new development are contained in Clause 56.07-04 (Urban run-off management objectives) of the Whitehorse Planning Scheme.

With respect to stormwater quality, new development must meet Best Practice performance objectives as contained in the Urban Stormwater – Best Practice Environmental Management Guidelines (Victorian Stormwater Committee 1999) and should incorporate Water Sensitive Urban Design (WSUD) features.

With respect to stormwater quantity (i.e. drainage), as the site is within an existing developed area it is anticipated that Council will require stormwater flows generated by the development to be restricted back to the capacity of the surrounding drainage infrastructure prior to discharge from the site. Based on the age of surrounding development, it is expected that this will equate to the 10% AEP flow (10YR flow), however this will need to be confirmed with Council as part of the future planning process. In the absence of confirmation, for the purposes of this assessment we have adopted the 1% AEP flow (100YR flow) for detention sizing.

Based on the site contours and location of existing drainage infrastructure, it is expected that the legal point of discharge for the site is at the south-west corner.

## 7.3 Stormwater Management Strategy

A concept stormwater management strategy has been prepared demonstrating how the requirements could be met as part of the future development of the site.

The key elements of this strategy are:

- Rainwater tanks to capture roof runoff from all future residential development, broken down as follows:
  - Twenty-five 2,000L tanks to service the 3 bedroom townhouses, totalling approx 0.4ha of roof area.
  - Ten 2,000L tanks to service the 4 bedroom townhouses, totalling approx 0.07 ha of roof area.
  - Eight 10,000L tanks to service the apartment building/s, totalling approx 0.6 ha of roof area.
- Four 2.25m2 tree pits, to be located within the Internal road reserves, to treat runoff from 0.4 ha of open space and roads (location?) and overflow from the eight apartment building tanks.
- A bioretention basin (raingarden), to be located within the internal road reserve or landscape area, to treat runoff from the 1.53ha open space and roads as well as the thirty six townhouse tanks.
- Approx 150m3 of detention storage volume, to be provided within the water tanks and bioretention basin, as well as oversizing of internal drainage pipes.

## 7.4 Targets

The site must comply with the 'Whitehorse Planning Scheme Clause 56.07' and 'Best Practice Environmental Management Guidelines' (CSIRO 1999). Refer to Figure 46 - Best Practice Water Quality Management Targets.

Total Suspended Solids	00%
Total Nitrogen	45%
Total Phosphorus	45%
Total Litter/Gross Pollutants	70%

Fig. 50 Best Practice Water Quality Management Targets

#### 7.5 Summary

The key findings of this Stormwater Management assessment are as follows:

- Council is the responsible drainage authority for the Site.
   There is no (or negligible) external catchment draining through the site.
- The Site is not identified as being subject to flooding, based on current planning scheme mapping.
- Future development will need to meet Best Practice performance objectives for stormwater quality, as outlined in Clause 56.07-04 (Urban run-off management objectives) of the Whitehorse Planning Scheme.
- Stormwater flows will need to be restricted back to the capacity of the existing drainage network prior to discharge from the Site.

9.1.2 - ATTACHMENT 2.

Planning Report - 500 Burwood Highway (October 2021)

## **08** COMMUNITY NEEDS ASSESSMENT

This chapter summarises the key elements and considerations of the proposal in relation to Community Needs Assessment.

A full report titled 'Community Facilities and Open Space Technical Advice Note - Public Place (December 2020) is available and should be referred in addition to these summaries - including the tables mentioned in the following overview.

#### 8.1 Introduction

The report presents information regarding demand for Community Facilities and Open Space associated with a proposal to redevelop the Australian Road and Research Board (ARRB) site for residential purposes.

#### 8.2 **Population Outcomes**

The population of the ARRB site would be approximately 575 once fully occupied. Due to the proposed dwelling mix, when compared with the City of Whitehorse age profile, the development would be home to:

- · A smaller proportion of youths aged 12 to 17.
- A larger proportion of younger adults aged 25 to 34.
- · A lower proportion of older adults age 50+.

Notwithstanding the above, the population of the ARRB site would likely consist of a broad range of households, including working singles and couples, families with children and empty nesters.

## 8.3 Community Facilities - Existing Supply

There are numerous community facilities located in close proximity to the ARRB Site, which would be highly accessible to future residents. These include the Vermont South Library, Sports Link Indoor Sports Centre, three primary schools, and several early years facilities.

Further commentary is provided below regarding the capacity of these facilities to accommodate increased demand associated with the development of the ARRB site.

#### **Early Years**

Within Vermont South there is currently one MCH facility, four preschools and two long day care (LDC) services, which would be highly accessible to future residents of the ARRB Site.

Table 4 (within the report) compares the capacity of existing facilities within the (approximate) service catchment of the ARB site for MCH, Sessional Kindergarten and LDC.

As the Table shows:

- MCH and Sessional Kindergarten Capacity currently exceeds locally generated demand. Locally generated demand is projected to grow incrementally to 2020, but would not exceed the capacity of existing facilities.
- LDC Supply exceeds the metropolitan and Whitehorse average, and many existing centres report vacancies.
   Incremental growth in demand is projected, which may stimulate further supply, overtime.

Given the above, in the context of existing supply, the potential uplift in demand for early years facilities and services associated with development of the ARRB site is minimal and could be absorbed.

#### **Community Centre**

In the City of Whitehorse, there are 12 Council operated community centre/hall venues which make available function rooms and meetings spaces for hire, some of which incorporate several spaces (for example, the Box Hill Town Hall and Community Hub provides 11 sperate spaces, with capacity ranging from 600 people to 6 people).

There are also 10 neighbourhood houses in Whitehorse, which make available hall spaces and meeting rooms for public hire. These assets are complemented by a network of scout halls and sporting pavilions, which can also be hired by the public. That is, supply currently exceeds the commonly used planning standard of one community centre for every 10,000 residents.

The nearest community meeting space to the ARRB site is located within the Vermont South Learning Centre, which includes a function room with capacity for 80 people.

Given the above, in the context of existing supply, the potential uplift in demand for community meetings spaces associated with development of the ARRB site is minimal and could be absorbed.

#### Libraries

Libraries in Whitehorse are operated by the Whitehorse Manningham Regional Library Corporation. Across the Whitehorse and Manningham local government areas, the corporation provides eight branch libraries, or one branch per 38,645. Collectively the eight branches deliver 19.9 square metres of public access floor space per 1,000 residents.

The level of supply in the Whitehorse Manningham Regional Library Corporation's service area compares well with supply levels observed throughout the metropolitan area, and the additional demand associated with development of the ARRB site would not change this picture.

In addition, the nearest library to the ARRB site is the Vermont South Library, which is located 400 metres from the site. As a result, future residents of the ARRB site would enjoy convenient access to library services in their local area.

#### Schools

The ARRB site is located partially within the school zone of Weeden Heights Primary and Livingstone Primary. The Site is also located with the school zone of Highvale Secondary College. All three schools have recently operated with a higher enrolment level than observed for 2019, suggestive of an ability to absorb the additional demand associated with development of the ARRV site. However, data on school capacity are no longer released by DET. In this context, DET should be informed of the additional demand (which is minimal) to enable the department to conduct its capacity planning in light of all relevant information.

#### Open Space

Figure 1 (within the report) shows the distribution of open space near the ARRB Site. The closest public open spaces to the Site are: Hartland Park (immediately to the West), a 'small local' 1 open space, which comprises a grassed area, seating and children playground; Ballina Terrace Reserve (150m to the south), a 'local' open space comprising a grassed area, walking path and children's playground; and Tyrol Park (350m to the east), a 'neighbourhood' open space comprising a grassed oval with goal posts, walking path and children's playground. There are also 'municipal 'open spaces such as Terara Park and Bell Bird Dell Reserve within 800 metres of the site, and 'regional' open space forming part of the Dandenong Valley Parklands is located to the east within 800 metres.

The above considered, there are several existing public open spaces in close proximity to the ARRB Site which can support a variety of passive and active open space uses. In addition, the ARRB Site would be generously landscaped and include a number of communal outdoor areas comprising 9,300 sq.m in total and including a courtyard area which would facilitate social interaction among residents.

October 2021

## 9.1.2 – ATTACHMENT 2. Planning Scheme Amendment Report (Tract, October 2021)

Tract Consultants

#### **Active Recreation**

Future residents of the ARRB Site may participate in organised sport and generate demand for infrastructure such as sporting fields and pavilions. Estimates of participation levels for a selection of activities are provided in Table 4, based on data from the ABS.

As Table 4 (within the report) shows, the number of future residents of the ARRB Site likely to participate in formal sporting activities is relatively small, and in the case of sports such as cricket and AFL football, increases in participation would be set against a trend of declining participation in the broader community.

Notable numbers of future residents of the ARRB site are likely to participate in activities such as jogging, fitness classes and gyms. However, in the context of the catchment size of a Council indoor aquatic centre/gym (approx. 60,000 people), the projected population of the ARRB site is minimal, and there is ample open space in the local area to support activities such as jogging and walking.

## Housing Diversity and Affordability

Planning Policy in Victoria emphasises the need for increased housing diversity and affordability. For example, Plan Melbourne (2017-2050) states that, for Melbourne to remain liveable for all its citizens, the supply of affordable housing needs to be increased. A range of housing types need to be developed ... to improve local affordability for homeowners and renters.

Housing stock in Vermont South is currently dominated by larger detached homes. To illustrate, at the time of the last Census detached houses comprised almost 91% of all dwellings, whereas apartments comprised only 1.1%. Moreover, 60% of all dwellings in Vermont South provided four of more bedrooms and only 6.7% included two bedroom or less. In contrast, 84.5% of dwellings proposed for the ARRB site are apartments, and 78.3% provide two or less bedrooms.

One consequence of the current lack of housing diversity in Vermont South is that many smaller households live in larger dwellings. For example, 75% of lone persons live in dwellings which provide three or more bedrooms and 53% of two person households live in dwellings with four of more bedrooms (see Table 6). That is, there is a mismatch between existing housing stock and the accommodation needs of the community, leading to an inefficient use of housing resources. Moreover, without measures to diversify housing, the observed mismatch will grow overtime as demographic trends such as population ageing and reducing fertility drive growth in smaller households and an overall reduction is household size.

The proposed housing would improve housing diversity in Vermont South and would be well suited to the needs of a growing number of smaller households, some of whom may prefer to live in a smaller dwelling in order to minimise their housing costs and improve the affordability of their housing.

Moreover, housing products delivered in a medium to high density form (that is, apartments and townhouses) are typically more affordable for a given level of accommodation than housing delivered in lower density forms, such as detached dwellings. Overall, the proposed housing would make a significant contribution to housing diversity and affordability and assist in maintaining socioeconomic diversity in Vermont South.

#### Conclusion

The ARRB site is located within a well-established urban area and therefore would deliver housing in close proximity to established facilities, services and open spaces, many of which are located within walking distance of the site.

Demand generated by the future population of the ARRB site would be minimal, and unlikely to place unmanageable demands on existing community facilities, services and open space.

The proposed mix of housing would make a significant contribution to housing diversity and affordability in the local area.

Planning Report - 500 Burwood Highway (October 2021)

# 09 CONCLUSION

This report has detailed a request to rezone the land known as 500 Burwood Highway, Vermont South from the Public Use Zone (PUZ4) to a Residential Growth Zone (RGZ).

In conjunction with the rezoning, it is intended to apply a Design and Development Plan Overlay, Significant Landscape Overlay Schedule 9 (SLO9), Environmental Audit Overlay (EAO) and revise the extent of the Heritage Overlay (HO23).

This planning scheme amendment will provide net community benefits through:

- The retention, restoration and reuse of heritage buildings and landscapes including the building presenting to Burwood Highway and the open landscape along the Burwood Highway frontage.
- · The retention of significant trees and stands of trees.
- The provision of high quality residential dwellings within walking distance to the Tally Ho Major Activity Centre, Vermont South Shopping Centre, Principal Public Transport Network (PPTN), and numerous schools and open spaces.
- The delivery of a residential scheme that supports and responds to the guidelines and principles of the 20-Minute Neighbourhood.
- A financial contribution to the City of Whitehorse to enable Council to provide for new public open space and improved local park facilities within the municipality.
- Implementation of the policies of the Whitehorse Planning Scheme and Plan Melbourne 2017-2050.

We respectfully request that this rezoning request to amend the Whitehorse Planning Scheme be forwarded to the Minister for Planning pursuant to section 9(2) of the Planning and Environment Act (1987) for authorisation to formally prepare the amendment.



Fig. 51 Indicative Architectural Perspective

October 2021

9.1.2 - ATTACHMENT 3.

Conservation Management Plan (Bryce Raworth, February 2021)

# Former Australian Road Research Board 500 Burwood Highway, Vermont South



Conservation Management Plan Revised February 2021

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

## **CONTENTS**

CONTENTS		PAGE NO
CONSULTANTS	S	3
CHAPTER 1.0 1.1 1.2 1.3	INTRODUCTION Background and Brief Methodology Terminology	4 4 4 4
CHAPTER 2.0 2.1 2.2 2.3	CURRENT LISTINGS AND CONTROLS City of Whitehorse Heritage Victoria National Trust of Australia (Victoria)	5 5 5 5
CHAPTER 3.0 3.1 3.2 3.3	HISTORY Australian Road Research Board The ARRB at Vermont South The Architects – Mockridge Stahle & Mitchell	6 6 6 14
CHAPTER 4.0 4.1 4.2 4.3 4.3 4.4 4.6 4.7 4.8 4.9 4.9	THE PHYSICAL FABRIC Site Administration Building West Wing Research Wings R1 & 2 Research Wing R3 Truck Bay/Mezzanine Concrete Labs/HV Workshop RMS Garage Store Garden Maintenance Shed Shed	15 15 19 23 23 26 28 29 30 31 32
CHAPTER 5.0 5.1 5.2	COMPARATIVE ANALYSIS  Mockridge Stahle & Mitchell  Late-twentieth Century Modernism	33 33 35
CHAPTER 6.0 6.1 6.2 6.3	SIGNIFICANCE The Concept of Cultural Significance Statement of Significance Relationship between Significance and Extant Fabric	41 41 41
CHAPTER 7.0 7.1 7.2 7.3 7.4	CONSERVATION POLICY Introduction Fabric and Setting Use Interpretation	43 43 43 45 45

Former Australian Road Research Board		Conservation Management Plan	
500 Burwood Highway, Vermont South		Revised February 2021	
7.5	Management	45	
7.6	Control of Physical Intervention in the Fabric	46	
7.8	Future Development	46	
7.8	Extent of Heritage Overlay	48	
7.9	Adoption and Review	49	
7.11	Maintenance and Repair	49	
BIBLIOGRAPH	ΗY	50	
APPENDIX A	HERITAGE CITATION		
APPENDIX B	AUSTRALIAN ICOMOS (BURRA) CH.	ARTER	

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

## **CONSULTANTS**

This Conservation Management Plan was undertaken by:

Bryce Raworth Pty Ltd Conservation Consultants Architectural Historians

Text and illustrations were prepared by Bryce Raworth and Martin Turnor.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

## CHAPTER 1.0

#### INTRODUCTION

#### 1.1 Background and Brief

The following Conservation Management Plan (CMP) was commissioned by Tract Consultants Pty Ltd on behalf of the owner of the former Australian Road Research Board (ARRB) complex at 500 Burwood Highway, Vermont South. The CMP identifies the nature, extent and level of cultural significance of the ARRB site and the consequential conservation constraints that might apply in regard to any future development of the site.

The commissioning of this CMP has been prompted by a proposal for redevelopment of the site. The Heritage Advisor to the City of Whitehorse recommended that a CMP be prepared to inform both Council and the applicant of the significance of the place in general and the relative significance of its component parts. Regardless of the specifics of the proposed development, the policy guidance this CMP provides is intended to be equally relevant and applicable to any other future schemes or proposed works for the site or its environs.

#### 1.2 Methodology

Assessment of the site and preparation of a policy for the protection of its cultural significance have been undertaken in accordance with the processes and criteria outlined in the Australia ICOMOS (Burra) Charter for the Conservation of Places of Cultural Significance (see Appendix B) and associated guidelines.

A detailed inspection of the external and internal fabric was undertaken to assist in the preparation of this document. This analysis has also been informed by research from various primary and secondary historical sources, which are listed in the bibliography.

#### 1.3 Terminology

The terminology in this report relating to conservation actions and interventions is of a specific nature and is defined in the Burra Charter (see Appendix B for definitions of the relevant terms). All other terminology should be understood in the context of its plain English interpretation, unless otherwise stated.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

## CHAPTER 2.0 CURRENT LISTINGS AND CONTROLS

#### 2.1 City of Whitehorse

The former ARRB complex is identified as on the Whitehorse Heritage Overlay schedule as 'HO23, Australian Road Research Board 500 Burwood Highway, Vermont South (Heritage place is defined as the ARRB building and surrounds on Lot 1 on PS 518296N)'. There are no external paint controls, internal controls or tree controls under the overlay. The heritage overlay covers all of the property.

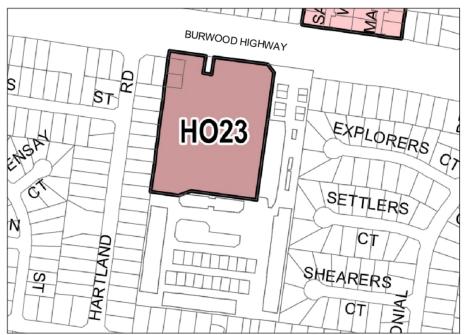


Figure 1 Heritage Overlay map showing HO23 applying to the former ARRB site.

## 2.2 Heritage Victoria

The former ARRB complex is not listed on the Victorian Heritage Register.

#### 2.3 National Trust of Australia (Victoria)

The former ARRB complex is not listed on the National Trust's Heritage Register.

Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

CHAPTER 3.0

HISTORY

#### 3.1 Australian Road Research Board

The Country Roads Board (CRB) was established in 1913 with responsibility for construction of main roads in Victoria. By the mid 1920s, the CRB had entered into a joint program with the engineering school at the University of Melboume for the testing of road construction materials. The CRB's first Chairman, William Calder, recognised the usefulness of materials testing after an overseas study tour and, in 1924, he proposed that there be a national road research program. The need for road research became more pressing in the post-war period when increased traffic volumes and greater reliance of trucks for the transport of goods placed pressure on the serviceability of roads.

In 1947, the CRB's chief engineer Caleb Roberts was sent on six-month study tour of America and Britain. On his return, Roberts tabled a report strongly advocating for the establishment of a permanent national body to coordinate road research for the 'common interest'. It was not until 1958 when the Conference of State Road Authorities decided to establish an Australian Road Research Board (ARRB), modelled on the US Highway Research Board. The ARRB's prime purpose was to co-ordinate, publish and promote the results of road research, including research into road planning, design, safety, materials, construction, maintenance and financing. The ARRB was also tasked with distributing grants for research and organising conferences and symposiums to provide opportunities for the presentation and discussion of the results of road research. The first meeting of the ARRB was held in Sydney in March 1960. ARRB staff were initially housed in the CRB headquarters in Kew but as the organisation grew additional laboratory spaces for testing solids and bitumen were set up in a tram deport in Hawthom.<sup>3</sup>

#### 3.2 The ARRB at Vermont South

By the mid 1960s it had become evident that the ARRB was in need of a permanent headquarters with office, laboratory and library facilities. Melboume was chosen as the location of the new Australian Road Research Centre as the ARRB did not wish to appear as though they were setting up in competition with the Institute for Highway and Traffic Engineering Research, then operating from the University of NSW. A former apple orchard of 6.5 hectares on Burwood Highway, Vermont South was acquired for the ARRB and architects Mockridge Stahle & Mitchell were commissioned to design the new complex. They proposed a building of 'simplicity and dignity' to attract new staff whilst also providing a 'good background for public relations to visitors and representatives of other interested bodies who in turn attract money to the cost of the functions of the Board'.

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6

<sup>&</sup>lt;sup>1</sup> Australian Road Research Board The First 50 Years' Report on Activities from Foundation, p.4

<sup>&</sup>lt;sup>2</sup> Australian Road Research Board 'The First 50 Years' Report on Activities from Foundation, p.5.

<sup>&</sup>lt;sup>3</sup> Australian Road Research Board The First 50 Years' Report on Activities from Foundation, p.14.

<sup>&</sup>lt;sup>4</sup> Australian Road Research Board The First 50 Years' Report on Activities from Foundation, p.6.

<sup>&</sup>lt;sup>5</sup> Australian Road Research Board 'The First 50 Years' Report on Activities from Foundation, p.6.

<sup>6</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading Melbourne. Narrative Brief. Mockedge Stable & Mitchell Architects. p. 16.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021



Figure 2 1945 aerial showing the future ARRB site as undeveloped farmland with orchards being the predominate use of surrounding land. Source: University of Melbourne Library.



Figure 3 Perspective drawing of the ARRB administration building by Mockridge Stable & Mitchell architects, c1970. Note the facia detail to the three storey wing is not 'as built'. Source: ARRB.

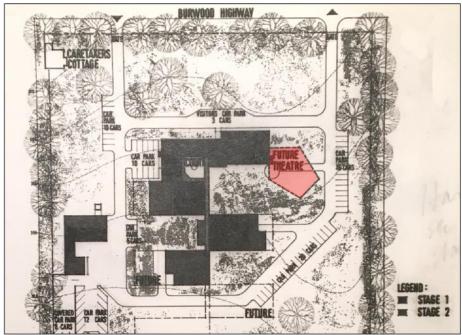
Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The plans for the new ARRB headquarters were approved in 1970 and Leighton were awarded the \$1 million construction contract in May 1971.7 The complex was officially opened on 27 November 1972 by the Governor General of Victoria Sir Rohan Delacombe. As initially constructed, the ARRB complex had a three and two level Administration Building fronting Burwood Highway, providing executive offices, a board room, a technical library (located in the sub-basement), a double-height lecture room and adjoining dining area with kitchen facilities. To the rear of the Administration Building there was a single-storey publications room and two research wings connected by covered walkways. The caretaker was accommodated in an existing residence in the north-west corner of the property (later demolished and replaced by two units).8

The ARRB buildings were designed with the flexibility to allow for future expansion. The administration building is shown with a theatre addition to its south west comer on a 1970 site plan. It was also engineered with the capacity to support an additional storey.9 The floor plan was laid out on a 15 foot (4.57 metre) module with external walls in the form of non-structural brick panels so that new door openings could be created as required. The architect's brief also anticipated that the courtyards could be enclosed if additional space was needed. 10



A 1970 site plan for the ARRB complex showing a future stages of development, including a theatre addition abutting Figure 4 the south-west corner of the Administration Building. Source: State Library of Victoria Manuscripts Collection.

<sup>&</sup>lt;sup>7</sup> ARRB Report of Activities 1971.

<sup>&</sup>lt;sup>8</sup> Australian Road Research Board The First 50 Years' Report on Activities from Foundation, p.35.

<sup>9</sup> The exact nature of the proposed additional level is not made clear in available documentary sources, but was possibly to be built over part of the double-storey dining/lecture wing).
10 Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading Melbourne. Narrative Brief. Mockridge Stable & Mitchell Architects. p. 17.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

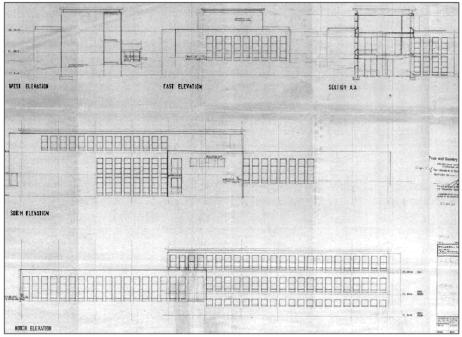


Figure 5 The Administration Building elevations, Mockridge Stahle & Mitchell, 1971. Source: ARRB.

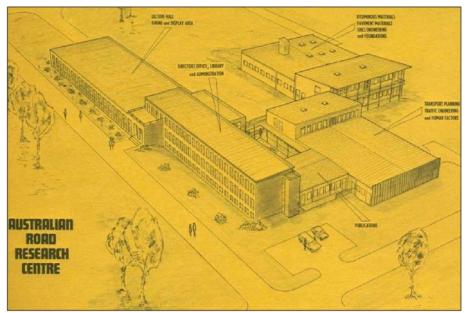


Figure 6 A 1972 illustration of the ARRB complex. Source: Next Five Years: Australian Road Research Board'.

Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The complex was designed for future expansion, but with the aim of retaining generous landscaped grounds:

Set 200 yards back from the road, the new centre will be surrounded by attractive trees, shrubs and lawn to harmonise with the environment. Although the building has been designed to allow for future expansion, at no stage will it ever occupy more than two-thirds of the section. This means that at least 5 acres of land will always be landscaped to blend in with the surrounding areas. 11

The landscape design by Beryl Mann involved dense planting of native trees on the site boundaries to act as wind breaks and to screen the ARRB buildings from anticipated future residential development. Mann also recognised that the landscaping provided opportunities for the testing and display of plants suitable for roadside or road median planting. The Burwood Highway frontage was to have a 'more carefully developed main entrance treatment' while the internal landscaping was generally to maintain an 'open character' with lawns and tree groups. <sup>12</sup> Several large remnant eucalypts were to be retained along with most of the existing apple trees at the rear of the property. The apple trees were later removed when gardening services was outsourced. <sup>13</sup> Planting and ground development continued into 1974 after being delayed by a drought in 1972 and early 1973. <sup>14</sup> In 1974, the site was inspected by the Mayor and senior officers of Nunawading City Council who praised the ARRB for its contribution to the local environment. <sup>15</sup>

The new premises allowed the ARRB to expand its in house research programs, as reported in a 1973 ARRB brochure.

This impressively equipped \$1.5 million building in Vermont, Victoria, has been erected as the permanent headquarters of the Australian Road Research Board in anticipation of expanding national research demands. The centre at present accommodates a staff of about 120 engaged in research, administration, and service activities.

Its establishment was planned to coincide with an urgent need to expand facilities for the investigation and discussion of the problems and needs of our road and transport systems.

The three storey administrative wing comprises the Board Room, executive offices, administration, an excellent technical library and the information services group.

The two research wings at present comprise first floor office accommodation for the research officers and ground floor laboratory areas. Special facilities now coming into use are:

the human factors laboratories, including a soundproof room, signals tunnel and human reaction study room with projection equipment;

the construction materials laboratories, including constant temperature environment rooms, bitumen and soil testing equipment;

computer facilities which are being installed to process experimental results and road traffic and road safety statistics; and

a separate building which houses comprehensive workshop facilities. 16

10

<sup>&</sup>lt;sup>11</sup> ARRB brochure, 1973. Unpaginated.

<sup>12</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading Melbourne. Narrative Brief. Mocksidge Stable & Mitchell Architects. p.14.

<sup>&</sup>lt;sup>13</sup> ARRB: The First Fifty Years, p. 17.

<sup>&</sup>lt;sup>14</sup> ARRB Report on Activities, 1973 p 2.

<sup>&</sup>lt;sup>15</sup> ARRB Report on Activities, 1974, pp. 6-7.

<sup>16</sup> ARRB brochure, 1973. Unpaginated.

Former Australian Road Research Board 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 7 A c1973 photograph of the ARRB site showing part of the apple tree or hard retained at the rear of the site. The current site boundary is marked by the dashed yellow line. Source: 'ARRB: The First Fifty Years'.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

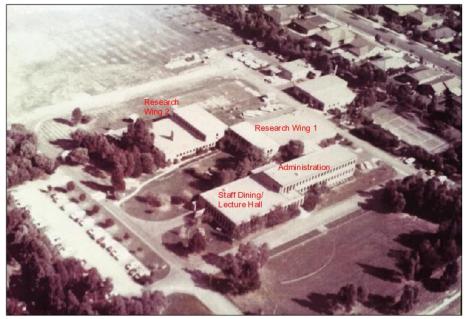


Figure 8 A 1975 aerial photograph of the ARRB site. Source: ARRB

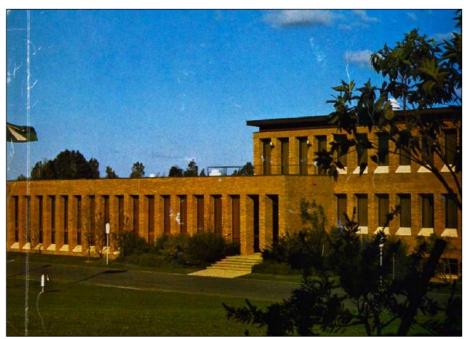


Figure 9 The front elevation of the Administration Building, 1976. Source: ARRB Annual Report 1976.

#### Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

Research Wing 2 was extended eastwards in 1974 to accommodate machinery for bitumen testing.  $^{17}$  In the same year an agreement was reached with the ARRB Staff Association to build a tennis court along the western boundary of the site.  $^{18}$  By c1975 Research Wing 1 had been extended westwards.

In 1977, the ARRB site was awarded the industrial category in the Nunawading Jaycees garden competition. 19

A tilt deck for testing articulated vehicles was installed at ARRB site in 1984 and in 1986 a new research wing (R3) was opened. The establishment of a concrete technology division at the ARRB in 1997 necessitated the construction of a new concrete testing laboratory.

By the end of the 1990s, land surplus to the ARRB's requirements was sold to raise badly need funds. <sup>21</sup> The existing buildings and associated carparking were retained on approximately 2.6 hectares of land with 4 hectares redeveloped as retirement village in 2000. An electrical substation was built c2004 at the front of the site to service a tram extension along Burwood Highway. Renovation of the bitumen and asphalt laboratories also occurred c2000. <sup>22</sup>

The ARRB's Vermont South site was sold in 2017 and the organisation's headquarters was relocated to new offices in Port Melbourne.



Figure 10 The tilt deck for testing articulated vehicles, installed at the ARRB site in 1984 (removed c2002). Source: ARRB 1993
Annual Report.

<sup>&</sup>lt;sup>17</sup> ARRB Report on Activities, 1974, p.7

<sup>18</sup> ARRB Report on Activities, 1974, p.7.

<sup>&</sup>lt;sup>19</sup> Commemorative plaque on the administration building

<sup>&</sup>lt;sup>20</sup> ARRB: The First Fifty Years, p. 51 & 62.

<sup>21</sup> ARRB: The First Fifty Years, p. 106.

<sup>22</sup> ARRB: The First Fifty Years, p. 118.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

#### 3.3 The Architects – Mockridge Stahle & Mitchell

Architect John Mockridge (1916-1994) trained at the Gordon Institute of Technology, Geelong (now Deakin University). He gained a Bachelor of Architecture in 1942 and, after serving in the Royal Australian Airforce during World War Two, worked for architects Buchan Laird & Buchan In 1948 Mockridge established a partnership with to two returned servicemen (and RMIT graduates), Ross Stahle (1917-2010) and George Mitchell (1916-2006). The firm's early work was mostly residential, but the practice came to be strongly defined by the projects for institutional clients, including universities, colleges and schools. Mockridge Stahle and Mitchell received ongoing commissions from Melbourne Grammar and other private schools such as Brighton Grammar School and Geelong College, in addition to designing a number of highly regarded state schools in Canberra. The firm also had a significant body of ecclesiastical work including St Faith's Church of England, Burwood (1958) and the religious centre at Monash University (1965-68). As described by Neil Clerehan, Mockridge was a talented draughtsman, painter and sculptor, and Mitchell was an urbane figure, prominent in high Anglican circles. While the three partners collaborated on basic design decisions, roles emerged with Michell handling client relationships and officialdom, Mockridge became the main designer, and Stahle took on an administrative role, supervising staff and managing building contracts. <sup>23</sup>

The grounds of the ARRB were landscaped to a design Beryl Mann, a founding member of the Australian Institute of Landscape Architects. Mann had initially studied architecture at Gordon Institute but later shifted her interest to landscaping, completing a horticultural course at Bumley College in 1939. In 1948, Mann joined Mockridge Stahle & Mitchell architects at the foundation of the partnership. She became an associate of the firm in 1961 and worked there until resigning in 1976 due to ill health. Mann had an interest in Australian flora, but her selection of plant species was generally based on those she considered appropriate to the particular requirements of the overall landscape, taking into account site conditions and the maintenance needs 24

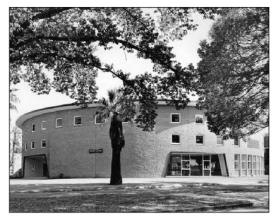




Figure 11 (left) Whitely College, Parkville. Mockridge Stahle & Mitchel Architects (1962-65).

Figure 12 (right) Mary Immaculate Church, Ivanhoc. Mockridge Stahle & Mitchel Architects (1961).

14

<sup>&</sup>lt;sup>23</sup> Neil Clerehan, "Schools were 'in' for designer" in *The Age*, 5 July 2010 https://www.theage.com.au/national/victoria/schools-were-in-for-designer-20100704-zvul.html

<sup>24</sup> Ruth Sanderson, 'Beryl Mann: Her Contribution to landscape architecture in Australia' in Landscape Australia, November 1984, pp 303-309.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021

## CHAPTER 4.0

## THE PHYSICAL FABRIC

#### 4.1 Site

The former ARRB complex occupies approximately 2.5 hectares of land on the south side of Burwood Highway. The complex is fronted by an administration building with attached staff dining and display rooms, set well back from Burwood Highway. A covered walkway at the rear of the Administration Building provides access to three separate research wings with landscaped courtyards between. Various ancillary structures are sited towards the rear of the complex, including a store, garden maintenance shed, garage, and concrete labs/HV workshop.



Figure 13 Aerial photograph of the former ARRB site.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

In terms of the landscape, the deep front setback to the Administration Building has a broad sweep of lawn with two (presumably original) flagpoles and informal plantings of native trees along the Burwood Road frontage. The trees form a dense canopy around the driveway entrance at the north-west comer of the site. Consequently, the Administration Building is obscured in views from this part of Burwood Road. Tree plantings thin out towards the eastern end of the front boundary, allowing some limited views to the Administration Building. The site is enclosed on its east and rear boundaries by a modern Colorbond fence and in part on the west boundary by a standard timber paling fence.

The grounds have been much reduced in extent, with land to the south and east of the complex having been subdivided and redeveloped. As a consequence, the original alignment of the east driveway has been shifted further west. The configuration of the access road and carparking to the front of the Administration Building appears largely unchanged. An electrical substation has been built in the front setback, alongside the main driveway entrance. Remnants of the original native tree plantings appear to survive along the west boundary although the original plantings to the rear and east boundaries have been lost as a consequence of the subdivisions. The tennis court established in mid 1970s near the western boundary is now used as a carpark. The courtyard between Research Wings 1 and 2 is shown in early photographs as being a simply landscaped area of lawn with paved carparking. The courtyards are now heavily overgrown and do not give the impression of having been a 'designed' landscape. The small courtyard between the Administration Building and the West Wing (formerly the publications room) has brick paving with a modern timber deck. As described in section 3 of this CMP, the internal landscape was originally intended to have an 'open character'. The courtyard between the staff dining room and Research Wing 2 retain an open area of lawn with a simple brick BBQ at the centre.



Figure 14 The ARRB site viewed from Burwood Highway. The main driveway entrance is to the right of the sign.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 15 The eastern half of the Burwood Road frontage with the Administration Building partially visible through the trees.



Figure 16 The lawn and tree plantings to the front of the Administration Building (partially visible to the left of the image).

Former Australian Road Research Board 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 17 The courtyard between the Administration Building and Research Wing 2.



Figure 18 The courtyard between Research Wings 1 and 3.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

#### 4.2 Administration Building

The Administration Building has a long rectangular plan form orientated on an east-west axis. It is comprised of a three level office wing with a partial basement level (within which was located the library), and an attached single-storey wing encompassing the main entry, display and staff dining areas and kitchen. The building is concrete framed with a flat steel deck roof, non-loadbearing walls of light brown coloured brick and anodised aluminium window frames. The front elevation is articulated by narrow, regularly spaced window openings with deep reveals and splayed sills. The verticality of the fenestration is counterpoised by the strong horizontal emphasis of a timber eaves and fascia presenting as a simplified version of a classical cornice. The building could be described as late-twentieth century striped classical revival style and has the 'simplicity and dignity' described in the architect's brief.

The exterior is substantially intact with only minor changes including the modern tile paving to the main entry steps and metal handrails. With regards to the condition of the external fabric, the metal deck roofing has areas of surface corrosion and there is a peeling paint finish to the parapet coping. Cracks were observed in the wall at the north-east corner of office wing, at the roof terrace above the main entry.

The interiors of the Administration Building are largely intact but are generally unremarkable. The reception desk and tile paving in the entry foyer are non-original. The most notable space is the elliptical main stairwell with a metal handrail, wood panelled walls and a circular skylight. The board room and an office opening onto the roof terrace have coffered ceilings, with an unusual brass light fitting in the latter.



Figure 19 The front (north) elevation of the Administration Building.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021





Figure 20 (left) Partial view of the north elevation of the Administration Building showing the deep window reveals and cornice like eaves detail.

Figure 21 (right) Partial view of the south elevation of the Administration Building overlooking a small courty and



Figure 22 The east elevation (dining area).

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 23 The west elevation of the Administration Building.





Figure 24 (left) The refurbished entry foyer to the Administration Building. The tile floor and reception desk are non-original. Figure 25 (right The intact main stairwell in the Administration Building.

21

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 26 Typical office space in the Administration Building.

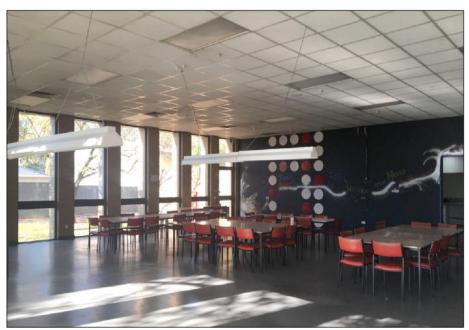


Figure 27 The staff dining area.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

#### 4.3 West Wing

The West Wing (labelled as 'publications' on early site plans) is a flat roofed single-storey structure abutting the south side of the Administration Building. It has light brown brick walls matching the Administration Building but is otherwise a much plainer design without the deep window reveal detail.



Figure 28 The west elevation of the west wing.

## 4.3 Research Wings 1 & 2

Research Wings 1 and 2 form part of the ARRB's initial c1971-72 stage of development. Early site plans identify Research Wing 1 as Transport planning, traffic engineering and human factors' and Research Wing 2 as 'Bituminous Materials, pavement materials, soil engineering and foundations.' The Research Wings have light brown brick walls (matching the Administration Building) and flat metal deck roofs with no eaves. They are for the most part single-storey but with narrow double-storey office wings, which are connected to the covered walkway. Architecturally, the Research Wings are utilitarian in character, lacking the formal 'stripped classical' qualities of the Administration Building's main facade.

The exteriors are largely intact apart from matching single-storey additions built 1974 at the east end of Research Wing 2 and c1975 at the west end of Research Wing 1. Research Wing 2 contains a ground floor laboratory. The interiors otherwise a series of unremarkable offices spaces with some modern refurbishment having taken place.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 29 The north elevation of Research Wing 1.



Figure 30 The east elevation of Research Wing 1.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 31 Ground floor interior in Research Wing 1.



Figure 32 The west elevation of the Research Wing 2.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021



Figure 33 Research Wing 2 viewed from the south-east.





Figure 34 (left) Ground floor laboratory in Research Wing 2. Figure 35 (right) Corridor to first floor offices in Research Wing 2.

#### 4.4 Research Wing R3

Research Wing 3 was completed in 1986 with a design matching the original research wings to its north. The interiors are characterised by plainly appointed office spaces.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021



Figure 36 The south elevation of Research Wing 3.



Figure 37 Ground floor office space in Research Wing 3.

Former Australian Road Research Board 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021

## 4.6 Truck Bay/Mezzanine

The Truck Bay/Mezzanine is a double-height metal clad building with the appearance of a generic industrial shed. It is a comparatively recent addition to the site and the design does not make any reference to the original 1970s buildings.



Figure 38 Truck Bay, west elevation.



Figure 39 Truck Bay interior.

Former Australian Road Research Board 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021

## 4.7 Concrete Labs/HV Workshop

The Concrete Labs/HV workshop was built c1997. It is utilitarian, single-storey building with metal cladding to the walls and roof.



Figure 40 The Concrete Labs/HV workshop.



Figure 41 (left) Partitioned laboratory spaces in the eastern half of the Concrete Labs/HV Workshop. Figure 42 (right) Concrete Labs/HV workshop interior.

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

## 4.8 RMS Garage

A plainly designed single-storey structure with face brick walls matching the main ARRB buildings. The northern half of the building is visible in early 1970s aerial photographs of the site and is presumed to have been part of the initial phase of development. The southern half of the building is a later addition. The interiors are utilitarian with concrete floors, face brick walls and unlined ceilings.



Figure 43 The RMS Garage.



Figure 44 The RMS Garage interior.

Former Australian Road Research Board 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021

#### 4.9 Store

The Store is similar to the RMS Garage, being a very basic single-storey brick building with face brick walls and a shallow pitched gable roof. The southern half of the Store dates to the early 1970s. The northern half is a c1975 addition.



Figure 45 Store.



Figure 46 Store interior.

Former Australian Road Research Board 500 Burwood Highway, Vermont South Conservation Management Plan Revised February 2021

## 4.9 Garden Maintenance Shed

The Garden Maintenance Shed is a small utilitarian single-storey building with light brown brick walls matching the main ARRB complex.

## 4.9 Shed

The Shed, located on the south side of Research Wing 2, is a modern metal clad structure of generic design. It is a comparatively recent addition to the site.





Figure 47 (left) Garden Maintenance Shed. Figure 48 (right) Shed.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

# CHAPTER 5.0

# COMPARATIVE ANALYSIS

## 5.1 Mockridge Stahle & Mitchell

The architectural practice of Mockridge Stahle & Mitchell is generally recognised as an important and innovative firm on the basis of their designs for educational and ecclesiastical buildings, particularly through the 1950s and 1960s. From early commissions such as the Melbourne Grammar School Boat House (1953) the architecture of Mockridge Stahle & Mitchell demonstrated a mediation between regionalism and Modernism. <sup>25</sup> Their buildings incorporated overseas influences associated with New Empiricism' – a term which was broadly applied in post-war decades to a contextualised and more humane strand of Modernist architecture.

Mockridge Stahle & Mitchell experimented with geometrical plans shapes in their ecclesiastical work, notably in the innovative circular form of St Faith's Anglican Church, Charles Street, Glen Iris (1957-58) [VHR H2254]. Their design approach was distinguished by a frequent reference to context, rare in mid-century Melbourne modernism, exemplified in the Bromby Building at Melbourne Grammar School (1954, demolished) and the Camberwell Civic Centre (1967-69). The later was specifically designed to echo the neighbouring Victorian Boom-style Town Hall by using pre-cast panels with curved openings with deep reveals and splayed sills.

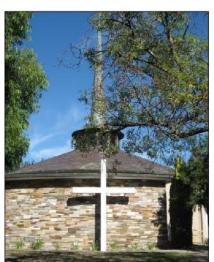




Figure 49 (left) St Faith's Anglican Church, Glen Iris. Mockridge Stable & Mitchell (1957-58).

Figure 50 (right) Bromby Building, Melbourne Grammar School. Mockridge Stable & Mitchell (1954, now demolished).

<sup>25</sup> Winsome Callister, 'Mockridge, Stahle & Mitchell' in The Encyclopedia of Australian Architecture, p.461.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The Camberwell Civic Centre's monumentality is simultaneously modem (ie block-like forms and pre-cast concrete units) and traditional (ie bluestone plinth, repetitive round-arched windows and grand entry portico). According to Simon Reeves of Built Heritage Pty Ltd, the Camberwell Civic Centre stands out within the oeuvre of Mockridge Stahle & Mitchell as a particularly large and important public commission. <sup>26</sup> By way of comparison, Reeves describes the ARRB complex as 'block like' and a 'much simpler design', lacking the distinctive historicist articulation that is such a striking part of the character of the Camberwell Civic Centre. <sup>27</sup> The ARRB complex also seems fairly modest in comparison to the monumental formalism of the buildings designed by Mockridge Stahle & Mitchell at La Trobe University. While the ARRB complex demonstrates Mockridge Stahle & Mitchell's skilful use of a regional modernist expression and their capability in the design of institutional buildings, it is not among the firm's most important works.



Figure 51 A c2010 photograph of the Camberwell Civic Centre. Mockridge Stable & Mitchell (1967-69). It forms part of the Camberwell Civic and Community Precinct (HO506, Boroondara Planning Scheme).





Figure 52 c1970 photograph of the Social Sciences Building, La Trobe University. Mockridge Stahle & Mitchell (1970)

34

<sup>26</sup> Built Heritage Pty Ltd, Survey of Post War Built Heritage in Victoria: Stage 2, p. 109.

<sup>27</sup> Built Heritage Pty Ltd, Survey of Post War Built Heritage in Victoria: Stage 2, p. 109.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

# 5.2 Late-twentieth Century Modernism

While the ARRB complex was built for specialised research purposes, its site planning and architectural hierarchy can be compared with industrial buildings of the era. These sites typically had an architectural 'show-piece' office building to the front as the company's public face, with ancillary staff amenities and larger utilitarian industrial buildings to the rear. A good example is the administration building at the former BP refinery, Crib Point (VHR H1016). Constructed in 1965 to a design by architect Don Henry Fulton, the BP administration building has a cantilevered glass curtain wall on the first floor overhung by cornice-like eaves and an enclosing colonnade. Designed as the flagship of the BP refinery, it demonstrates the desire of the company to create a high-quality corporate image against the backdrop of an industrial plant.



Figure 53 Former BP Refinery Administration Building, Crib Point. Architect Don Hendry Fulton (1965).

Perhaps the most directly comparable Melbourne building in terms of function is the former BHP Research Laboratories, Wellington Road, Mulgrave by architects Eggleston MacDonald & Secomb (1969). Clad in Cor-ten steel, the laboratory is an elegant, minimalist design with a crisp Miesian expression. The laboratory had a sunken courtyard to the rear with access to a staff dining room. As assessed by Andrew Ward, the BHP laboratory's 'understated' landscape setting accentuates the architectural statement. <sup>28</sup> Eggleston MacDonald & Secomb designed a second modernist style wing to the rear of the site in 1992 with expressed diagonal structural members. The 1969 and 1992 wings are listed on the Monash heritage overlay schedule (HO85) with a curtilage of land to the front of the site and also encompassing the sunken courtyard. Much like the ARRB site, the original grounds of the former BHP Research Laboratories have been greatly reduced in extent. Only the two modernist buildings remain from a larger complex of BHP laboratories and the front setback (either side of the main 1969 facade) has been redeveloped with office buildings.

28 Andrew Ward, Monash Heritage Study, 1999. Datasheet 22-2

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Figure 54 A c1969 photograph of the BHP Research Laboratories, Wellington Road, Mulgrave. Source: State Library of Victoria



Figure 55 A c1969 photograph of the BHP Research Laboratories, Wellington Road, Mulgrave. Source: State Library of Victoria.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The site planning for the ARRB complex relying on modular design with flexibility for future expansion was in keeping with (by the late 1960s) long established principles of modernist architecture. A notable example of this approach in Australia is the Cameron Offices in Canberra, built in stages from 1969 to designs by architect John Andrews. The Cameron Offices are organised as seven wings of modular design, connected by an elevated pedestrian spine with access to landscaped courtyards. The design of the Cameron Offices had its origins in the concept of 'mat-building' in which the plan form is conceived as a series of interconnected modules generally adopting a standardised pattern but with scope for flexibility according to programmatic needs. Dutch architect Aldo van Eyck's Amsterdam orphanage (1955-60) exemplified mat building principles by using domed roof modules set on orthogonal grid. The ARRB complex adopts a less sophisticated approach to serial/modular planning and is more closely aligned to the 'finger plan' schools conceived in the 1930s by Californian architect Ernest Kump. The finger plan sought to optimise access to daylight and open space by organising classrooms as separate modules connected by covered walkways. Further classroom modules could be added as required to accommodate growing student populations.

Anticipating future expansion was also a major concern for university campuses established on greenfield suburban sites in post war Australia. The masterplan for La Trobe University (1964-67) by Roy Simpson allowed for phased development (with each stage presenting as a completed entity), flexibility for growth and change within the buildings and services, and affinity of design between all buildings and between buildings and the landscape.<sup>29</sup> A central open space, known as the Agora, was surrounded by a checkerboard arrangement of academic buildings and landscaped courtyards, with a raised circulation concourse connecting them. The courtyards and covered walkway at the ARRB are planned along similar lines, albeit on a much smaller scale. The masterplan for Macquarie University, Sydney (1965) also sought to accommodate future growth using a grid layout with buildings connected by a pedestrian spine. This demonstrated trends in post war campus design that emphasised walkability and the desirability of attractively landscaped public areas connected to key hubs.

Similar architectural principles are evident in Michael Dysart's designs for high schools in New South Wales. Conceived in 1958, Dysart's 'doughnut' plant schools combined traditional planning strategies based on cloisters and quadrangles, creating intimate courtyard spaces and large gathering places. Dysart's work reflects a broader principles of 1960s school design that sought to provide flexible learning environments, with architects often working in collaboration with landscape architects to highlight the qualities of the site and the potential for engagement with nature. 30 Landscape design for institutional /education complexes in the late 1960s invariably made use of native trees and plants. As observed by Robin Boyd, modernist architecture and Australian trees 'have been practically inseparable from the first moment they met $^{31}$  By the late 1960s, the 'bush garden' had emerged as a local style , based on a predominate use of Australian plants in naturalistic combinations, commonly with other complementary natural materials such as timber, rocks and water.

Having regard for the above, it is apparent that the original design concept for the ARRB complex based on modular units with flexible plan forms, access to open space, and the capacity for future expansion was not innovative or unusual for its period of construction. The informal landscape design at the ARRB and the predominate use of native trees also reflected a fairly widespread approach for institutional/education sites in the 1960s

37

<sup>29</sup> Roy Simpson 'The Master Plan' in Building La Trobe University, p. 42.

<sup>30</sup> Cameron Logan 'Education' in Australia Modern, p. 56. 31 Richard Aitken, Cultivating Modernism, p. 155.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

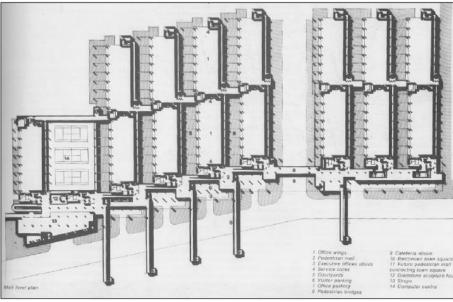


Figure 56 Plan of Cameron Offices, Canberra. Architect John Andrews.

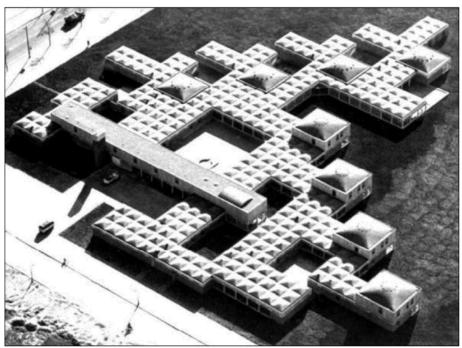


Figure 57 Amsterdam Orphanage, Aldo van Eyck (1960).

Former Australian Road Research Board 500 Burwood Highway, Vermont South

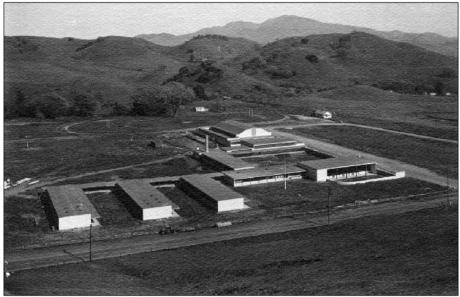


Figure 58 Acalanes Union High School, California, 1940. Architects Franklin & Kump. Source: Environmental Design Archives, University of California, Berkeley.

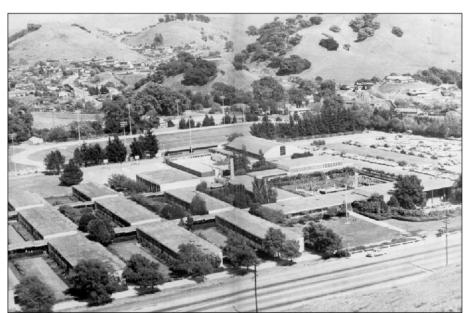


Figure 59
A 1954 photograph Acalanes Union High School showing further expansion using a repetitive classroom module connected by covered walkways.

Source: http://www.acalanes61.com/class\_gallery.cfm@gallery\_link\_id=14790

**Former Australian Road Research Board** 500 Burwood Highway, Vermont South



Figure 60 The 1965 masterplan for La Trobe University. Source: Building La Trobe University'.

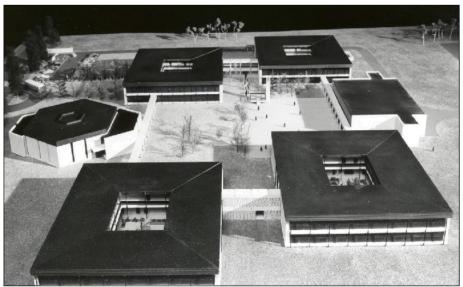


Figure 61 A model of architect Michael Dysart's 'doughnut' plan for New South Wales High Schools (undated). Source:
Architecture, 4U.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

# CHAPTER 6.0

# SIGNIFICANCE

## 6.1 The Concept of Cultural Significance

The assessment of significance requires an objective analysis of the values that contribute to distinguishing a particular place. While there is a subjective element in such an assessment the objective is to avoid making judgements within narrow preferences, biased by particular interests or without historical perspective. The history, description and analysis developed in the previous chapters has sought to provide material sufficient to make this assessment. The following brings together the major elements identified with respect to the significance of the place.

## 6.2 Statement of Significance

A statement of significance for the site is included in the City of Whitehorse Heritage Review as follows:

The Australian Road Research Board building is of aesthetic significance. It is a fine example of an office building designed by the important Melbourne firm of Mockridge, Stable & Mitchell. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face masonry, the building is a confident example of the type of building which typified institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The building is enhanced by its large landscape site, designed by important landscape architect Beryl Mann.

This CMP generally concurs with the above assessment, although it is to be recognised that the ARRB site is much reduced from its original extent, and that aspects of the Beryl Mann designed landscape have been lost or otherwise diminished.

# 6.3 Relationship between Significance and Extant Fabric

At present, all of the former ARRB complex is included within the heritage overlay. Within this heritage overlay curtilage, there is some variation in the degree of significance of different constituent elements. These may be categorised using a three-tiered classification system that divides the fabric into that which is of primary significance, that which is of secondary significance, and that which is of little/no significance.

The Administration Building is of primary significance to the extent of it is original external form and fabric. The Administration Building's elliptical main stair is of secondary significance as the most architecturally distinctive interior within the complex. All other interiors are of little or no significance.

Research Wings 1 and 2 and the West Wing are of secondary significance to the extent of their 1970s external form and fabric. While they form part of the complex's initial stage of development, the Research Wings are utilitarian in appearance and do not exemplify the work of architects Mockridge Stahle & Mitchell. The plain design of the Research Wings also renders them of limited interpretative potential in terms of understanding their original function. All other buildings and structures on the site are of little or no significance.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The significance of trees and other soft landscape elements was not assessed in detail as part of this CMP. However, it is recognised that the sweeping lawn to the front of the site and associated mature native trees in the front setback contribute to the setting of the Administration Building. The overall layout of the complex with courtyards separating the buildings is of contributory significance. All other landscape elements, including roads, paths, paving materials, the former tennis courts, signage, fencing and lighting, are of little or no significance.

Further to the significance of the ARRB landscape, it is again noted that Beryl Mann's original concept for the site has been compromised by subdivision of the land and the substantial reduction in the curtilage provided to the buildings. As discussed in Chapter 5 of this CMP, Beryl Mann's use of open lawns in combination with informally planted native trees was not remarkable for the period in which the ARRB complex was first developed. Moreover, the courtyard to the south of the Administration Building is basically an area of undulating open lawn with various native trees and shrubs to its perimeter. Much of the courtyard between Research Wings R1 and R3 is occupied by visually unattractive hard stand carparking.



Figure 62 The former ARRB site plan showing levels of significance (not to scale).

42

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

# CHAPTER 7.0

# CONSERVATION POLICY

## 7.1 Introduction

The following conservation policy has been developed with regard to the significance of the former ARRB complex and is intended as a guide to the manner in which the place should be treated to maintain that significance. Specifically, the intention of the conservation policy is to provide a framework for the future use and conservation of the complex including protection of the significant fabric. Broadly speaking, it is hoped that this policy will enable the place to retain its significant architectural character while allowing for adaptive reuse and future redevelopment. A detailed guide to periods of construction, and to the nature and significance of individual elements of the fabric, information that informs these policies, can be found elsewhere in this report.

This CMP has been prepared in response to a proposal for redevelopment of the site with a mix apartments and townhouses, involving demolition of all existing built form other than the Administration Building. It is standard conservation practice in Australia to prepare CMPs with a view to issues of significance and without specific reference to any particular proposal. In the present instance there has been an attempt to acknowledge issues specific to the current proposal as well as other issues that would remain relevant even if the redevelopment were not to take place.

The conservation policy is based on the processes outlined within the *Burna Charter*, the charter of Australia ICOMOS, which has been adopted by most governmental and private conservation bodies and individuals in Australia. The Burna Charter is reproduced in full as Appendix B.

The policy below outlines broad principles that are recommended be formally adopted as policy. All decisions concerning future modifications to the site should adhere to these principles. It is intended that this policy and the CMP as a whole should be endorsed by the City of Whitehorse.

# 7.2 Fabric and Setting

The former ARRB complex is recognised as a place of local significance pursuant to the Statement of Significance cited in Chapter 6, and is subject to a heritage overlay control. The significance of the place is primarily related to the external architectural character of the Administration Building.

Before undertaking any works, whether redevelopment, repairs or maintenance, consideration should be given to the level of significance of the fabric that will be affected and the impact of any proposed works on the fabric. To assist in these works, the guidelines contained in the Burra Charter should be used in consideration of any proposed building works.

As noted in Chapter 6.0 of this CMP, the elements of the place that comprise the former ARRB complex may be classified according to their relative levels of significance using a three-tiered classification system of primary, secondary and little/no significance.

43

## Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

Before undertaking any works on the building, consideration should be given to the significance of the fabric which will be affected and the impact of any proposed works on the fabric. To assist in these works, the guidelines contained in the Burra Charter should be used in consideration of any proposed building works. Most notably, every effort should be taken to preserve and maintain fabric of primary significance. No works that affect fabric of primary significance, other than maintenance and repair, should be undertaken without consultation with the City of Whitehorse.

Specific policies for the future retention and management of built fabric on the site will vary according to the level of significance attributed individual elements. In general, it is preferable that alterations, additions and/or partial demolition be confined to those parts of the fabric deemed to be of secondary or little/no significance. Where original fabric can be revealed or reinforced by sympathetic new works then this approach is encouraged.

## Elements of Primary Significance

Elements and spaces of primary significance are those that contribute in a fundamental way to an understanding of the significance of the site and are predominantly intact in form and fabric to the significant phase of the site's development. These elements should be retained and restored.

Elements deemed to be of primary significance include:

. The Administration Building to the extent of its original external form and fabric.

In the event that retention of any significant elements is not possible, the affected fabric should be recorded by way of an archival quality photographic record, which should be lodged with the City of Whitehorse.

# Secondary Significance

Elements and spaces of secondary significance are of a contributory nature in understanding the overall significance of the site. While they contribute to understanding the history and significance of the place, they are not of individual distinction with regard to the original plan form, fabric or function. They may not be completely intact to their original construction and form. Their key role may be in contributing to the setting of the place.

Elements of secondary significance should preferably be retained but might be removed or altered as part of an otherwise supportable redevelopment of the site that provides a sustainable future for the place.

Elements of secondary significance are listed in the previous chapter, and include:

- The West Wing and Research Wings 1 and 2 (and associated covered walkways) to the extent of their 1970s external form and fabric.
- . The open lawn, flagpoles and mature native trees in the front setback of the Administration Building.
- The main stair in the Administration Building.
- The planning concept using repetitive building modules separated by courtyards and connected by a main pedestrian spine (but not the fabric of the courtyards).

#### Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

# Little/No Significance

These are elements and spaces that contribute little or nothing to an overall understanding of the significance of the site, and which may be so heavily altered as to have lost whatever significance they originally had. These elements may be retained or demolished as required.

Elements of little or no significance are listed in the previous chapter, and include:

- Research Wing 3, the Truck Bay/Mezzanine, Store, Shed, RMS Garage, Concrete Labs/HV Workshop, Garden Maintenance Shed and electrical substation.
- All interiors other than the main stair in the Administration Building.
- · Internal roads and paths, the former tennis courts, signage, lighting and all fencing.

#### 7.3 Use

Adaptive reuse of the ARRB buildings need not diminish the identified cultural heritage of the site, and it is capable of supporting a number of use alternatives, including residential or commercial use. All future use(s) for the site must be consistent with the retention of elements of primary significance.

The use of the site by the ARRB has discontinued and is unlikely to be reinstated. The current proposal for an apartment and townhouse development is an appropriate use. A number of other uses, such as commercial offices or school/university campus, would also be acceptable, providing impact upon the place's significant fabric and setting is carefully controlled.

# 7.4 Interpretation

An interpretative strategy should be devised to explain aspects of the site history that are not readily demonstrated by the built form.

To further understand the history and significance of the place, it is recommended that an interpretative strategy be devised. This would ideally include interpretative signage (located in publicly accessible areas of the site) with historical images and text the describing the occupation of the site by the ARRB.

Interpretation of the place may also be achieved through secondary sources, such as this CMP, the records of the architectural practice of Mockridge Stahle & Mitchell (forming part of the State Library of Victoria's Manuscripts Collection) and past ARRB reports and publications (available through the ARRB's online Knowledge Base' at: <a href="https://www.arrb.com.au/national-interest-services">www.arrb.com.au/national-interest-services</a>). It would also be appropriate to undertake an archival photographic survey of the place by a professional photographer prior to any major new works.

# 7.5 Management

The site manager/owners will be required to liaise with the City of Whitehorse on any proposed works to the buildings of identified significance other than straightforward repairs and general maintenance.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The owner(s) of the buildings should have overall responsibility for the implementation of the conservation plan. Additionally, users of the site or any future lessees/tenants, should also be responsible for ensuring that the objectives of this CMP are met.

## 7.6 Control of Physical Intervention in the Fabric

Interventions at the place which result in the loss of fabric of primary significance, as identified in Chapter 6, should be avoided wherever possible. The City of Whitehorse should be advised of any work that might result in the loss of original fabric, and consulted regarding its appropriateness. Permits will be required for works.

Present and future owners should be discouraged from works that involve the loss of fabric of primary significance. The significance of the place rests primarily with the architectural character of the Administration Building, and in particularly the largely intact front facade. Consequently, there is limited scope for interventions to this facade other than works that are essential to the adaptative reuse of the place (eg alterations to provide DDA compliant access). The plainer side and rear parts of the Administration Building could withstand a greater degree of change. It is noted that the Administration Building was originally designed to support an upper level addition (the extent of which is not known) as well as a future theatre addition to the south-west corner of the dining area. As such, retention of the building envelope to its present extent is not integral to an appreciation of architectural significance.

Retention of the Administration Building's main stair remains the preferred heritage outcome although it is noted that the Heritage Overlay does not at the time of writing provide internal alteration controls for this site.

Where repairs are necessary, effort should be made to retain the surviving original fabric of primary significance, rather than replace it with new fabric of a similar material or design. Where fabric is unable to be repaired and/or reused, it should be replaced with a compatible alternative of similar appearance.

It is recommended that no works be undertaken without the guidance of tradesmen or other persons skilled in the particular tasks to hand.

## 7.8 Future Development

Future works should not detract from the legibility or appearance of Administration Building facade and the landscaped setting to its front. New external structures should be readily distinguishable from the significant fabric.

It is again noted that this CMP has been prepared in response to a proposal for redevelopment of the site with townhouses and apartments. All existing building form on the site would be demolished apart from the Administration Building. Residential development would occur on the balance of the land, at heights ranging from 3 to 6 storeys.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

The intention at this stage is to adapt the Administration Building for residential use. New buildings are proposed for the north-west and north-east comers of the site. These buildings adopt a triangular plan form to minimize interference with sightlines to the front of the Administration Building.

The current proposal also includes a landscape strategy that references Beryl Mann's approach to native garden design whilst also retaining stands of mature native trees and the area of lawn to the front of the Administration Building. This is an appropriate design response having regard for the identified levels of significance. In respect to the potential loss of other original landscape elements, it is noted that there are presently no tree controls under the heritage overlay. Furthermore, the integrity of the original landscape design has already been compromised to a degree due to large portions of the site having been sold off and redeveloped with a retirement village/aged care facility.

The site can accommodate development at it north east and north west corners without adverse impacts on the significance of place. Development in the north-west corner of the site would not unreasonably interfere with views to the Administration Building from Burwood Highway - noting that there are already buildings in this location, and also because of the concealment afforded by the dense tree plantings. To the extent that development in the north-east corner of the site would conceal views to the Administration Building, it is noted that the ARRB complex presently does not have a strong streetscape presence on account of the boundary tree plantings, its deep front setback and its siting on lower ground. Historically, maintaining high level of public exposure was more a concern for commercial places and industrial complexes where the front office buildings were often designed as a 'billboard' for the company.

The potential for new development to interfere with views to the Administration Building façade would need to be tested through sightline diagrams and 3D modelling of any new proposal. To this end, the proposed Design and Development Overlay for the former ARRB site includes a requirement that the visual impact of new development be tested through view line analysis and 3D modelling from vantages along Burwood Highway and surrounding areas. It is appropriate that the impacts of development in the front setback be tested at the application stage, noting that the suitability of such development would best be determined with an understanding of the massing, setbacks, architectural character and materiality of new built form.

With respect to the potential loss of the existing courtyards, it is recognized that they form part of the original design concept, but they do not have an attractive landscape character, per se. The principal role of the courtyards is to provide open space between the buildings, rather than being inherently significant because of their precise configuration and plantings. Furthermore, the architect's original narrative brief does not suggest that the courtyards were so essential to the design concept as to prevent their enclosure, to quote the brief: 'immediate expansion is readily achieved by roofing the 3 endosed courtyards'. As such, retention of the existing footprint of the courtyards between the Administration Building and Research Wings is not seen as essential provided that the general courtyard schema is interpreted in any future development. The current proposal achieves this objective, noting that amendments to the scheme have been made to provide larger open space to the south of the Administration Building.

It is important that new built form proximate to the Administration Building designed with appropriate regard for the character, appearance and significance of the place, while nonetheless being expressive of its own time, i.e. good contemporary design

47

<sup>32</sup> Australian Road Research Board, Head Office and Research Centre, Burwood Highway, Nunawading Melbourne. Narrative Brief. Mocksidge Stable & Mitchell Architects. p.17.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

In a very general sense it would also be appropriate for new development fronting Burwood Highway and behind the Administration Building to be designed to create an architecturally neutral setting to the Administration Building. Similarly, upper level additions could be made to the Administration Building, provided they are setback from the facade and have a visually recessive architectural character.

## 7.8 Extent of Heritage Overlay

It is appropriate that the extent of the heritage overlay he reconsidered with an emphasis on protecting the elements of primary significance.

As previously noted, a Heritage Overlay applies to all of the site. The Heritage Overlay could reasonably be reduced in extent to that buildings of primary and secondary significance (ie the Administration Building, West Wing and Research Wings 1 & 2), the front setback and a curtilage of land to the sides of the buildings [excluding built form elements of little or no significance]. That said, a reduction in the extent of the Heritage Overlay is not sought as part of the current proposal for redevelopment. In the event that the proposed redevelopment occurs, it would be a sensible planning outcome for the Heritage Overlay curtilage to be reduced to the extent of the Administration Building, its front setback to Burwood Highway, the east boundary of the site, the western driveway alignment and a boundary drawn in a straight line 5 metres out from the rear elevation of the Administration Building. This would be consistent with recent approaches to the mapping of institutional/educational Heritage Overlay sites, including Methodist Ladies College, Kew. A 5 metre curtilage was typically provided to the rear of the College's heritage buildings as part of Amendment C305 to the Boroondara Planning Scheme (refer figure 64 below).



Figure 63 Revised Heritage Overlay curtilage recommended for the former ARRB site (in the event that the site is redeveloped as currently proposed).

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021



Figure 64 Extract from the Incorporated Document for Methodist Ladies College showing the Heritage Overlay curtilage recently introduced as part of Boroondara Amendment C305.

# 7.9 Adoption and Review

This Conservation Management Plan should be reviewed at a maximum interval of ten years in consultation with the City of Whitehorse.

It is standard practice for conservation management plans to be reviewed at regular intervals, to ensure that they make provision for the changing circumstances of the particular place and to accommodate new information and improved conservation technologies and philosophies. This 2021 document should be reviewed within the next ten years.

# 7.11 Maintenance and Repair

A systematized programme of inspection, repairs and routine maintenance should be implemented so as to preserve significant fabric into the future.

The ARRB buildings generally appear to be in good condition, although the metal deck roofing exhibits widespread surface corrosion, and the paint finish to the Administration Building's metal parapet coping is peeling/decaying. Subject to further detailed inspection, the roof cladding and coping may be replaced to match existing.

Former Australian Road Research Board 500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

There was also localised cracking to the Administration Building's north elevation (at the eastern end of the three-storey wing, above the roof terrace). The cracks, and the building more generally, should be inspected by a suitably experienced structural engineer and rectified or monitored as required. Affected brickwork is to be repaired to match existing.

In addition to the conservation works described above, a maintenance program should be prepared (if such a program does not already exist) to give detailed guidance regarding the repair and ongoing maintenance of the ARRB complex. The maintenance program would include the following:

- Inspect roofs, gutters, rainwater heads and downpipes every six months, or more frequently if
  required. Remove debris and vegetation, and rectify defects as required to maintain the storm water
  disposal system in a sound operational condition.
- Inspect doors and window frames every 12 months and ensure that they are sound and watertight.
- Inspect brickwork every 12 months for loose, fretted, broken or missing mortar joints and bricks.
- Inspect external horizontal surfaces every 12 months for grime, organic growth from joints and bird
  excretion.
- Inspect heritage fabric for any evidence of structural movement or dampness every three years.
   Undertake rectification works as required.
- Subject to inspection and assessment of condition, repaint all external painted surfaces every seven
  years.

As a general rule, problems with the building fabric should be investigated in detail to determine the likely cause before any repairs are undertaken.

#### Former Australian Road Research Board

500 Burwood Highway, Vermont South

Conservation Management Plan Revised February 2021

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APPENDIX A

HERITAGE STUDY CITATION

City of Whitehorse Heritage Review: Building Citations

Building:	Australian Road Research Board	Significance:	В
Address:	500 Burwood Highway, Vermont South	Melway Map Ref:	62 H8
Building Type:	Office	Construction Date:	1970
Architect:	Mockridge, Stahle & Mitchell	Builder:	Unknown



Intactness:  G[x] F[ ] P[ ]  Existing Heritage Listings:		Condition:			
		G[x] F[] P[]			
		Recommended Heritage Listings:			
Victorian Heritage Register	[1	Victorian Heritage Register	[]		
Register of the National Estate	[]	Register of the National Estate	[x]		
National Trust	[]	Heritage Overlay Controls	[x]		

Allom Lovell & Associates

City of Whitehorse Heritage Review: Building Citations

#### History

The Australian Road Research Board conducts research in many fields related to traffic, transport and the use of roads. In the late 1960s, the Board acquired a fifteen-acre site in Vermont to establish their headquarters, which were to be a large complex of offices, workshops, laboratories and other research facilities. The site, located on the south side of Burwood Highway, was formerly an orchard, and it offered 'excellent views of the Dandenongs'. The distinguished architectural firm of Mockridge, Stahle & Mitchell was appointed to design the building, budgeted at one million dollars.

The principal of the firm, John Mockridge (1916-1994), trained at the Gordon Institute, now Deakin University, in Geelong. In 1948, he established the firm with two other young architects, Ross Stahle and George Mitchell. The work of the practice was largely residential and institutional, and included the Roman Catholic churches in Ivanhoe and Heidelberg, the Anglican Church of St Faith's in Burwood and work in several private schools including Brighton Grammar, Haileybury, Geelong College and Ivanhoe Grammar.<sup>2</sup>

The ARRB building at Vermont South was designed for maximum flexibility. Its structure was designed so that an additional storey could be added if needed later, and had three courtyards which similarly could be enclosed if more space was required. The plan was laid out on a 15' module, with external walls in the form of non-structural brick infill panels. This allowed flexibility in creating new doorways. Despite this functionalist approach, aesthetics was still a major consideration. At the sketch design stage, the architects proposed that:

by the simplicity and dignity, [the building] will attract staff and at the same time provide a good background for public relations to visitors and representatives of other interested bodies who in turn attract money towards the cost of the functions of the Board.<sup>3</sup>

The garden around the ARRB building was designed by noted landscape architect Beryl Mann. Like John Mockridge, Mann had studied architecture at Gordon Institute in Geelong in the 1930s but she later turned to landscaping, completing a course in horticulture at Burnley College in 1939. She joined Mockridge, Stahle & Mitchell in 1948, and worked both as an architect and a landscape designer. She became an associate of the firm in 1961, and retired in 1975. In landscaping the huge site at Vermont, Mann proposed the retention of several large remnant eucalypts; she also recommended that the boundaries be densely planted with native trees to act both as windbreaks and to screen the building from any future residential development around the site. She perceptively noted that the landscaping provided 'the opportunity for the testing and display of plants suitable for roadside or road median planting'. 5

## Description

The Australian Road Research Board headquarters is a office building, in the 'late twentieth century stripped classical' style.<sup>6</sup> The building is concrete-framed with non-structural fawn brick infill and a flat steel deck roof. In plan, the building has a long central corridor with several elongated wings that project alternately from either side. The street front consists of a double-storey administration wing and a double-height lobby/dining room wing, while the wings at the rear are mostly single-storey. The fenestration is regular and repetitive, comprising high windows with deep reveals and splayed sills. They contain aluminium framed sashes with grey-tinted glazing.

The building occupies a very large site which is landscaped with well-established native trees.

# Comparative Examples

Camberwell Civic Centre, 340 Camberwell Road, Camberwell (Mockridge, Stahle & Mitchell, 1971) Library, La Trobe University, Bundoora National Gallery of Victoria, St Kilda Road, Melbourne

Allom Lovell & Associates

City of Whitehorse Heritage Review: Building Citations

## Significance

The Australian Road Research Board building is of aesthetic significance. It is a fine example of an office building designed by the important Melbourne firm of Mockridge, Stahle & Mitchell. Through its simple massing and composition, particularly the repetitive fenestration and assured use of face masonry, the building is a confident example of the type of building which typified institutional, and to a lesser extent commercial, architecture in the late 1960s and early 1970s. The building is enhanced by its large landscaped site, designed by important landscape architect Beryl Mann.

## Source

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Allom Lovell &	Associates				

APPENDIX B

**BURRA CHARTER** 

 $\textbf{bryce raworth} \ \text{conservation} \ \bullet \ \text{urban design}$ 

#### **Preamble**

Considering the International Charter for the Conservation and Restoration of Monuments and Sites (Venice 1964), and the Resolutions of the 5th General Assembly of the International Council on Monuments and Sites (ICOMOS) (Moscow 1978), the Burra Charter was adopted by Australia ICOMOS (the Australian National Committee of ICOMOS) on 19 August 1979 at Burra, South Australia. Revisions were adopted on 23 February 1981, 23 April 1988, 26 November 1999 and 31 October 2013.

The Burra Charter provides guidance for the conservation and management of places of cultural significance (cultural heritage places), and is based on the knowledge and experience of Australia ICOMOS members. Conservation is an integral part of the management of places of cultural significance and is an ongoing responsibility.

#### Who is the Charter for?

The Charter sets a standard of practice for those who provide advice, make decisions about, or undertake works to places of cultural significance, including owners, managers and custodians.

#### Using the Charter

The Charter should be read as a whole. Many articles are interdependent.

The key concepts are included in the Conservation Principles section and these are further developed in the Conservation Processes and Conservation Practice sections. The flow chart explains the Burra Charter Process (Article 6) and is an integral part of the Charter. Explanatory Notes also form part of the Charter.

The Charter is self-contained, but aspects of its use and application are further explained, in a series of Australia ICOMOS Practice Notes, in The Illustrated Burra Charter, and in other guiding documents available from the Australia ICOMOS web site: australia.icomos.org.

#### What places does the Charter apply to?

The Charter can be applied to all types of places of cultural significance including natural, Indigenous and historic places with cultural values.

The standards of other organisations may also be relevant. These include the Australian Natural Heritage Charter, Ask First: a guide to respecting Indigenous heritage places and values and Significance 2.0: a guide to assessing the significance of collections.

National and international charters and other doctrine may be relevant. See australia.icomos.org

## Why conserve?

Places of cultural significance enrich people's lives, often providing a deep and inspirational sense of connection to community and landscape, to the past and to lived experiences. They are historical records, that are important expressions of Australian identity and experience. Places of cultural significance reflect the diversity of our communities, telling us about who we are and the past that has formed us and the Australian landscape. They are irreplaceable and precious.

These places of cultural significance must be conserved for present and future generations in accordance with the principle of inter-generational equity.

The Burra Charter advocates a cautious approach to change: do as much as necessary to care for the place and to make it useable, but otherwise change it as little as possible so that its cultural significance is retained.

#### **Articles**

#### Article 1. Definitions

For the purposes of this Charter:

- 1.1 Place means a geographically defined area. It may include elements, objects, spaces and views. Place may have tangible and intangible dimensions.
- 1.2 Cultural significance means aesthetic, historic, scientific, social or spiritual value for past, present or future generations.
  - Cultural significance is embodied in the place itself, its fabric, setting, use, associations, meanings, records, related places and related objects.
  - Places may have a range of values for different individuals or groups.
- 1.3 Fabric means all the physical material of the place including elements, fixtures, contents, and objects.
- 1.4 Conservation means all the processes of looking after a place so as to retain its cultural significance.
- 1.5 Maintenance means the continuous protective care of a place, and its setting.
  - Maintenance is to be distinguished from repair which involves restoration or reconstruction.
- 1.6 Preservation means maintaining the fabric of a place in its existing state and retarding deterioration.
- 1.7 Restoration means returning the existing fabric of a place to a known earlier state by removing accretions or by reassembling existing components without the introduction of new material.
- 1.8 Reconstruction means returning a place to a known earlier state and is distinguished from restoration by the introduction of new material into the fabric.
- 1.9 Adaptation means changing a place to suit the existing use or a proposed use.
- 1.10 Use means the functions of a place, including the activities and traditional and customary practices that may occur at the place or are dependent on the place.
- 1.11 Compatible use means a use which respects the cultural significance of a place. Such a use involves no, or minimal, impact on cultural significance.
- 1. 12 Setting means the immediate and extended environment of a place that is part of or contributes to its cultural significance and distinctive character.
- 1. 13 Related place means a place that contributes to the cultural significance of another place.
- Related object means an object that contributes to the cultural significance of a place but is not at the place.
- 1. 15 Associations mean the connections that exist between people and a place.
- Meanings denote what a place signifies, indicates, evokes or expresses to people.
- 1. 17 Interpretation means all the ways of presenting the cultural significance of a place.

#### **Conservation Principles**

#### Article 2. Conservation and management

- 2.1 Places of cultural significance should be conserved.
- 2.2 The aim of conservation is to retain the cultural significance of a place.
- 2.3 Conservation is an integral part of good management of places of cultural significance.
- 2.4 Places of cultural significance should be safeguarded and not put at risk or left in a vulnerable state

## Article 3. Cautious approach

- 3.1 Conservation is based on a respect for the existing fabric, use, associations and meanings. It requires a cautious approach of changing as much as necessary but as little as possible.
- 3.2 Changes to a place should not distort the physical or other evidence it provides, nor be based on conjecture.

#### Article 4. Knowledge, skills and techniques

- 4.1 Conservation should make use of all the knowledge, skills and disciplines which can contribute to the study and care of the place.
- 4.2 Traditional techniques and materials are preferred for the conservation of significant fabric. In some circumstances modern techniques and materials which offer substantial conservation benefits may be appropriate.

## Article 5. Values

- 5.1 Conservation of a place should identify and take into consideration all aspects of cultural and natural significance without unwarranted emphasis on any one value at the expense of others.
- 5.2 Relative degrees of cultural significance may lead to different conservation actions at a place.

# Article 6. Burra Charter process

- 6.1 The cultural significance of a place and other issues affecting its future are best understood by a sequence of collecting and analysing information before making decisions. Understanding cultural significance comes first, then development of policy and finally management of the place in accordance with the policy. This is the Burra Charter Process.
- 6.2 The policy for managing a place must be based on an understanding of its cultural significance.
- 6.3 Policy development should also include consideration of other factors affecting the future of a place such as the owner's needs, resources, external constraints and its physical condition.
- 6.4 In developing an effective policy, different ways to retain cultural significance and address other factors may need to be explored.
- 6.5 Changes in circumstances, or new information or perspectives, may require reiteration of part or all of the Burra Charter Process.

## Article 7. Use

- 7.1 Where the use of a place is of cultural significance it should be retained.
- 7.2 A place should have a compatible use.

#### Article 8. Setting

Conservation requires the retention of an appropriate setting. This includes retention of the visual and sensory setting, as well as the retention of spiritual and other cultural relationships that contribute to the cultural significance of the place.

New construction, demolition, intrusions or other changes which would adversely affect the setting or relationships are not appropriate.

## Article 9. Location

- 9.1 The physical location of a place is part of its cultural significance. A building, work or other element of a place should remain in its historical location. Relocation is generally unacceptable unless this is the sole practical means of ensuring its survival.
- 9.2 Some buildings, works or other elements of places were designed to be readily removable or already have a history of relocation. Provided such buildings, works or other elements do not have significant links with their present location, removal may be appropriate.
- 9.3 If any building, work or other element is moved, it should be moved to an appropriate location and given an appropriate use. Such action should not be to the detriment of any place of cultural significance.

#### Article 10. Contents

Contents, fixtures and objects which contribute to the cultural significance of a place should be retained at that place. Their removal is unacceptable unless it is: the sole means of ensuring their security and preservation; on a temporary basis for treatment or exhibition; for cultural reasons; for health and safety; or to protect the place. Such contents, fixtures and objects should be returned where circumstances permit and it is culturally appropriate.

## Article 11. Related places and objects

The contribution which related places and related objects make to the cultural significance of the place should be retained.

## Article 12. Participation

Conservation, interpretation and management of a place should provide for the participation of people for whom the place has special associations and meanings, or who have social, spiritual or other cultural responsibilities for the place.

## Article 13. Co-existence of cultural values

Co-existence of cultural values should be recognised, respected and encouraged, especially in cases where they conflict.

## **Conservation Processes**

## Article 14. Conservation processes

Conservation may, according to circumstance, include the processes of: retention or reintroduction of a use; retention of associations and meanings; maintenance, preservation, restoration, reconstruction, adaptation and interpretation; and will commonly include a combination of more than one of these. Conservation may also include retention of the contribution that related places and related objects make to the cultural significance of a place.

## Article 15. Change

15.1 Change may be necessary to retain cultural significance, but is undesirable where it reduces cultural significance. The amount of change to a place should be guided by the cultural significance of the place and its appropriate interpretation.

- 15.2 Changes which reduce cultural significance should be reversible, and be reversed when circumstances permit.
- 15.3 Demolition of significant fabric of a place is generally not acceptable. However, in some cases minor demolition may be appropriate as part of conservation. Removed significant fabric should be reinstated when circumstances permit.
- 15.4 The contributions of all aspects of cultural significance of a place should be respected. If a place includes fabric, uses, associations or meanings of different periods, or different aspects of cultural significance, emphasising or interpreting one period or aspect at the expense of another can only be justified when what is left out, removed or diminished is of slight cultural significance and that which is emphasised or interpreted is of much greater cultural significance.

#### Article 16. Maintenance

Maintenance is fundamental to conservation. Maintenance should be undertaken where fabric is of cultural significance and its maintenance is necessary to retain that cultural significance.

## Article 17. Preservation

Preservation is appropriate where the existing fabric or its condition constitutes evidence of cultural significance, or where insufficient evidence is available to allow other conservation processes to be carried out.

#### Article 18. Restoration and reconstruction

Restoration and reconstruction should reveal culturally significant aspects of the place.

## Article 19. Restoration

Restoration is appropriate only if there is sufficient evidence of an earlier state of the fabric.

#### Article 20. Reconstruction

- 20.1 Reconstruction is appropriate only where a place is incomplete through damage or alteration, and only where there is sufficient evidence to reproduce an earlier state of the fabric. In some cases, reconstruction may also be appropriate as part of a use or practice that retains the cultural significance of the place.
- 20.2 Reconstruction should be identifiable on close inspection or through additional interpretation.

## Article 21. Adaptation

- 21.1 Adaptation is acceptable only where the adaptation has minimal impact on the cultural significance of the place.
- 21.2 Adaptation should involve minimal change to significant fabric, achieved only after considering alternatives.

# Article 22. New work

- 22.1 New work such as additions or other changes to the place may be acceptable where it does not distort or obscure the cultural significance of the place, or detract from its interpretation and appreciation.
- 22.2 New work should be readily identifiable as such, but must respect and have minimal impact on the cultural significance of the place.

# Article 23. Retaining or reintroducing use

Retaining, modifying or reinstating a significant use may be appropriate and preferred forms of conservation

#### Article 24. Retaining associations and meanings

- 24.1 Significant associations between people and a place should be respected, retained and not obscured. Opportunities for the interpretation, commemoration and celebration of these associations should be investigated and implemented.
- 24.2 Significant meanings, including spiritual values, of a place should be respected. Opportunities for the continuation or revival of these meanings should be investigated and implemented.

#### Article 25. Interpretation

The cultural significance of many places is not readily apparent, and should be explained by interpretation. Interpretation should enhance understanding and enjoyment, and be culturally appropriate.

## **Conservation Practice**

#### Article 26. Applying the Burra Charter process

- 26.1 Work on a place should be preceded by studies to understand the place which should include analysis of physical, documentary, oral and other evidence, drawing on appropriate knowledge, skills and disciplines.
- Written statements of cultural significance and policy for the place should be prepared, justified and accompanied by supporting evidence. The statements of significance and policy should be incorporated into a management plan for the place.
- 26.3 Groups and individuals with associations with a place as well as those involved in its management should be provided with opportunities to contribute to and participate in identifying and understanding the cultural significance of the place. Where appropriate they should also have opportunities to participate in its conservation and management.
- 26.4 Statements of cultural significance and policy for the place should be periodically reviewed, and actions and their consequences monitored to ensure continuing appropriateness and effectiveness

## Article 27. Managing change

- 27.1 The impact of proposed changes on the cultural significance of a place, including incremental change, should be assessed with reference to the statement of significance and the policy for managing the place. It may be necessary to modify proposed changes following analysis to better retain cultural significance.
- 27.2 Existing fabric, use, associations and meanings should be adequately recorded before any changes are made to the place.

## Article 28. Disturbance of fabric

- 28.1 Disturbance of significant fabric for study, or to obtain evidence, should be minimised. Study of a place by any disturbance of the fabric, including archaeological excavation, should only be undertaken to provide data essential for decisions on the conservation of the place, or to obtain important evidence about to be lost or made inaccessible.
- 28.2 Investigation of a place which requires disturbance of the fabric, apart from that necessary to make decisions, may be appropriate provided that it is consistent with the policy for the place. Such investigation should be based on important research questions which have potential to substantially add to knowledge, which cannot be answered in other ways and which minimises disturbance of significant fabric.

#### Article 29. Responsibility

The organisations and individuals responsible for management decisions should be named and specific responsibility taken for each such decision.

#### Article 30. Direction, supervision and implementation

Competent direction and supervision should be maintained at all stages, and any changes should be implemented by people with appropriate knowledge and skills.

#### Article 31. Keeping a log

New evidence may come to light while implementing policy or a plan for a place. Other factors may arise and require new decisions. A log of new evidence and additional decisions should be kept.

#### Article 32. Records

- 32.1 The records associated with the conservation of a place should be placed in a permanent archive and made publicly available, subject to requirements of security and privacy; and where this is culturally appropriate.
- 32.2 Records about the history of a place should be protected and made publicly available, subject to requirements of security and privacy, and where this is culturally appropriate.

# Article 33. Removed fabric

Significant fabric which has been removed from a place including contents, fixtures and objects, should be catalogued, and protected in accordance with its cultural significance.

Where possible and culturally appropriate, removed significant fabric including contents, fixtures and objects, should be kept at the place.

## Article 34. Resources

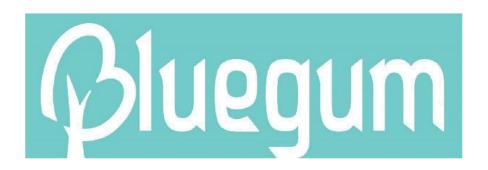
Adequate resources should be provided for conservation.

## 9.1.2 - ATTACHMENT 4.

**Arborist Report (Bluegum, August 2021)** 



Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Burnley) BA, BSW) Consultant Arborist Info@bluegumreports.com.au 0425 879 811



# **Arborist Report**

490-500 Burwood Highway, Vermont South 3133

# 9.1.2 – ATTACHMENT 4. Arborist Report (Bluegum, August 2021)



Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Burnley) BA, BSW) Consultant Arborist Info@bluegumreports.com.au 0425 879 811

Client	INPG
Client Address	Level 16, 360 Elizabeth St, Melbourne 3000
Site Address	490-500 Burwood Hwy, Vermont South 3133
Document Type	Arborist Report – Tree assessment & recommendations.
Date	16 <sup>th</sup> August 2021

# 1. Contents

	Page
Sections	
1. Contents	2
2. Key Findings	3
3. Introduction	4
4. Methodology	6
5. Site Context	7
6. Discussion	8
7. Recommendations	18
8. Tree Protection Requirements	19
9. Suggested Replacement Species	21
10. References	23
Appendices	
Tree Assessment Criteria	24
2. S.U.L.E Rating Schedule	26
3. Assessment of Trees	27
4. Tree Images	40
5. Site Plan	75
Tables:	
1. Origin of trees	9
2. Retention value of trees	11

# 9.1.2 – ATTACHMENT 4. Arborist Report (Bluegum, August 2021)



Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Burnley) BA, BSW) Consultant Arborist Info@bluegumreports.com.au 0425 879 811

# 2. Key findings

- This is a preliminary arborist report and does not include an arboricultural impact assessment.
- This report has been amended following a request for further information from Council regarding trees 1-17. These trees were originally assumed to be in the road reserve however are on the subject site.
- The subject site is a large property consisting of a residential address (490-500 Burwood Hwy, Vermont South) with two dwellings and a large ex-corporate headquarters (formerly ARRB).
- The properties have a large number of mature trees, these are a mixture of Australian native and introduced species. The health and condition of trees vary but they are mostly in good health and condition. The property has been unused and vacant for the last 2 years and as a result has received only minimal maintenance in this time.
- Trees 1-12 & 17 appear to be in the road reserve; however the existing cyclone wire fence is not located on the property boundary and these trees are within the subject site.
- Trees 13-16 are located outside the united Energy substation and are not located on the subject site.
- There are 236 trees located on the subject site and as stated most of these trees are in good health and condition.
- There are 7 trees that are either dead or are in very poor health and/or condition and have no retention value and should be removed.
- There are 99 trees with low retention value, these trees have low retention due to their small size, poor health and/or trunk and branch structure, low landscape value or that they are an environmental weed species. These trees could be removed.
- There are 81 trees with moderate retention value, these trees could be retained as part of the proposed development.
- There are 49 trees with high retention value, these trees should be retained as far as possible and incorporated into the proposed development.
- There are no trees located in adjoining properties included in this report.

## 9.1.2 - ATTACHMENT 4.

## Arborist Report (Bluegum, August 2021)



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## 3. Introduction

I was contacted by Mr. Edgar Gottschalk of INPG Projects Pty Ltd requesting an Arborist report which assesses the health and condition of the trees at this address. It is my understanding that the report will accompany a submission to rezone the land to accommodate residential uses on the land. As part of my assessment I have reported on the health and condition of these trees and have provided recommendations based on my assessment.

A previous arborist report has been prepared for the site (Homewood, 8/08/2017), this report differs slightly from this report but is largely consistent with the previous report.

This report has also referred to the Heritage report (Bryce Raworth, May 2018), the site was originally an orchard and was developed in the early 70's as the headquarters of the Australian Road Research Board (ARRB). The buildings were originally opened on 27 November 1972. The report makes some comments about the original landscaping and planting:

"The grounds were laid out to designs by landscape architect Beryl Mann (who worked regularly with Mockridge Stahle & Mitchell) with a scheme retaining several large remnant eucalypts, and with boundaries densely planted with native trees to act as windbreaks." (Bryce Raworth, 2018).

The site is within the City of Whitehorse, it is located within a Public Use Zone (PUZ4); The site is subject to a Heritage Overlay (HO23), this overlay does not include tree controls.

As stated, this report has been amended following a request for further information from Council regarding trees 1-17. These trees were originally assumed to be in the road reserve however are on the subject site.

There are a number of trees on the site that are classified as native trees based on clause 52.17 Native Vegetation, however the majority of trees appear to all be a similar age (between 50-60 years) and likely to have been planted on the site when it was originally built. Except for tree 135 none of the trees appear to be remnant trees. The site is within the Gippsland Plain Bioregion and within the Ecological Vegetation Class (EVC) 127: Valley Heathy Forest. Tree canopy for this EVC consisted (pre 1750) of Eucalyptus cephalocarpa, E. goniocalyx, E. and E. obliqua (DELWP, 2020). There are a Eucalyptus goniocalyx and E. melliodora present on the subject site, but except for tree 135 these all appear to have been planted.

This report is a preliminary arboricultural report and is intended to provide detailed advice on the nature of trees on the site, this includes basic tree information (name, species, health, condition, structure, size, age class, safe useful life expectancy, trunk diameter at breast height and ground level, tree protection zone and structural root zone) as well as significance and suitability for retention (rated as low, moderate and high). An assessment of suitability for retention considers tree health, structure, size, environmental and habitat value, landscape value (aesthetic and streetscape value) age and longevity, and species factors, it also considers potential constraints on retaining trees and the potential design modifications required to accommodate a tree on the site.

4 | Page

490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21

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I have conducted a site visit on the 15/05/2020, and assessed the health, condition and safety of the trees in question. Recommendations are outlined in section 5 of this report. A detailed list of the surveyed trees is provided in Appendix 2 of this report. A site plan is included which identifies and shows the location of the trees concerned, photographs of the trees have also been included.



Figure 1: Tree 135 Eucalyptus melliodora, this is a locally occurring species and based on its size and maturity it is likely that this is a remnant tree.

5 | Page 490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21

#### 9.1.2 – ATTACHMENT 4. Arborist Re

#### **Arborist Report (Bluegum, August 2021)**



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### 4. Methodology

The trees were assessed using the standard Visual Tree Assessment technique (VTA). The trees were assessed from the ground for this report. VTA is an internationally recognised practice in the visual assessment of trees as formulated by Mattheck & Breloer (1999).

A Yama 20m diameter tape was used to obtain the Diameter at breast height (DBH) at 1.4 metres above ground level. The height was measured using a Nikon Forestry Pro Laser Range Finder, the spread of the tree's canopy was paced out. Photographs were taken with a Canon 700D DSLR camera. Aerial photographs were taken from <a href="https://www.nearmap.com.au">www.nearmap.com.au</a>.

The report considers relevant sections of the Australian Standard: AS4970-2009: Protection of trees on development sites and uses this as the basis for determining tree protection and structural root zones.

This report includes all trees located on the subject site/s, trees in adjoining properties that may be impacted by the proposed development (within 5m of the property boundary unless requested otherwise) and council street trees located directly outside the subject property/s. For the purposes of this report the definition of a tree is based on AS4970, which states that a tree is a 'long lived woody perennial plant greater than (or usually greater than) 3 m in height with one or relatively few main stems or trunks (or as defined by the determining authority)'.

The trees have all been numbered and tagged on site for ease of future identification and locating the trees on site.

The ULE rating system has been used as a guide to assist in determining the Useful Life Expectancy of the tree surveyed. Refer to Appendix 1 (Barrell 1993).

A scaled site plan has been prepared using ArborCAD software.

Reference was made to the City of Whitehorse's Planning Scheme at Victoria's Planning Scheme's online (www.dse.vic.gov.au/planningschemes) and the Victorian government online Property Reports at: <a href="https://www.land.vic.gov.au">www.land.vic.gov.au</a>.

Information on the sites EVC (ecological vegetation class) was sourced using the Naturekit site (DELWP, 2020) at <a href="http://maps.biodiversity.vic.gov.au/viewer/?viewer=NatureKit">http://maps.biodiversity.vic.gov.au/viewer/?viewer=NatureKit</a>.

Bluegum consultancy has been engaged by the client to provide an arborist report for this project prior to the development of the proposed plans.



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#### 5. Site Context

This is a large property (25781m²) consisting of a residential address (490-500 Burwood Hwy, Vermont South) with two dwellings and a large ex-corporate headquarters (formerly ARRB) which is in residential area; the site is sloping down from the road and has a north-south orientation with a northerly aspect. There are 240 trees included in this report.



Figure 2: Assessment area (Nearmap, 2020)

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#### 6. Discussion

This is a large site and has a large number of mature trees (240) on the property.

Trees 1-17 all appear to be in the road reserve outside the subject site, however the existing cyclone wire fence is not on the property boundary and these trees are on the subject and the United Energy sub-station.

Trees 1-12 and 17 are all located on the subject site. They are a mixture of Australian Native species and an introduced specie (tree 17); trees 1 & 10-11 are all tree groups made up of early-mature *Corymbia maculata* (Spotted Gum) these trees appear to have self-seeded. These trees have moderate to high amenity value due to their location of the site and that they provide screening from Burwood Highway.

Trees 13-16 are located at the front of the United Energy sub-station and are third-party trees.



Figure 3: Tree 1 (tree group) this small group of early mature Corymbia maculata appear to have self-seeded.

#### 9.1.2 – ATTACHMENT 4. Arborist

#### Arborist Report (Bluegum, August 2021)



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Figure 4: Tree 17 (tree group) this is a group of mature Cuppressus macrocarpa located at the front of the property.

There are 236 trees located on the subject site, the trees species consist of the following types of trees:

Origin of tree	Number
Environmental weed species	21
Locally Occurring	30
Australian Native	149
Introduced	36

Table 1: Origin of trees

The majority of trees on the site are Australian Native species (149), some of the environmental weed species are also Australian native (*Acacia bailyana*, *Hakea salicifolia & Pittosporum undulatum*). *Eucalyptus sideroxylon* (Red Ironbark) and *Corymbia maculata* (Spotted Gum) are the most widely used species on the site. These are a popular tree in the area and within the neighbouring suburb of Glen Waverley and were popularly planted from the 1970's.

#### 9.1.2 – ATTACHMENT 4. Arborist

#### **Arborist Report (Bluegum, August 2021)**



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Figure 5: Eucalyptus sideroxylon (Red Ironbark) has been planted extensively on the site, in particular at the front of the property as a buffer for the busy Burwood Highway.

The majority of the trees on the site are in good to average health and condition (164) there is also a significant number of trees that are in poor health and/or condition or are dead. The health and condition of some of the trees has changed since the previous arborist report (Homewood, 8/08/2019), this may be due to the site only receiving minimal maintenance since it has been vacant.



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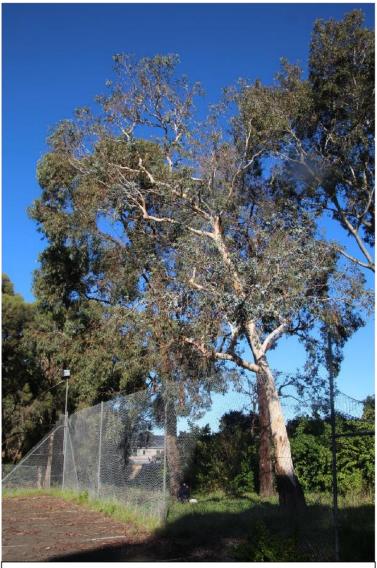


Figure 6: Tree 50 Eucalyptus mannifera (Red Spotted Gum) the tree has declined in health since the previous arborist report, as a result the tree has been given a low retention value.

#### 9.1.2 – ATTACHMENT 4. Ark

#### Arborist Report (Bluegum, August 2021)



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#### Retention Value

The trees on site have all been individually surveyed and assessed on site, a full list of tree assessment data is contained in appendix 3. Trees have been assessed with an arboricultural retention rating. The retention value of a tree is intended to provide guidance of which trees are better suited to be retained or should be retained. The relevant attributes that contribute towards a tree's retention value consist of the tree's origin (species type and suitability), health, condition, age, ULE, size and amenity value of the trees. The retention value of the trees on the subject site is as follows:

Retention Value	Total number of trees
Remove	7
Low	99
Moderate	81
High	49
Third party trees	4
Total number of trees	240

Table 2: Retention value of trees

An important feature of the existing trees is that many of them are part of larger stands of trees, this was part of the original design to have mass plantings of predominantly Eucalypt species surrounding the buildings. Retention value of a tree typically focuses more on an individual tree and does not necessarily describe its contribution as part of a larger stand of trees.

As the existing stands of trees were an original design feature of the site and provide significant amenity and environmental benefits to the sites their retention should be prioritized. This will mean that higher priority should be given to retaining trees within the existing stands based on their contribution to the group of trees and not necessarily their individual characteristics.

To maintain the integrity of the tree groups it is important to minimise the number of trees that are removed as this can have a destabilizing effect on the remaining trees as well as allow weed species to become established degrading the composition and integrity of the original stand of trees. The lack of maintenance since the site has been vacant has allowed weeds to become established and begin to take over some of the plantings. Weed control along with planting new trees will reverse this and begin to restore the original tree stands.

Of the original landscape design there are only three groups located along the front (northern), eastern and western boundaries.

The tree group at the front of the property are mostly *Eucalyptus sideroxylon* (Red Ironbark), these trees are all medium to large sized, mature trees that are generally in good health and condition. These trees provide significant amenity and environmental benefits for the site as they provide a visual and noise buffer from the busy highway. The majority of trees in this group have high retention value (24 trees). It is my opinion that this group warrants being retained as a complete tree group.



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The tree group located along the western boundary are a mixture of *Eucalypt* species. This grouping of trees does not provide the same level of amenity and environmental value that the group at the front of the site does (northern group). The group does not have the same consistency of species, age and size of trees. In addition, the majority of trees in this group (23 trees) are rated as having low retention or should be removed due to their poor health and/or condition. There are still a significant number of trees in this group that have high to moderate retention value (28 trees), however due to the divergent nature of this group it is my opinion that the trees do not warrant being retained as a larger tree group. Instead, trees should be retained either individually or in much smaller groups of trees.

The tree group located along the eastern boundary also consists of a mixture of tree species. This group is not intact and is limited to small groupings of trees along the boundary. The majority of these trees (17 trees) are rated as have low retention or should be removed due to their poor health and/or condition. There are still a significant number of trees in this group that have high to moderate retention value (14 trees), however due to the divergent nature of this group it is my opinion that the trees do not warrant being retained as a larger tree group. Instead, trees should be retained either individually or in much smaller groups of trees.

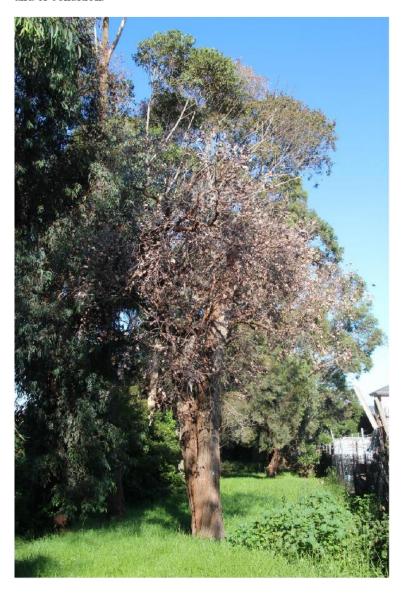
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Trees assessed with 'Removal' retention value.

There are 7 trees that should be removed as they are either dead or are in very poor health and/or condition.



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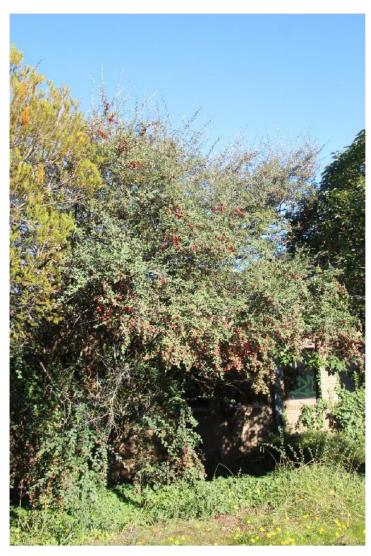


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Figure 8: Tree 74 Eucalyptus cinerea, this tree has died, in addition it had previously been lopped and in in very poor condition. The tree should be removed and replaced.

### Trees assessed with 'Low' retention value.

There are 99 trees on the site that have low retention value, this is based on their small size, poor health and/or condition, low landscape value or that they are an environmental weed species. These trees should also be removed and replaced as part of the proposed development.



15 | Page 490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21

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### Trees assessed with 'Moderate' retention value.

There are 81 trees on the site that are assessed as having moderate retention value, this is based on their average to good health and condition, their size and maturity, medium to long useful life expectancy (15+ years) and that they have moderate amenity value. Some of these trees may not be optimally located and as a result they have been suppressed by adjacent large canopy trees. Where possible these trees should be retained and incorporated into the proposed development. The trees are all in good to average health and will tolerate some root disturbance.

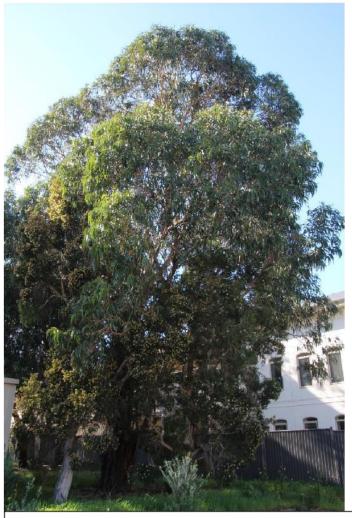


Figure 10: Tree 122 Eucalyptus globulus, the tree has moderate retention value due to its size, maturity, ULE and amenity value. This tree could be retained as part of the proposed development.



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#### Trees assessed with 'High' retention value.

There are 49 trees on the site that are assessed as having high retention value, this is based on their good health and condition, their size and maturity, medium to long useful life expectancy (15+ years) and that they have high amenity value. Where possible these trees should be retained and incorporated into the proposed development. The trees are all in good to average health and will tolerate some root disturbance.



Figure 11: Trees 233 & 235 Eucalyptus sideroxylon, these trees are both in good health and condition, they are large sized, mature trees with high amenity value. These trees should be retained as part of the proposed development.



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#### 7. Recommendations

This is a large site and has a large number of mature trees (236) on the property.

Trees 1-17 all appear to be in the road reserve outside the subject site, however the existing cyclone wire fence is not ion the property boundary and these trees are on the subject and the United Energy sub-station.

Trees 13-16 are located at the front of the United Energy sub-station and are third-party trees.

The remaining trees are all located on the subject site, most of these trees have moderate to high retention value and where possible should be retained. Many of these trees are located within existing large groups of trees that have high amenity value for the site (e.g. The large planting of Eucalyptus sideroxylon at the front of the site), this was part of the original landscape design for the site and where possible these groups of trees should be retained.

There is a significant number of trees that have low retention value, these trees could be removed and replaced if required. Some of these trees can be retained however there are a number of trees classified as environmental weed species that should be removed and replaced.

Depending on the location and size of the trees to be retained they may be directly affected by any future proposed development. Provided that there is only a minor intrusion (≤10%) from the proposed development and that basic tree protection measures (see below) are implemented there should be no adverse impacts on the health of these trees from the proposed development.

There are no trees located in adjoining properties that have been included in this report.



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### 8. Tree Protection Requirements

### **Specific Tree Protection Requirements**

#### Demolition and site clearing

Site clearing has the potential to cause significant damage to any trees to be retained on site or trees that are in adjoining properties through disturbance to the soil, changes in soil gradients, soil compaction and physical destruction of tree roots from excavation and scraping.

Tree protection measures (see below) need to be implemented prior to any site clearing and demolition works commencing. Where site clearing intrudes into the TPZ of trees to be retained and/or trees in neighbouring properties care must be taken to prevent any unnecessary damage to trees and tree roots.

#### **Basic Tree Protection Requirements**

The following basic tree protection measures will need to be implemented prior to any work commencing on site and remain in place for the duration of the work

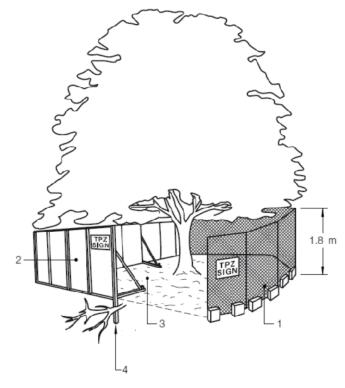
- 1. Before commencing work on site, the contractor is required to meet with the consultant arborist to review all work procedures, access routes, storage areas and tree protection measures.
- Temporary protective fencing to a minimum height of 1.8m must be erected along the perimeter of the TPZ (or modified TPZ) for any trees that are to be retained on the site. Prior to any machinery or materials being brought on site and before any works including demolition commences.
- Once erected protective fencing must not be removed or altered without approval from the project arborist.
- 4. Protective fencing needs to be in accordance with AS 4687. Signs identifying the TPZ should be placed around the protective fencing.
- Construction vehicles and storage areas must remain outside fenced areas always.
- 6. If tree roots are encountered or damaged during construction, they need to be cut cleanly to sound tissue with sharp secateurs or a pruning saw.
- 7. Surplus construction materials (e.g., soil, cement, base rock etc.) are not to be stored or allowed to remain inside the trees' TPZ.
- 8. Additional tree pruning required during construction must be carried out by an appropriately qualified contractor and in accordance with Australian Standards 4373: 2007, Pruning of Amenity Trees and not by construction personnel.
- All underground services including drainage and irrigation must be routed outside of trees' TPZs, if this is not possible excavation is to be carried out by tunneling or boring beneath the tree protection zone.
- 10. Trees retained on site are to be regularly watered (minimum weekly) during periods of dry conditions within the tree protection zone.
- 11. If trees are damaged during construction, it should be evaluated as soon as possible by the project arborist so that appropriate treatments can be applied.

19 | Page 490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21



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- 12. Erosion control such as silt fencing, debris basins and water diversion methods shall be installed to prevent siltation and/or erosion within the tree protection zone.
- 13. If temporary access roads must pass over the root areas (TPZ) of trees to be retained a roadbed of 150mm of mulch or crushed rock shall be created to prevent soil compaction within the tree's root area. The roadbed material shall be maintained to a depth of 150mm throughout construction.
- 14. Once construction is completed all foreign (non-organic) debris needs to be removed from within the tree protection zone.



#### LEGEND:

- 1 Chain wire mesh panels with shade cloth (if required) attached, held in place with concrete feet.
- 2 Alternative plywood or wooden paling fence panels. This fencing material also prevents building materials or soil entering the TPZ.
- 3 Mulch installation across surface of TPZ (at the discretion of the project arborist). No excavation, construction activity, grade changes, surface treatment or storage of materials of any kind is permitted within the TPZ.
- 4 Bracing is permissible within the TPZ. Installation of supports should avoid damaging roots

Figure 10: Tree protection zone and temporary protective fencing.

The creation of an exclusion zone around trees to be retained on site is the primary means of tree protection during construction. Tree protection zone signage provides clear and readily accessible information to indicate that a TPZ has been established.

20 | Page

490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21



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### 9. Suggested Replacement Species

Possible replacement tree species could include (selection and placement of trees will need to take into consideration the eventual size of the trees when mature) – see landscape plan for complete planting schedule:

#### Large (canopy) trees:

- Red Box (Eucalyptus polyanthemos ssp. Vestita) Indigenous
- Yellow Box (Eucalyptus melliodora) Indigenous
- Blackwood (Acacia melanoxylon) Indigenous
- Smooth-barked Apple Myrtle (Angophora costata) Native
- Red Ironbark (Eucalyptus sideroxylon) Native
- Argyle Apple (Eucalyptus cinerea) Native
- Illawarra Flame Tree (Brachychiton acerifolius) Native
- Red Maple (Acer rubrum) Exotic
- Pin Oak (Ouercus palustris) Exotic

#### Medium sized trees:

- Lightwood (Acacia implexa) Indigenous
- Silver Banksia (Banksia marginata) Indigenous
- Dwarf Apple Myrtle (Angophora costata 'Little Gumball') Native
- Lemon-Scented Gum (Corymbia citriodora 'Scentuous') Native
- Dwarf Yellow Bloodwood (Corymbia eximia nana) Native
- Flowering Gum (Corymbia ficifolia) Native
- Victorian Silver Gum (Eucalyptus crenulata) Native
- Yellow Gum (Eucalyptus leucoxylon 'Euky Dwarf') Native
- Pink-Flowering Gum (Eucalyptus leucoxylon Rosea) Native
- Smooth-barked Coolabah (Eucalyptus victrix) Native
- Water Gum (Tristaniopsis laurina) Native
- Honey Locust (Gleditsia tricanthos) Exotic
- Callery Pear (Pyrus calleryana) Exotic

#### Small sized trees:

- Gungurru (Eucalyptus caesia) Native
- Fuschia Gum (Eucalyptus forrestiana) Native
- Nullabor Lime (Eucalyptus macrocarpa 'Nullabor Lime') Native
- Risdon Peppermint (Eucalyptus risdonii) Native
- Coral Gum (*Eucalyptus torquata*) Native
- Crepe Myrtle (Lagerstroemia indica) Exotic
- Iowa Crab Apple (Malus ioensis 'Plena') Exotic

Replacement trees should be sourced from a reputable nursery with care taken to ensure that they are in good health, free of structural defects and pests and diseases. They should be advanced grown specimens that are a minimum 1.5 metres in height. When planting advanced

21 | Page 490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21



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grown trees, it is important that they are planted correctly, staked to provide additional support and provided with adequate aftercare to ensure that they become established (the plant supplier should be able to help with planting and establishment guidelines).

Please do not hesitate to call 0425 879 811 if you have any questions regarding the contents or recommendations provided in this report.

Sincerely

Paul Jameson

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### Appendix 1 – Tree Assessment Criteria

- 1. Height describes the height of the tree in metres from ground level.
- Trunk diameter (DBH) is calculated from the measured trunk circumference at 1.4m above ground level or at an alternative location if required (in accordance with AS 4970-2009).
- Canopy spread describes the crown spread across the widest point.
- 4. Estimated age class is the tree's relative age to its species and is expressed as Young (the first one third of the estimated life expectancy), Semi Mature (the second third of the estimated life expectancy), or Mature (the last third of the estimated life expectancy).
- 5. Useful life expectancy (ULE) see appendix 2.
- 6. Tree protection zone (TPZ) is the principal means of protecting trees on a development site. The TPZ is a combination of the root area and the crown area requiring protection. It is an area isolated from construction disturbance, so that the tree remains viable. The radius of the TPZ is calculated for each tree by multiplying its DBH x 12, the TPZ radius is measured from the centre of the stem at ground level. A TPZ should not be less than 2m nor greater than 15m (except where crown protection is required).
- 7. Structural root zone (SRZ) is the area required for tree stability. A larger area is required to maintain tree health.
- 8. Retention value is adapted from BS5837:2005 Cascade chart for tree quality assessment. The retention value is applied to the tree in the context of the proposed land use.

### High retention value

High ranked trees would meet one or more of the following criteria:

- Trees in such a condition as to be able to make a substantial contribution (a minimum of 40 years is suggested).
- Trees that are particularly good examples of their species, especially if rare or unusual, or essential components of groups, or of formal or semi-formal arboricultural features (e.g. the dominant and/or principal trees within an avenue).
- Trees of visual importance (e.g. avenues or other arboricultural features assessed as groups).
- Trees of significant historical, commemorative or other value (e.g. veteran trees).



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#### Moderate retention value

- Moderate ranked trees would meet one or more of the following criteria:
- Trees in such a condition as to make a significant contribution (a minimum of 20 years is suggested).
- Trees that might be included in the high category but may be downgraded because of impaired condition (e.g. presence of remediable defects including unsympathetic past management and minor storm damage).
- Trees present in numbers, usually as groups or woodlands, such that they form distinct
  landscape features, thereby attracting a higher collective rating than they might as
  individuals, but which are not, individually, essential components of formal or semiformal arboricultural features, or trees situated mainly internally to the site, therefore
  individually having little visual impact on the wider locality.

#### Low retention value

- Trees currently in adequate condition to remain until new planting could be established (a minimum of 10 years is suggested), or young trees with a stem diameter below 150 mm.
- Low category trees will usually not be retained where they would impose a significant
  constraint on development. However, young trees with a stem diameter of less than 150
  mm could be considered for relocation.

#### Remove/None

- Trees ranked for removal/no retention value would meet one or more of the following criteria:
- Trees in such a condition that any existing value would be lost within 10 years and which should, in the current context, be removed for reasons of sound arboricultural management.
- Trees that have a serious, irremediable, structural defect, such that their early loss is
  expected due to collapse, including those that will become unviable after removal of
  other trees (i.e. where, for whatever reason, the loss of companion shelter cannot be
  mitigated by pruning).
- Trees that have a serious hazard potential (this may consider the context of any proposed development).
- Trees that are dead or are showing signs of significant, immediate and irreversible overall decline.
- Trees that are environmental weeds.



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### Appendix 2 – Useful Life Expectancy Categories (ULE)

Long U.L.E- the tree appeared retainable at the time of assessment for over 40 years with an acceptable degree of risk, assuming reasonable maintenance:

Structurally sound trees located in positions that can accommodate future growth.

Trees which could be made suitable for long term retention by remedial care.

Trees of special significance, which would warrant extraordinary efforts to secure their long-term retention.

# Medium U.L.E- the tree appeared to be retainable at the time of assessment for 15 to 40 years with an acceptable degree of risk, assuming reasonable maintenance:

Trees which may only live from 15-40 years.

Trees that may live for more than 40 years but may be removed for safety or nuisance reasons. Trees which may live for more than 40 years but would be removed to prevent interference with more suitable individuals or to provide space for new plantings.

Trees which could be made suitable for retention in the medium term with remedial care.

# Short U.L.E- trees that appeared to be retainable at the time of assessment for 5-15 years with an acceptable degree of risk, assuming reasonable maintenance:

Trees which may only live from 5 to 15 years.

Trees that may live for more than 15 years but may be removed for safety or nuisance reasons. Trees which may live for more than 15 years but would be removed to prevent interference with more suitable individuals or to provide space for new plantings.

Trees which require substantial remediation and are only suitable for retention in the short term.

#### Removal- Tree which should be removed within the next 5 years.

Dead, dying suppressed or declining trees

Dangerous trees through instability or recent loss of adjacent trees.

Dangerous trees because of structural defects including cavities, decay included bark, wounds or poor form.

Damaged trees that are clearly not safe to retain.

Trees which may live for more than 5 years but would be removed to prevent interference with more suitable individuals or to provide space for new plantings.

Trees which are damaging or may cause damage to existing structures within the next 5 years. Trees that will become dangerous after the removal of other trees for the reasons given in (A) to (F).

Trees in categories (A) to (G) that have a high wildlife habitat value and with appropriate treatment could be retained subject to regular review.

#### Small, young or regularly pruned- Trees that can be reliably moved or replaced.

Small trees less than 5m in height.

Young trees less than 15 years old but over 5m in height.

Formal hedges and trees intended for regular pruning to artificially control growth

### **Arborist Report (Bluegum, August 2021)**



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## Appendix 3 - Tree Species

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Tree	Botanical & common				TT 1 1 /	Canopy	Total	Diameter		TITE	Amenity	Retention	TID O	cro-z	
#	names	Origin	Health	Structure	Height	spread	DBH	ground	Age	ULE	value	value	TPZ	SRZ	Comments
															TGx4, Self-sown
	Corymbia maculata	Australian		Average			0.15	0.10	Early						group of 4 early
1	(Spotted Gum)	native	Good	to Poor	8	3	0.15	0.19	mature	Long	Moderate	Moderate	2	1.65	mature Spotted gun
	Corymbia maculata	Australian								-					
2	(Spotted Gum)	native	Good	Good	13.4	8	0.41	0.52	Mature	Long	Moderate	Moderate	4.92	2.51	
	Corymbia maculata	Australian								_					
3	(Spotted Gum)	native	Good	Good	14.4	10	0.43	0.54	Mature	Long	Moderate	Moderate	5.16	2.55	
	Corymbia maculata	Australian							Early						
4	(Spotted Gum)	native	Good	Average	8	3	0.17	0.23	mature	Long	Moderate	Moderate	2.04	1.79	TGx2
	Eucalyptus nicholii														
	(Narrow leaved Black	Australian		Average					Early						
5	Peppermint)	native	Good	to Poor	5	4	0.22	0.27	mature	Medium	Moderate	Moderate	2.64	1.91	
	Eucalyptus viminalis	Locally		Average					Early						
6	(Manna Gum)	occurring	Good	to Poor	3.5	3	0.14	0.16	mature	Medium	Moderate	Moderate	2	1.53	
	Eucalyptus viminalis	Locally													
7	(Manna Gum)	occurring	Good	Good	14.6	11	0.54	0.67	Mature	Medium	Moderate	Moderate	6.48	2.8	
	Eucalyptus camaldulensis	Locally		Average											Mid-trunk Decay,
8	(River Red Gum)	occurring	Good	to Poor	17.8	12	0.64	0.68	Mature	Medium	Moderate	Moderate	7.68	2.81	Asymmetrical Form
	Eucalyptus globulus	Australian													
9	(Southern Blue Gum)	native	Good	Average	13.4	11	0.98	1.05		Medium		Moderate	11.76	3.38	Deadwood
	Corymbia maculata	Australian							Early		Low-				
10	(Spotted Gum)	native	Good	Good	6	3	0.1	0.12	mature	Long	Moderate	Moderate	2	1.5	TGx5
	Corymbia maculata	Australian							Early		Low-				
11	(Spotted Gum)	native	Good	Good	5.5	4	0.12	0.14	mature	Long	Moderate	Moderate	2	1.5	TGx4
	Eucalyptus melliodora	Locally							Early						
12	(Yellow Box)	occurring	Good	Good	7	7	0.32	0.38	mature	Long	Moderate	Moderate	3.84	2.2	
	Corymbia maculata	Australian							Early			3rd Party			
13	(Spotted Gum)	native	Good	Good	8	6	0.18	0.23	mature	Long	Moderate	Tree	2.16	1.79	NT
	Corymbia maculata	Australian							Early			3rd Party			
14	(Spotted Gum)	native	Good	Good	9	5	0.22	0.28		Long	Moderate	Tree	2.64	1.94	NT
	Corymbia maculata	Australian							Early			3rd Party			
15	(Spotted Gum)	native	Good	Good	6.5	4	0.17	0.2	mature	Long	Moderate	Tree	2.04	1.68	NT
	Eucalyptus nicholii														
	(Narrow leaved Black	Australian		Average					Late			3rd Party			NT, Deadwood, Mi
16	Peppermint)	native	Good	to Poor	13.4	12	0.72	0.81	mature	Short	Moderate	Tree	8.64	3.03	trunk Decay
	Cupressus macrocarpa														
17	(Monterey Cypress)	Introduced	Good	Average	6	8	0.37	0.37	Mature	Medium	Moderate	Moderate	4.44	2.18	TGx2, Pl clearance
	Cupressus macrocarpa														
18	(Monterey Cypress)	Introduced	Good	Average	8	8	0.54	0.67	Mature	Medium	Moderate	Moderate	6.48	2.8	
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### **Arborist Report (Bluegum, August 2021)**



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Tree	Botanical & common	Origin	Health	Structure	Height	Canopy spread	Total DBH	Diameter ground	Age	ULE	Amenity value	Retention value	TPZ	SRZ	Comments
#		Origin	Health	Structure	Height	spread	ры	grouna	Age	ULE	value	value	IFL	SKZ	Comments
19	Cupressus macrocarpa (Monterey Cypress)	Introduced	Good	Average	10	5	0.51	0.58	Mature	Medium	Moderate	High	6.12	2.63	
20	Cupressus macrocarpa	T. 1 1	6 1		12.4	7	0.42	0.40	M .	M. C	M 1 .	M 1 4	5.16	2.42	
20	(Monterey Cypress) Fraxinus angustifolia	Introduced	Good	Average Average	13.4	7	0.43	0.48	Mature	Medium	Moderate	Moderate	5.16	2.43	
21	(Desert Ash)	Introduced	Good	to Poor	10	6	0.37	0.43	Mature	Medium	Moderate	Low	4.44	2.32	Suppressed Form
22	Cupressus macrocarpa (Monterey Cypress)	Introduced	Good	Average	13.4	6	0.38	0.45	Mature	Medium	Moderate	Moderate	4.56	2.37	
	Thuja plicata CV			- J											
23	(Western Red Cedar)	Introduced	Good	Average	5.5	5	0.18	0.19	Mature	Medium	Moderate	Moderate	2.16	1.65	
24	Thuja plicata CV (Western Red Cedar)	Introduced	Good	Average	5	4	0.14	0.15	Mature	Medium	Moderate	Moderate	2	1.5	
25	Photinia x fraseri (Redtip Photinia)	Introduced	Good	Average	7	5	0.3	0.34	Mature	Medium	Moderate	Moderate	3.6	2.1	TGx20
26	Malus domestica (Apple)	Introduced	Good	Average	4	6	0.19	0.19	Matura	Medium	Low- Moderate	T	2.28	1.65	
20	Maius aomestica (Apple)	miroduced	Good	Average	4	0	0.19	0.19	Mature	Medium	Low-	Low	2.20	1.03	
27	Malus domestica (Apple)	Introduced	Good	Average	6.5	8	0.27	0.29	Mature	Medium	Moderate	Low	3.24	1.97	
28	Malus domestica (Apple)	Introduced	Good	Poor	3	4	0.15	0.23	Mature	Short	Low- Moderate	Low	2	1.79	
29	Malus domestica (Apple)	Introduced	Good	Poor	3	4	0.14	0.17	Mature	Short	Low- Moderate	Low	2	1.57	
27	Eucalyptus cosmophylla	Australian	Very	1001			0.11	0.17	Over-	SHOTE	Low-	2011		1.57	
30	(Gup Gum)	native	Poor	Remova1	3.2	4	0.36	0.05	mature	Removal	Moderate	Remove	4.32	1.5	
31	Eucalyptus cosmophylla (Gup Gum)	Australian native	Good	Average	3.1	4	0.22	0.26	Mature	Medium	Low- Moderate	Low	2.64	1.88	
	Eucalyptus cosmophylla	Australian				_				_					
32	(Gup Gum) Eucalyptus cosmophylla	native Australian	Good	Average	4.2	5	0.29	0.34	Mature Early	Long	Moderate	Moderate	3.48	2.1	
33	(Gup Gum)	native	Good	Average	3.2	3	0.2	0.17	mature	Medium	Moderate	Low	2.4	1.57	
24	Eucalyptus cosmophylla	Australian	C1	A	2	2	0.16	0.18	Early	Medium	Madami	T	2	1.61	
34	(Gup Gum) Eucalyptus cosmophylla	native Australian	Good	Average	3	3	0.16	0.18	mature Early	Medium	Moderate	Low	2	1.01	
35	(Gup Gum)	native	Good	Average	3	2.5	0.14	0.15	-	Medium	Moderate	Low	2	1.5	
26	Ulmus glabra CV				2.5		0.00	0.20			Low-		2.61		
36	(Golden Elm) Callistemon salignus	Introduced Australian	Good	Average	3.5	7	0.22	0.28	Mature Early	Medium	Moderate Low-	Moderate	2.64	1.94	
37	(White Bottlebrush)	native	Poor	Average	5.5	3	0.13	0.15	mature	Medium	Moderate	Low	2	1.5	
38	Laguneria patersonius (Norfolk Island Hibiscus)	Introduced	Good	Average	5.5	3	0.13	0.14	Early mature	Medium	Low- Moderate	Low	2	1.5	

28 | Page

490-500 Burwood Hwy, Vermont Sth 3133

## **Arborist Report (Bluegum, August 2021)**



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Tree #	Botanical & common names	Origin	Health	Structure	Height	Canopy spread	Total DBH	Diameter ground	Age	ULE	Amenity value	Retention value	TPZ	SRZ	Comments
		Origin	Health	Structure	Height	spread	DDII	ground	Early	CLL	Low-	varue	11 2	SILL	Comments
39	Laguneria patersonius (Norfolk Island Hibiscus)	Introduced	Good	Average	5.5	4	0.12	0.14	mature	Medium	Moderate	Low	2	1.5	
40	Laguneria patersonius (Norfolk Island Hibiscus)	Introduced	Good	Average	5	3	0.12	0.14	Early mature	Medium	Low- Moderate	Low	2	1.5	
10	Cotoneaster glaucophylla	Environmental	Good	Tiverage			0.12	0.11	Early	Median	Low-	2011		1.5	
41	(Cotoneaster)	weed	Good	Average	3.2	5	0.16	0.22	mature	Medium	Moderate	Low	2	1.75	
	Fraxinus angustifolia	Environmental							Early		Low-				TGx2, Ligustrum
42	(Desert Ash)	weed	Good	Average	5	4	0.17	0.19	mature	Medium	Moderate	Low	2.04	1.65	lucidum
43	Eucalyptus mannifera (Red Spotted Gum)	Australian native	Good	Average	15	14	0.91	0.98	Late mature	Short	Moderate	Low	10.92	3.28	Bifurcated main trunk, Lower trunk Decay, Hedera sp. on lower trunk
l	Hakea salicifolia	Environmental		_	_	_			Late		Low-	_			TGx3, Hedera sp. on
44	(Willow leaved Hakea)	weed	Good	Poor	5	5	0.21	0.23	mature	Short	Moderate	Low	2.52	1.79	lower trunk
45	Callistemon salignus (White Bottlebrush)	Australian native	Good	Average	5	4	0.16	0.17	Mature	Medium	Low- Moderate	Low	2	1.57	Hedera sp. on lower trunk
	Melaleuca nesophylla	Australian		_							Low-				TGx2, Hedera sp. on
46	(Pink Melaleuca)	native	Good	Poor	4.5	5	0.2	0.25	Mature	Short	Moderate	Low	2.4	1.85	lower trunk
47	Eucalyptus botryoides (Mahogany Gum)	Australian native	Good	Average	18.2	16	0.76	0.85	Matura	Medium	Moderate	Moderate	9.12	3.09	Deadwood, Lower trunk Decay
4/		Australian	Good	Average	10.2	10	0.70	0.63	Maune	Medium	Moderate	Moderate	9.12	3.09	u uuk Decay
40	Corymbia maculata (Spotted Gum)	native	Good	A	12	10	0.34	0.41	M	Medium	Moderate	Moderate	4.08	2.28	
48	· · · · · · · · · · · · · · · · · · ·		Good	Average	12	10	0.34	0.41	Mature	Medium	Moderate	Moderate	4.08	2.28	
40	Corymbia maculata	Australian			10.4			0.60			***		7.0	2.01	
49	(Spotted Gum)	native	Good	Good	18.4	16	0.6	0.68	Mature	Long	High	High	7.2	2.81	
	Eucalyptus mannifera	Australian	Average						Late			_			Asymmetrical Form,
50	(Red Spotted Gum)	native	to Poor	Average	11	9	0.44	0.53	mature	Medium	Moderate	Low	5.28	2.53	Sparse canopy
51	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	16.2	14	0.57	0.65	Matura	Medium	High	High	6.84	2.76	
- 51	Eucalyptus melliodora	Locally	Good	Good	10.2	17	0.57	0.05	Mattic	Wicdidili	IIIgii	Ingn	0.01	2.70	
52	(Yellow Box)		Good	Average	16.4	11	0.57	0.65	Motoro	Medium	High	High	6.84	2.76	Mid-trunk Decay
32		occurring	Good	Average	10.4	11	0.57	0.03	Maune	Medium		rugn	0.64	2.70	Mid-trunk Decay
53	Callistemon salignus (White Bottlebrush)	Australian	A	Dear	3.1	4	0.21	0.25	Mature	C'h art	Low- Moderate	Low	2.52	1.85	
33	,	native	Average	Poor	3.1	4	0.21	0.23	Manure	Short		Low	2.32	1.83	II
E 4	Eucalyptus goniocalyx	Locally	c 1	Average	12	,	0.25	0.31	M.,	M	Low-		2	2.02	Upper trunk Decay,
54	(Long leaved Box)	occurring	Good	to Poor	12	6	0.25	0.31	Mature	Medium	Moderate	Low	3	2.02	Asymmetrical Form
	Eucalyptus spathulata	Australian		Average							Low-	_		2.00	Moderate trunk lean, Lower trunk Decay,
55	(Swamp Mallet)	native	Good	to Poor	14	14	0.53	0.61	Mature	Medium	Moderate	Low	6.36	2.69	Asymmetrical Form
56	Eucalyptus goniocalyx (Long leaved Box)	Locally occurring	Good	Good	14	5	0.24	0.29	Mature	Medium	Low- Moderate	Moderate	2.88	1.97	

29 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



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Tree #	Botanical & common	Origin	Health	Structure	Height	Canopy spread	Total DBH	Diameter ground	Age	ULE	Amenity value	Retention value	TPZ	SR7	Comments
#			Health	Structure	Height	spread	ры	ground	Age	ULE	value	value	IFL	SKZ	Comments
57	Eucalyptus camaldulensis (River Red Gum)	Locally occurring	Good	Average	13	10	0.46	0.52	Mature	Long	Moderate	Moderate	5.52	2.51	Asymmetrical Form
58	Eucaylyptus cladocalyx 'Nana' (Dwarf Sugar Gum)	Locally occurring	Good	Poor	12	14	0.52	0.58	Mature	Medium	Moderate	Low	6.24	2.63	Lower & Mid-trunk Decay
	Eucalyptus botryoides	Australian							Early						
59	(Mahogany Gum)	native	Good	Average	13	8	0.31	0.36	mature	Medium	Moderate	Low	3.72	2.15	
	Melaleuca nesophylla	Australian							Late		Low-				
60	(Pink Melaleuca)	native	Poor	Poor	5.2	4	0.16	0.15	mature	Short	Moderate	Low	2	1.5	
	Eucalyptus spathulata	Australian					0.20	0.11			Low-				
61	(Swamp Mallet)	native	Good	Poor	10	7	0.26	0.29	Mature	Medium	Moderate	Low	3.12	1.97	
	Corvmbia citriodora	Australian	0000	1001		•	0.20	0.27	Early	1,10010111	Low-	2011	5.12	2.27	Moderate trunk lean.
62	(Lemon Scented Gum)	native	Average	Average	9	6	0.19	0.22	mature	Medium	Moderate	Low	2.28	1.75	Suppressed Form
02	Corymbia citriodora	Australian	Average	Average			0.15	0.22	Early	Medium	Moderate	Low	2.20	1.75	Suppressed Form
63	(Lemon Scented Gum)	native	Good	Good	7	4	0.12	0.14	mature	Long	Minimal	Low	2	1.5	Suppressed Form
03	Eucalyptus goniocalyx	Locally	Good	Average	,	-	0.12	0.14	шаше	Long	Low-	Low	2	1.3	Hedera sp. on lower
64	(Long leaved Box)	occurring	Good	to Poor	13	8	0.37	0.45	Mature	Short	Moderate	Low	4.44	2.37	& middle trunk
04	(Long Teavea Box)	occurring	Good	10 P001	15	٥	0.57	0.43	Maune	SHOIL	Moderate	Low	4.44	2.31	
65	Fraxinus angustifolia (Desert Ash)	Environmental weed	Average	Poor	10	8	0.3	0.36	Early mature	Medium	Low- Moderate	Low	3.6	2.15	Suppressed Form, Hedera sp. on lower trunk
	Corymbia citriodora	Australian							Early						
66	(Lemon Scented Gum)	native	Good	Good	14	8	0.28	0.35	mature	Medium	Moderate	Moderate	3.36	2.13	
67	Eucaylyptus cladocalyx 'Nana' (Dwarf Sugar Gum)	Australian native	Good	Good	12.5	13	0.45	0.52		Medium	Moderate	High	5.4	2.51	
	Eucalyptus leucoxylon	Australian							Early						
68	(Yellow Gum)	native	Average	Good	12	6	0.25	0.31	mature	Medium	Moderate	Moderate	3	2.02	
	Corymbia citriodora	Australian							Early						
69	(Lemon Scented Gum)	native	Good	Good	8	4	0.15	0.18	mature	Long	Moderate	Moderate	2	1.61	
	Corymbia citriodora	Australian													
70	(Lemon Scented Gum)	native	Good	Good	14	11	0.42	0.49	Mature	Long	Moderate	High	5.04	2.45	
71	Hakea salicifolia (Willow leaved Hakea)	Environmental weed	Good	Good	5	5	0.19	0.23	Early	Medium	Low- Moderate	Low	2.28	1.79	
, 1	Hakea salicifolia	Environmental	5000	5000			0.17	0.23	mume	1/10mmil	Low-	2011	2.20	1.75	Hedera sp. on lower
72	(Willow leaved Hakea)	weed	Good	Average	5	6	0.25	0.29	Mature	Medium	Moderate	Low	3	1.97	trunk
12	Eucalyptus leucoxylon	Australian	Jood	Average	,	0	0.23	0.29	-viaini C	Mediuili	Moderate	Low	,	1.91	Hedera sp. on lower
73	(Yellow Gum)	native	Average	Good	8	6	0.33	0.39	Mature	Medium	Moderate	Moderate	3.96	2.23	trink
13	Eucalyptus cinerea	Australian	Avelage	Good	0	U	0.33	0.39	Over-	Medium	Moderate	Moderate	3.90	2.23	ti talk.
74	Lucatyptus cinerea (Argyle Apple)	native	Dead	Poor	7	5	0.66	0.73	mature	Removal	Minimal	Remove	7.92	2.9	

30 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



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Tree	Botanical & common					Canopy	Total	Diameter			Amenity	Retention			
#	names	Origin	Health	Structure	Height	spread	DBH	ground	Age	ULE	value	value	TPZ	SRZ	Comments
75	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Poor	12	7	0.61	0.71	Mature	Short	Moderate	Low	7.32	2.87	Lower trunk Decay, Lopped at 10m
	Eucalyptus botryoides	Australian													
76	(Mahogany Gum)	native	Good	Average	17	10	0.4	0.48	Mature	Medium	Moderate	Moderate	4.8	2.43	Lower trunk Decay
77	Corymbia citriodora (Lemon Scented Gum)	Australian native	Dead	Poor	11	8	0.24	0.28	Over- mature	Removal	Minimal	Remove	2.88	1.94	
78	Corymbia maculata (Spotted Gum)	Australian native	Good	Good	17	12	0.56	0.65	Mature	Medium	High	High	6.72	2.76	
79	Eucalyptus viminalis (Manna Gum)	Locally occurring	Very Poor	Very Poor	17	10	0.62	0.71	Over- mature	Removal	Moderate	Remove	7.44	2.87	
80	Eucalyptus spathulata (Swamp Mallet)	Australian native	Good	Good	7	10	0.25	0.29	Mature	Medium	Moderate	Moderate	3	1.97	
81	Eucalyptus goniocalyx (Long leaved Box)	Locally occurring	Good	Average to Poor	14	8	0.48	0.56	Mature	Medium	Moderate	Low	5.76	2.59	Moderate trunk lean, Mid-trunk Decay, Suppressed Form
82	Eucalyptus camaldulensis (River Red Gum)	Locally occurring	Average	Very Poor	14	5	0.71	0.86	Late mature	Removal	Low- Moderate	Remove	8.52	3.11	Lopped at 6m, epicormic regrowth
83	Eucalyptus botryoides (Mahogany Gum)	Australian native	Good	Good	20	12	0.6	0.72	Mature	Medium	High	High	7.2	2.88	,
84	Eucalyptus goniocalyx (Long leaved Box)	Locally occurring	Poor	Poor	6.5	7	0.29	0.35	Mature	Short	Low- Moderate	Low	3.48	2.13	
85	Pittosporum undulatum (Sweet Pittosporum)	Environmental weed	Good	Average	7	6	0.3	0.36	Mature	Medium	Low- Moderate	Low	3.6	2.15	
86	Eucalyptus spathulata (Swamp Mallet)	Australian native	Good	Poor	15	10	0.56	0.6	Mature	Medium	Low- Moderate	Low	6.72	2.67	Mid-trunk Decay
87	Eucalyptus melliodora (Yellow Box)	Locally occurring	Good	Average	18	12	0.42	0.51	Mature	Medium	High	High	5.04	2.49	
88	Eucalyptus botryoides (Mahogany Gum)	Australian native	Good	Average	17	13	0.45	0.51	Mature	Medium	Moderate	Moderate	5.4	2.49	
89	Corymbia ficifolia (Red flowering Gum)	Australian native	Poor	Poor	4.5	4	0.19	0.23	Late mature	Short	Low- Moderate		2.28	1.79	
90	Eucalyptus botryoides (Mahogany Gum)	Australian native	Average	Average	12		0.37	0.45	Mature	Medium	Moderate	Moderate	4.44	2.37	Mid-trunk Decay
91	Eucalyptus botryoides (Mahogany Gum)	Australian native	Good	Average to Poor	20	18	0.67	0.76	Late mature	Short	Moderate		8.04	2.95	Deadwood, Previous branch failure
92	Eucalyptus spathulata (Swamp Mallet)	Australian native	Poor	Poor	5	4	0.26	0.36	Mature	Short	Low- Moderate	Low	3.12	2.15	
93	Eucalyptus botryoides (Mahogany Gum)	Australian native	Average	Poor	13	12	0.56	0.62	Mature	Short	Moderate	Low	6.72	2.71	Multistemmed, Lost leader

31 | Page

490-500 Burwood Hwy, Vermont Sth 3133

## **Arborist Report (Bluegum, August 2021)**



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Tree	Botanical & common					Canopy	Total	Diameter			Amenity	Retention			
#	names	Origin	Health	Structure	Height	spread	DBH	ground	Age	ULE	value	value	TPZ	SRZ	Comments
94	Melaleuca quinquenervia (Broad Leaf Paperbark)	Australian native	Good	Average	9	6	0.29	0.34	Mature	Medium	Moderate	Moderate	3.48	2.1	
95	Grevillea robusta (Silkv Oak)	Australian native	Good	Average to Poor	13	11	0.27	0.34	Mature	Short	Moderate	Low	3.24	2.1	
96	Corymbia maculata (Spotted Gum)	Australian native	Good	Good	15	12	0.4	0.48	Mature	Medium	Moderate	High	4.8	2.43	
	Eucalyptus camaldulensis	Locally										ŭ			
97	(River Red Gum) Eucalyptus camaldulensis	occurring Locally	Good	Good	14	10	0.47	0.56	Mature		Moderate		5.64	2.59	
98	(River Red Gum)	occurring	Good	Good	12	10	0.27	0.35	Mature	Long	Moderate	Moderate	3.24	2.13	
99	Eucalyptus botryoides (Mahogany Gum)	Australian native	Dead	Removal	18	8	0.45	0.48	Over- mature	Removal	Minimal	Remove	5.4	2.43	
100	Corymbia maculata (Spotted Gum)	Australian native	Good	Good	15	12	0.41	0.48	Mature	Long	Moderate	Moderate	4.92	2.43	Asymmetrical Form
101	Eucalyptus botryoides (Mahogany Gum)	Australian native	Good	Average	17.5	6	0.2	0.26			Moderate	Moderate	2.4	1.88	
102	Eucalyptus cinerea (Argyle Apple)	Australian native	Good	Average	15	12	0.47			Medium	Moderate		5.64	2.55	
	Corymbia maculata	Australian		ŭ											
103	(Spotted Gum)	native	Good	Good	18	10	0.29	0.35	Mature	Medium	Moderate	High	3.48	2.13	
104	Corymbia maculata	Australian		6 1	17		0.05	0.21	3.6		36.1	TT: 4	2	2.02	
104	(Spotted Gum)	native	Good	Good	17	8	0.25	0.31		Medium	Moderate	High	3	2.02	
105	Eucalyptus botryoides (Mahogany Gum)	Australian native	Good	Average to Poor	19	16	0.61	0.75	Late mature	Short	Moderate	Low	7.32	2.93	Mid-trunk Decay
106	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	15	8	0.44	0.53	Mature	Medium	Moderate	High	5.28	2.53	
107	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	16	8	0.36	0.45	Mature	Medium	Moderate	High	4.32	2.37	
108	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	12	8	0.37	0.45		Medium	Moderate		4.44	2.37	
109	Eucalyptus viminalis (Manna Gum)	Locally	Good	Average	19	12	0.75				Moderate	Ŭ	9	3.12	Deadwood, Mid-trunk Decay
	Eucalyptus botryoides	Australian													Decay
110	(Mahogany Gum)	native	Good	Average	17	9	0.48	0.58	Mature	Medium	Moderate	High	5.76	2.63	
111	Eucalyptus mannifera (Red Spotted Gum)	Australian native	Good	Good	15	16	0.76	0.85	Mature	Medium	High	High	9.12	3.09	
112	Callistemon citrinus (Crimson Bottlebrush)	Australian native	Good	Good	4	6	0.18	0.21	Mature	Medium	Moderate	Low	2.16	1.72	TGx4, Arbutus unedo, Eucalyptus leucoxylon
113	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Good	12	11	0.53	0.61	Mature	Medium	High	High	6.36	2.69	
2	2 I Dago			400	. O O D		1 77	77.77			1 2 2	-		* 7	09/21

32 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



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Tree	Botanical & common	0	TT 1/1	C.	TT : 1.	Canopy	Total	Diameter		T. T.	Amenity	Retention	TDZ	cp.z	G .
#	names	Origin	Health	Structure	Height	spread	DBH	ground	Age	ULE	value	value	TPZ	SRZ	Comments
114	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	13.8	16	0.66	0.76	Mature	Medium	High	High	7.92	2.95	
	Eucaylyptus cladocalyx										8				
	'Nana'	Australian													
115	(Dwarf Sugar Gum)	native	Good	Average	9	12	0.48	0.57	Mature	Medium	Moderate	Moderate	5.76	2.61	Lower trunk Decay
	Cotoneaster glaucophylla	Environmental									Low-				
116	(Cotoneaster)	weed	Good	Average	7	8	0.3	0.47	Mature	Medium	Moderate	Low	3.6	2.41	
	Eucalyptus leucoxylon	Australian		Average											
117	(Yellow Gum)	native	Good	to Poor	8	10	0.27	0.35	Mature	Medium	Moderate	Moderate	3.24	2.13	
	Eucaylyptus cladocalyx 'Nana'	A1:							T -4-						
118	(Dwarf Sugar Gum)	Australian native	Poor	Poor	7	11	0.52	0.56	Late mature	Short	Moderate	Low	6.24	2.59	
110	Eucalyptus ovata (Swamp	Locally	FOOI	FOOI	,	- 11	0.52	0.50	Early	SHOIT	Low-	Low	0.24	2.39	
119	Gum)	occurring	Good	Average	7	4	0.14	0.16	mature	Short	Moderate	Low	2	1.53	TGx3
	Melaleuca quinquenervia	Australian													
120	(Broad Leaf Paperbark)	native	Good	Good	7	6	0.21	0.26	Mature	Long	Moderate	Moderate	2.52	1.88	
	Melaleuca quinquenervia	Australian													
121	(Broad Leaf Paperbark)	native	Good	Average	7	6	0.24	0.29	Mature	Long	Moderate	Moderate	2.88	1.97	Suppressed Form
	Eucalyptus globulus	Australian													
122	(Southern Blue Gum)	native	Good	Average	14.5	16	1.05	1.15	Mature	Medium	Moderate	Moderate	12.6	3.51	
	Eucalyptus botryoides	Australian													
123	(Mahogany Gum)	native	Good	Average	14	10	0.45	0.56	Mature	Medium	Moderate	Moderate	5.4	2.59	
124	Eucalyptus spathulata	Australian	C1	A	12	10	0.47	0.56	M-+	M-4:	M-1	M-1	5.64	2.59	
124	(Swamp Mallet) Eucalyptus melliodora	native Locally	Good	Average Average	13	10	0.47	0.36	Mature	Medium	Moderate	Moderate	3.04	2.39	Moderate trunk lean.
125	(Yellow Box)	occurring	Good	to Poor	10	6	0.29	0.35	Mature	Medium	Moderate	Low	3.48	2.13	Suppressed Form
123	Eucalyptus goniocalyx	Locally	Good	Average	10		0.23	0.55	Early	Mediani	Moderate	Low	5.40	2.13	Moderate trunk lean.
126	(Long leaved Box)	occurring	Good	to Poor	8	6	0.17	0.19	mature	Medium	Moderate	Low	2.04	1.65	Suppressed Form
	Eucalyptus spathulata	Australian													Moderate trunk lean,
127	(Swamp Mallet)	native	Good	Poor	10	8	0.2	0.26	Mature	Medium	Moderate	Low	2.4	1.88	Suppressed Form
	Acacia bailyana	Environmental							Early		Low-				
128	(Cootamundra Wattle)	weed	Good	Good	7	5	0.15	0.17	mature	Medium	Moderate	Low	2	1.57	
	Casuarina														
4.00	Cunninghamiana	Australian					0.45	0.55	Early		Low-		2.6		
129	(River Sheoak)	native	Good	Good	13	4	0.18	0.22	mature	Medium	Moderate	Low	2.16	1.75	Madamia taudala
130	Eucalyptus camaldulensis (River Red Gum)	Locally	Average to Poor	Average to Poor	7	6	0.18	0.23	Early	Long	Low- Moderate	Low	2.16	1.79	Moderate trunk lean, Suppressed Form
130	Eucalyptus spathulata	occurring Australian	to Poof	10 P001	/	0	0.18	0.23	mature	Long	Moderate	LOW	2.10	1./9	Suppressed Form
131	(Swamp Mallet)	native	Good	Average	12	14	0.58	0.62	Mature	Medium	Moderate	Moderate	6.96	2.71	
151	(Smalle Maine)	IIIII VC	3000	21verage	12	17	0.56	0.02	Manne	Medium	1,10derate	1,10dclate	0.70	2.71	

33 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Bumley) BA, BSW) Consultant Arborist 0425 879 811 arboristreports@gmail.com

Tree	Botanical & common					Canopy	Total	Diameter			Amenity	Retention			
	names	Origin	Health	Structure	Height	spread	DBH	ground	Age	ULE	value	value	TPZ	SRZ	Comments
	Eucalyptus camaldulensis	Locally	c 1		17	10	0.63	0.75	3.6.		M. 1	TT: 1	7.56	2.02	
	(River Red Gum)	occurring	Good	Average	17	12	0.63	0.75	Mature	Long	Moderate	High	7.56	2.93	
	Melaleuca armilaris (Honey Bracelet Myrtle)	Australian native	Good	A	6	4	0.14	0.19	Early mature	Medium	Low- Moderate	Low	2	1.65	
	Eucalyptus botryoides	Australian	Good	Average	0	4	0.14	0.19	Early	Medium	Low-	Low	2	1.03	Moderate trunk lean.
	(Mahogany Gum)	native	Average	Average	12	6	0.23	0.25	mature	Medium	Moderate	Low	2.76	1.85	Suppressed Form
154	(Manoguny Gum)	nauve	Avciage	Average	12		0.23	0.23	mature	Medium	Moderate	Low	2.70	1.05	Lower & upper trunk
	Eucalyptus melliodora	Locally		Average											decay, partially
	(Yellow Box)	occurring	Good	to Poor	18	16	0.96	1.1	Mature	Medium	Moderate	Moderate	11.52	3.44	lopped at 12m
	Eucalyptus melliodora	Locally							Early						••
136	(Yellow Box)	occurring	Good	Good	8	2	0.12	0.13	mature	Long	Minimal	Moderate	2	1.5	
	Corymbia maculata	Australian							Early						
137	(Spotted Gum)	native	Good	Good	11	7	0.25	0.28	mature	Medium	Moderate	Moderate	3	1.94	
	Eucalyptus spathulata	Australian							Early						
	(Swamp Mallet)	native	Good	Good	11	6	0.22	0.25	mature	Medium	Moderate	Moderate	2.64	1.85	
	Eucalyptus spathulata	Australian		_								_			Bifurcated main
	(Swamp Mallet)	native	Good	Poor	6	6	0.28	0.32	Mature	Short	Moderate	Low	3.36	2.05	trunk, Included bark
	Eucalyptus botryoides	Australian	_	_	_				Early			_			
	(Mahogany Gum)	native	Poor	Poor	7	4	0.17	0.2	mature	Short	Moderate	Low	2.04	1.68	
	Pittosporum undulatum	Environmental			_	,		0.00	Early				2.4	1.70	
	(Sweet Pittosporum)	weed	Good	Poor	5	6	0.2	0.23	mature	Medium	Moderate	Low	2.4	1.79	
	Banksia ericafolia	Australian		c 1	-	_	0.22	0.25	M.	3.6.10		36.1	2.76	1.05	
	(Heath Banksia) Cotoneaster glaucophylla	native Environmental	Good	Good	5	5	0.23	0.25	Mature	Medium	Moderate	Moderate	2.76	1.85	
	(Cotoneaster)	weed	Good	Average	5	6	0.3	0.36	Mature	Medium	Moderate	Low	3.6	2.15	
	Ligustrum lucidum	Environmental	Good	Average	3	U	0.5	0.30	Early	Medium	Moderate	Low	3.0	2.13	
	(Privott)	weed	Good	Average	5.5	4	0.25	0.29	mature	Medium	Moderate	Low	3	1.97	
	Acacia floribunda	Australian	Good	riverage	5.5		0.25	0.25	Early	Mediani	Moderate	2011		1.57	
	(Gossamer Wattle)	native	Good	Average	4	3	0.15	0.17	mature	Medium	Moderate	Low	2	1.57	
	Hakea salicifolia	Environmental							Early						Hedera sp. on lower
	(Willow leaved Hakea)	weed	Good	Poor	9	6	0.23	2.26	mature	Medium	Moderate	Low	2.76	4.66	trunk
	Hakea salicifolia	Environmental		Average					Early						
147	(Willow leaved Hakea)	weed	Good	to Poor	8	4	0.21	0.23	mature	Medium	Moderate	Low	2.52	1.79	
	Hakea salicifolia (Willow	Environmental		Average											
	leaved Hakea)	weed	Good	to Poor	7	6	0.32	0.35	Mature	Medium	Moderate	Low	3.84	2.13	
	Hakea salicifolia	Environmental													
	(Willow leaved Hakea)	weed	Good	Poor	8	6	0.3	0.35	Mature	Short	Moderate	Low	3.6	2.13	
	Alnus glutinosa			_								_			Hedera sp. on lower
150	(Common Alder)	Introduced	Good	Poor	12	10	0.45	0.52	Mature	Short	Moderate	Low	5.4	2.51	trunk

34 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Bumley) BA, BSW) Consultant Arborist 0425 879 811 arboristreports@gmail.com

Realize   Real															3	
151	Tree #		Origin	Health	Structure	Height				Age	ULE			TPZ	SRZ	Comments
	151		Introduced	Good	Poor	13	10	0.44	0.53	Mature	Short	Moderate	Low	5.28	2.53	
153   Desert Ash   weed   Good   Good   8   8   0.32   0.36   Mature   Medium   Moderate   Low   3.64   2.15	152			Good	Good	9.4	12	0.48	0.56	Mature	Medium	Moderate	Low	5.76	2.59	
15	153	3 2		Good	Good	8	8	0.32	0.36	Mature	Medium	Moderate	Low	3.84	2.15	
Discription	154			Good	Good	8	8	0.3	0.36	Mature	Medium	Moderate	Low	3.6	2.15	
Introduced   Good   G	155	Quercus palustris	Introduced		Good				0.36	Early		Moderate	Moderate			
157   Ornamental Pear   Introduced   Good   Good   Good   S   S   0.24   O.3   Mature   Medium   Moderate   Moderate   Moderate   Moderate   2.88   2	156		Introduced	Good	Good	10	10	0.4	0.47	Mature	Medium	Moderate	Moderate	4.8	2.41	
18	157	· ·	Introduced	Good	Good	7	6	0.26	0.32	Mature	Medium	Moderate	Moderate	3.12	2.05	
The following properties of the properties of	158		Introduced	Good	Good	8	5	0.24	0.3	Mature	Medium	Moderate	Moderate	2.88	2	
The content of the	159		Introduced	Good	Good	9	7	0.35	0.41	Mature	Medium	Moderate	Moderate	4.2	2.28	
Introduced to Poor Average   S   5   0.21   0.25   Mature   Medium   Moderate   Low   2.52   1.85   20% dieback	160		Introduced	Good	Good	11	6	0.31	0.4	Mature	Medium	Moderate	Moderate	3.72	2.25	
162   Jacaranda   Introduced   to Poor   Poor   Poor   S   4   0.12   0.16   mature   Short   Minimal   Low   2   1.53     163   Prunus avium (Cherry)   Introduced   Good   Go	161		Introduced		Average	8	5	0.21	0.25	Mature	Medium	Moderate	Low	2.52	1.85	20% dieback
Jacaranda mimosifolia 164 (Jacaranda) Introduced Average Average 8 4 0.14 0.16 mature Medium Minimal Low 2 1.53  Jacaranda mimosifolia 165 (Jacaranda) Introduced Good Average 8 6 0.25 0.31 Mature Medium Moderate Moderate 3 2.02  Gleditsia tricanthos CV 166 (Honey locust) Introduced Good Good 8 5 0.2 0.25 Mature Medium Moderate Moderate 2.4 1.85  Gleditsia tricanthos CV 167 (Honey locust) Introduced Good Good 7 5 0.16 0.21 Mature Medium Moderate Moderate 2 1.72  Gleditsia tricanthos CV 168 (Honey locust) Introduced Good Poor 8 7 0.27 0.34 Mature Medium Moderate Low 3.24 2.1 trunk, Included bark  Gleditsia tricanthos CV 169 (Honey locust) Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay  Gleditsia tricanthos CV  Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay  Gleditsia tricanthos CV  Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay	162	2	Introduced		Poor	5	4	0.12	0.16	2	Short	Minimal	Low	2	1.53	
164 (Jacaranda) Introduced Average Average 8 4 0.14 0.16 mature Medium Minimal Low 2 1.53  Jacaranda mimosifolia 165 (Jacaranda) Introduced Good Average 8 6 0.25 0.31 Mature Medium Moderate Moderate 3 2.02  Gleditsia tricanthos CV 166 (Honey locust) Introduced Good Good 8 5 0.2 0.25 Mature Medium Moderate Moderate 2.4 1.85  Gleditsia tricanthos CV 167 (Honey locust) Introduced Good Good 7 5 0.16 0.21 Mature Medium Moderate Moderate 2 1.72  Gleditsia tricanthos CV 168 (Honey locust) Introduced Good Poor 8 7 0.27 0.34 Mature Medium Moderate Low 3.24 2.1 trunk, Included bark  Gleditsia tricanthos CV 169 (Honey locust) Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay  Gleditsia tricanthos CV 169 (Honey locust) Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay  Gleditsia tricanthos CV 169 (Honey locust) Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay	163		Introduced	Good	Good	6	10	0.4	0.46		Medium	Moderate	Moderate	4.8	2.39	
Introduced   Good   Average   8   6   0.25   0.31   Mature   Medium   Moderate   Moderate   3   2.02	164	(Jacaranda)	Introduced	Average	Average	8	4	0.14	0.16		Medium	Minimal	Low	2	1.53	
Introduced   Good   Good   South   South   South   Gleditsia tricanthos CV   Introduced   Good   Good   Good   South   South   Gleditsia tricanthos CV   Introduced   Good   Go	165	(Jacaranda)	Introduced	Good	Average	8	6	0.25	0.31	Mature	Medium	Moderate	Moderate	3	2.02	
167 (Honey locust)   Introduced   Good   Good   Good   7   5   0.16   0.21   Mature   Medium   Moderate   Moderate   2   1.72   Bifurcated main	166	(Honey locust)	Introduced	Good	Good	8	5	0.2	0.25	Mature	Medium	Moderate	Moderate	2.4	1.85	
168 (Honey locust) Introduced Good Poor 8 7 0.27 0.34 Mature Medium Moderate Low 3.24 2.1 trunk, Included bark  Gleditsia tricanthos CV 169 (Honey locust) Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay  Gleditsia tricanthos CV  Early Low-	167	(Honey locust)	Introduced	Good	Good	7	5	0.16	0.21	Mature	Medium	Moderate	Moderate	2	1.72	
169 (Honey locust) Introduced Good Poor 8 6 0.24 0.34 Mature Medium Moderate Low 2.88 2.1 Upper trunk Decay Gleditsia tricanthos CV Early Low-	168	(Honey locust)	Introduced	Good	Poor	8	7	0.27	0.34	Mature	Medium	Moderate	Low	3.24	2.1	
<b>,</b>	169	(Honey locust)	Introduced	Good	Poor	8	6	0.24	0.34		Medium	Moderate	Low	2.88	2.1	Upper trunk Decay
	170		Introduced	Good	Good	6	5	0.18	0.24		Medium		Moderate	2.16	1.82	

35 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



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Tree #	Botanical & common	Origin	Health	Structure	Height	Canopy spread	Total DBH	Diameter ground	Age	ULE	Amenity value	Retention value	TPZ	SRZ	Comments
"	Gleditsia tricanthos CV	Origin						ů	Ĭ	CLL	Low-				Comments
171	(Honey locust)	Introduced	Average	Poor	8	6	0.22	0.35	Mature	Short	Moderate	Low	2.64	2.13	
172	Fraxinus angustifolia (Desert Ash)	Environmental weed	Good	Poor	6	5	0.16	0.2	Early mature	Medium	Low- Moderate	Low	2	1.68	
1/2	Hakea salicifolia	Environmental	Good	1001		,	0.10	0.2	mature	Wicdidiii	Moderate	Low		1.00	
173	(Willow leaved Hakea)	weed	Good	Good	7	5	0.21	0.28	Mature	Medium	Moderate	Low	2.52	1.94	
	Leptospernum patersonii	Australian													
174	(Lemon scented Tea Tree)	native	Good	Good	7	6	0.2	0.26	Mature	Medium	Moderate	Low	2.4	1.88	
175	Callistemon citrinus (Crimson Bottlebrush)	Australian native	Good	Poor	7	5	0.18	0.22	Matura	Medium	Moderate	Low	2.16	1.75	Leader has failed
1/3	Eucalyptus mannifera	Australian	Average	FOOI			0.10	0.22	Mature	Medium	Moderate	Low	2.10	1.73	Leader has failed
176	(Red Spotted Gum)	native	to Poor	Average	10	9	0.37	0.45	Mature	Short	Moderate	Low	4.44	2.37	40% dieback
	Eucalyptus mannifera	Australian							Over-						
177	(Red Spotted Gum)	native	Dead	Removal	12	10	0.45	0.53	mature	Removal	Moderate	Remove	5.4	2.53	
178	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Good	15	14	0.59	0.60	M	Medium	M- 1	TT: _t.	7.08	2.81	
1/8	Corymbia maculata	Australian	Good	Good	13	14	0.39	0.68	Mature	Medium	Moderate	riign	7.08	2.81	
179	(Spotted Gum)	native	Good	Good	14	12	0.43	0.52	Mature	Medium	Moderate	High	5.16	2.51	
	Eucalyptus leucoxylon	Australian										U			
180	(Yellow Gum)	native	Good	Good	14	14	0.51	0.59	Mature	Medium	Moderate	High	6.12	2.65	
101	Eucalyptus sideroxylon	Australian			140	10	0.65	0.76				***	7.0	2.05	
181	(Red Ironbark) Eucalyptus sideroxylon	native Australian	Good	Good	14.2	12	0.65	0.76	Mature	Medium	Moderate	High	7.8	2.95	
182	(Red Ironbark)	native	Good	Poor	13	5	0.78	0.87	Mature	Short	Moderate	Low	9.36	3.12	Lopped at 6m
183	Eucalyptus saligna (Sydney Blue Gum)	Australian native	Good	Good	18	14	0.69	0.78			High	High	8.28	2.98	Hangers, Previous branch failure, Large lateral branch had failed in recent storms
	Corymbia maculata	Australian													
184	(Spotted Gum)	native Australian	Good	Good	16	10	0.5	0.58	Mature	Medium	High	High	6	2.63	
185	Corymbia maculata (Spotted Gum)	native	Good	Good	18.8	12	0.47	0.56	Mature	Medium	High	High	5.64	2.59	
	Corymbia maculata	Australian	3000		20.0		0.17	3.50					5.51	2.07	
186	(Spotted Gum)	native	Good	Good	17	13	0.44	0.54	Mature	Medium	High	High	5.28	2.55	
187	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Average	7	6	0.16	0.19	Mature	Medium	Moderate	Moderate	2	1.65	
188	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Average	7	5	0.16	0.2	Mature	Medium	Moderate	Moderate	2	1.68	
189	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Average	5	8	0.22	0.26	Mature	Medium	Moderate	Moderate	2.64	1.88	Moderate trunk lean, Suppressed Form

36 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Bumley) BA, BSW) Consultant Arborist 0425 879 811 arboristreports@gmail.com

Tree #	Botanical & common	Origin	Health	Structure	Height	Canopy spread	Total DBH	Diameter ground	Age	ULE	Amenity value	Retention value	TPZ	SRZ	Comments
	Eucalyptus sideroxylon	Australian													
190	(Red Ironbark)	native	Good	Good	17	10	0.48	0.57	Mature	Medium	Moderate	High	5.76	2.61	
191	Eucalyptus melliodora (Yellow Box)	Locally	Good	Poor	10	7	0.41	0.5	Mature	Short	Moderate	T	4.92	2.47	Upper trunk Decay
191	Eucalyptus leucoxylon	occurring Australian	Good	P001	10	/	0.41	0.5	Mature	SHOIL	Moderate	Low	4.92	2.47	Opper trutik Decay
192	(Yellow Gum)	native	Good	Good	13	8	0.4	0.48	Mature	Medium	Moderate	Moderate	4.8	2.43	
	Eucalyptus sideroxylon	Australian													
193	(Red Ironbark)	native	Good	Good	18	10	0.44	0.51	Mature	Medium	Moderate	High	5.28	2.49	
	Eucalyptus sideroxylon	Australian		_								_	_		Bifurcated main
194	(Red Ironbark)	native	Good	Poor	16	8	0.5	0.58	Mature	Medium	Moderate	Low	6	2.63	trunk, Included bark
195	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Average	14	10	0.35	0.43	Mature	Medium	Moderate	Moderate	4.2	2.32	
175	Corymbia citriodora	Australian	Good	Average	17	10	0.55	0.75	Early	Wicdiani	Moderate	Woderate	7.2	2.32	
196	(Lemon Scented Gum)	native	Good	Good	6	3	0.12	0.15	,	Medium	Moderate	Moderate	2	1.5	TGx3
	Eucalyptus sideroxylon	Australian													
197	(Red Ironbark)	native	Good	Average	17	10	0.49	0.58	Mature	Medium	Moderate	High	5.88	2.63	
100	Eucalyptus sideroxylon	Australian			17	10	0.43	0.51		V C		TT: 1	5.16	2.40	
198	(Red Ironbark) Eucalyptus sideroxylon	native Australian	Good	Average	17	10	0.43	0.51	Mature	Medium	Moderate	High	5.16	2.49	
199	(Red Ironbark)	native	Good	Average	17	12	0.78	0.87	Mature	Medium	Moderate	High	9.36	3.12	
1//	Eucalyptus sideroxylon	Australian	Good	21veruge		12	0.70	0.07	Early	1/10010111	Moderate	mgn	7.50	5.12	
200	(Red Ironbark)	native	Good	Good	7	4	0.14	0.16	mature	Medium	Moderate	Moderate	2	1.53	
	Eucalyptus sideroxylon	Australian													
201	(Red Ironbark)	native	Good	Good	17	10	0.47	0.57		Medium	Moderate	High	5.64	2.61	
202	Eucalyptus camaldulensis	Locally		D	12	7	0.45	0.53	Late	C1	M 1 .		<i>5</i> 4	2.52	Maria I.D.
202	(River Red Gum) Eucalyptus sideroxylon	occurring Australian	Average	Poor	13	7	0.45	0.53	mature	Short	Moderate	Low	5.4	2.53	Mid-trunk Decay
203	(Red Ironbark)	native	Good	Average	17	8	0.35	0.43	Mature	Medium	Moderate	Moderate	4.2	2.32	
200	Eucalyptus sideroxylon	Australian	0000	11. eruge			0.22	0.15	212111112	1120010111	2/20 0024110	2720 0021110	1.2	2.52	
204	(Red Ironbark)	native	Good	Average	16	6	0.28	0.34	Mature	Medium	Moderate	Moderate	3.36	2.1	
	Eucalyptus sideroxylon	Australian													Moderate trunk lean,
205	(Red Ironbark)	native	Good	Average	12	8	0.27	0.34	Mature	Medium	Moderate	Moderate	3.24	2.1	Suppressed Form
206	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	A	15	10	0.37	0.46	Matur-	Medium	Madagata	III als	4.44	2.39	
200	Eucalyptus sideroxylon	native Australian	Good	Average	15	10	0.5/	0.46	Early	Medium	Moderate	High	4.44	2.39	
207	(Red Ironbark)	native	Good	Average	9	4	0.17	0.21		Medium	Moderate	Moderate	2.04	1.72	
	Eucalyptus sideroxylon	Australian													
208	(Red Ironbark)	native	Good	Good	15	8	0.32	0.38	Mature	Medium	Moderate	High	3.84	2.2	
	Eucalyptus sideroxylon	Australian													
209	(Red Ironbark)	native	Good	Good	18	8	0.33	0.41	Mature	Medium	Moderate	High	3.96	2.28	

37 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



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Tree #	Botanical & common names	Origin	Health	Structure	Height	Canopy spread	Total DBH	Diameter ground	Age	ULE	Amenity value	Retention value	TPZ	SRZ	Comments	
210	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	17	10	0.38	0.47	Mature	Medium	Moderate	High	4.56	2.41		
211	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Poor	13	6	0.24	0.28	Mature	Medium	Moderate	Low	2.88	1.94	Bifurcated main trunk, Included bark	
212	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	18	8	0.31	0.36	Mature	Medium	Moderate	High	3.72	2.15		
213	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Average	Average to Poor	12	6	0.26	0.32	Mature	Medium	Moderate	Low	3.12	2.05	Bifurcated main trunk, Included bark, 20% dieback	
214	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	18	8	0.31	0.34	Mature	Medium	Moderate	High	3.72	2.1		
215	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	16	9	0.43	0.55	Mature	Medium	Moderate	High	5.16	2.57		
216	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Average	11	6	0.21	0.27	Mature	Medium	Moderate	Moderate	2.52	1.91		
217	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Average	7	4	0.11	0.15	Early mature	Medium	Moderate	Moderate	2	1.5		
218	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Poor	Poor	6	3	0.1	0.15	Early mature	Short	Minimal	Low	2	1.5		
219	Angophora costata (Apple Myrtle)	Australian native	Good	Good	12	7	0.26	0.34	Mature	Medium	Moderate	High	3.12	2.1		
220	Melaleuca armilaris (Honey Bracelet Myrtle)	Australian native	Average	Average	7	7	0.12	0.16	Mature	Medium	Low- Moderate	Low	2	1.53		
221	Melaleuca armilaris (Honey Bracelet Myrtle)	Australian native	Average	Average	8	6	0.2	0.28	Mature	Medium	Low- Moderate	Low	2.4	1.94		
222	Eucalyptus viminalis (Manna Gum)	Locally occurring	Average	Poor	17	6	0.63	0.76	Late mature	Removal	Moderate	Low	7.56	2.95	Lower & mid trunk decay	
223	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Poor	12	7	0.24	0.28	Early mature	Medium	Low- Moderate	Low	2.88	1.94		
224	Angophora floribunda (Rough Barked Apple)	Australian native	Good	Good	13	12	0.64	0.72	Mature	Medium	Moderate	High	7.68	2.88		
225	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Average	15	7	0.32	0.38	Mature	Medium	Moderate	High	3.84	2.2		
226	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Average	8	8	0.18	0.25	Mature	Medium	Moderate	Moderate	2.16	1.85	Moderate trunk lean, Suppressed Form	
227	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Average	6	8	0.18	0.21	Mature	Medium	Moderate	Moderate	2.16	1.72	Moderate trunk lean, Suppressed Form	
228	Melaleuca armilaris (Honey Bracelet Myrtle)	Australian native	Average	Average	8	6	0.27	0.37	Mature	Medium	Moderate	Low	3.24	2.18		

38 | Page

490-500 Burwood Hwy, Vermont Sth 3133

### **Arborist Report (Bluegum, August 2021)**



#### Paul Jameson (Grad. Cert. Arb. (Melb) Ass. Dip. Hort. (Bumley) BA, BSW) Consultant Arborist 0425 879 811 arboristreports@gmail.com

Tree	Botanical & common					Canopy	Total	Diameter			Amenity	Retention			
#	names	Origin	Health	Structure	Height	spread	DBH	ground	Age	ULE	value	value	TPZ	SRZ	Comments
229	Eucalyptus leucoxylon (Yellow Gum)	Australian native	Good	Average	8	6	0.18	0.23	Early mature	Medium	Moderate	Moderate	2.16	1.79	
230	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	17	12	0.52	0.63	Mature	Medium	Moderate	High	6.24	2.73	
231	Angophora floribunda (Rough Barked Apple)	Australian native	Good	Average to Poor	5	4	0.16	0.18	Early mature	Medium	Moderate	Low	2	1.61	
232	Angophora floribunda (Rough Barked Apple)	Australian native	Good	Good	10	7	0.26	0.32	Mature	Medium	Moderate	Moderate	3.12	2.05	
233	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	15	10	0.33	0.41	Mature	Medium	Moderate	High	3.96	2.28	
234	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	7	5	0.17	0.19	Early mature	Medium	Moderate	Moderate	2.04	1.65	
235	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	16	8	0.42	0.52	Mature	Medium	Moderate	High	5.04	2.51	
236	Eucalyptus sideroxylon (Red Ironbark)	Australian native	Good	Good	17	8	0.35	0.44	Mature	Medium	Moderate	High	4.2	2.34	
237	Corymbia ficifolia (Red flowering Gum)	Australian native	Good	Average	6	7	0.2	0.21	Mature	Medium	Moderate	Low	2.4	1.72	
238	Melaleuca quinquenervia (Broad Leaf Paperbark)	Australian native	Good	Average	5	4	0.17	0.16	Mature	Medium	Moderate	Low	2.04	1.53	
239	Eucalyptus goniocalyx (Long leaved Box)	Locally occurring	Good	Poor	6	7	0.23	0.28	Mature	Medium	Moderate	Low	2.76	1.94	
240	Eucalyptus goniocalyx (Long leaved Box)	Locally occurring	Good	Poor	9	7	0.52	0.58	Mature	Short	Moderate	Low	6.24	2.63	Lower trunk Decay

<sup>\*</sup> Please Note: All measurements are in metres.

<sup>\*</sup> Note: unless otherwise stated the diameters of neighbouring trees have been estimated.

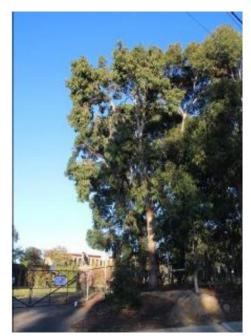
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Appendix 4 - Tree Images





Tree 1



Tree 2



Tree 3

Tree 5

490-500 Burwood Hwy, Vermont Sth 3133 Ver:08/21

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Tree 9

Tree 10

41 | Page

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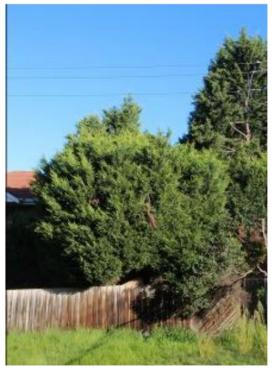
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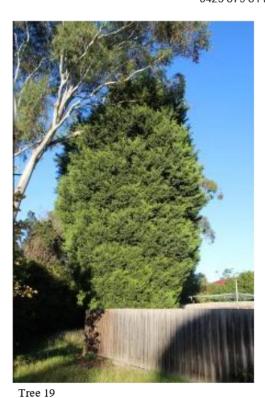


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Trees 17-18





Trees 20-22

Tree 23

490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21

43 | Page

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Tree 25 Tree 24





Trees 28-29 Trees 26-27

**44** | Page

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Trees 33-35 Tree 30





Tree 36 Tree 37

45 | Page

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Trees 38-39





Tree 42

Trees 19, 36 & 43

46 | Page

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Tree 44 Tree 45





Tree 47 Tree 46

47 | Page

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48 | Page

 $490-500 \;\; Burwood \;\; Hwy, \;\; Vermont \;\; Sth \;\; 3133 \qquad \qquad Ver: 08/21$ 

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49 | Page

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50 | Page

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Tree 67

Tree 68





Tree 70

Trees 70-71

51 | Page

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52 | Page

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53 | Page

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54 | Page

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55 | Page

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56 | Page

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Tree 103

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Tree 109-110

Tree 111





Tree 112

Tree 113

58 | Page

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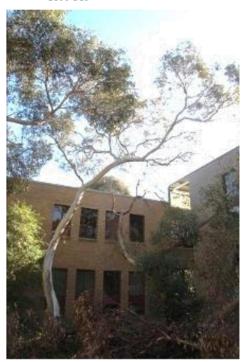




Tree 114



Tree 115



Tree 116

59 | Page

Tree 117

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60 | Page

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Tree 129

Trees 130-132

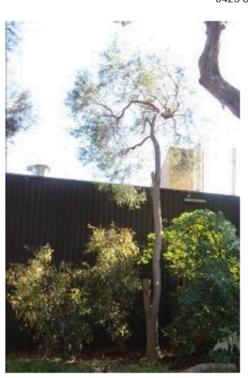
61 | Page

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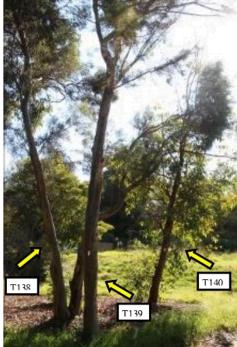
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Tree 133



Trees 135-137

62 | Page

Trees 139-140

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Tree 141

Tree 142





Tree 143

Tree 144

63 | Page

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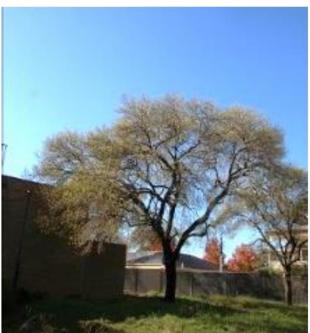
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Trees 146-146 Tree 150





Tree 151 Tree 152

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65 | Page

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Tree 157



Tree 158



Tree 159

Tree 160

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Tree 161

Tree 162





Tree 163

Tree 165

67 | Page

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Tree 166 Trees 168-171





Trees 169-170 Trees 171-172

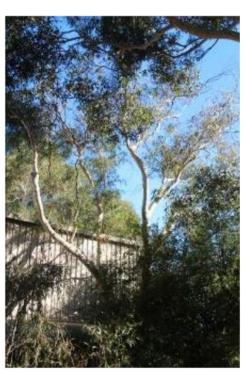
68 | Page 490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21

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Trees 173-174

Tree 176





Tree 177

Tree 178

69 | Page

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Tree 179 Tree 180





Tree 181 Tree 182

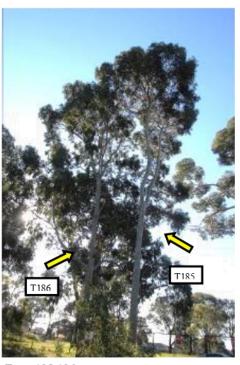
70 | Page 490-500 Burwood Hwy, Vermont Sth 3133 Ver: 08/21

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Trees 183-184

Trees 185-186





Tree 187

Trees 188-189

71 | Page

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Tree 190 & 193

Tree 192-196 & 197-198





Tree 200

Tree 224

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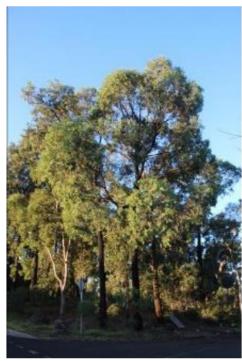
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Tree 219

Tree 226-228





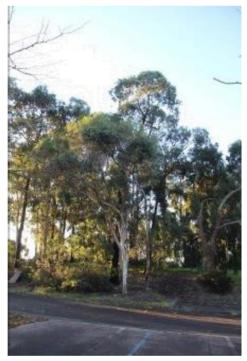
Tree 234-235

Tree 237

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Tree 129

Tree 238



Tree 239

74 | Page

9.1.2 – ATTACHMENT 4. Arborist Rep

Arborist Report (Bluegum, August 2021)





Remove & Low retention value trees

High retention value trees

Medium retention value trees



Bluegum Consultancy PO Box 107 Hampton VIC 3188

arboristreports@gmail.com - 0425 879 811

А3

Date: 16/08/2021 INBG

SCALE 1/750 @A3 Site Plan - 500 Burwood Hwy, Vermont South

9.1.3 Suburban Rail Loop East:
Environmental Effects Statement
Submission

Attachment 1 Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

Attachment 2 Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East

Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

## **DRAFT**

# SUBURBAN RAIL LOOP EAST: ENVIRONMENT EFFECTS STATEMENT AND PLANNING SCHEME AMENDMENT GC197

SUBMISSION ON BEHALF OF WHITEHORSE CITY COUNCIL DRAFT 6 DECEMBER 2021

CONTENTS

6.

7.

14.

20.

Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

# SUBURBAN RAIL LOOP EAST ENVIRONMENT EFFECTS STATEMENT AND PLANNING SCHEME AMENDMENT GC197 SUBMISSION ON BEHALF OF WHITEHORSE CITY COUNCIL

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 8.
 TRAFFIC AND TRANSPORT
 19

 9.
 URBAN DESIGN STRATEGY (UDS)
 23

 10.
 HISTORICAL HERITAGE
 26

 11.
 LANDSCAPE AND VISUAL
 35

 12.
 ARBORICULTURE
 38

 13.
 BUSINESS AND RETAIL
 41

LACK OF INTERCHANGE FACILIES AT BOX HILL ......14

LACK OF STATION ACCESS ON NORTH SIDE OF BURWOOD HIGHWAY .....18

SOCIAL IMPACTS AND LOSS OF OPEN SPACE......44

COMMUNITY ENGAGEMENT......56

15.	GROUNDWATER	50
16.	SURFACE WATER	51
17.	NOISE AND VIBRATION	52
18.	AIR QUALITY	54
19.	PLANNING SCHEME AMENDMENT	55

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

## December 2021

Inquiry and Advisory Committee Suburban Rail Loop East EES C/O Planning Panels Victoria MELBOURNE VIC 3000

Email: ##

Dear Sir/Madam

Suburban Rail Loop East EES and Planning Scheme Amendment Whitehorse City Council – Submission

### 1. INTRODUCTION

This submission responds to the exhibited Environment Effects Statement (EES) and draft planning scheme amendment GC197 (Amendment GC197).

Broadly speaking for many of the reasons that are identified in the EES, Whitehorse City Council (**Council**) supports the Suburban Rail Loop East project (**Project**). However, many aspects of the EES and the various Impact Assessments seem to assume positive impacts without providing any rigorous analysis of how those conclusions have been derived.

Council has identified a number of issues in the EES and draft Amendment GC197 which it considers need to be addressed in order for the EES to provide for an outcome consistent with the "city shaping" proposition which the Project is intended to comprise.

Acknowledging that the Project will be followed by a Precinct Planning process that is not the subject matter of this Inquiry, it is submitted that this EES should ensure that building blocks are put in place to achieve a balanced approach and that is appropriate for individual precincts. The Public Works Declaration and the Scoping Requirements provide ample scope for consideration of the necessary building blocks required to ensure that this is the case.

This submission identifies the issues which Council considers are not adequately addressed or addressed at all in the EES (or in the proposed Incorporated Documents).

Throughout the submission, we have proposed some changes to the Environmental Performance Requirements (**EPRs**) contained within the Environmental Management Framework (**EMF**) that is to be given effect via the primary Incorporated Document. However given the time limitations on the provision of submissions, this has not been the focus of this part of the process. Consequently, this submission does not represent the complete suite of amendments sought by the Council. Council will expand upon its submission at the hearing and outline further changes through expert evidence.

This submission also identifies issues arising from Amendment GC197 and, in particular, the Suburban Rail Loop East Incorporated Document (Project Incorporated Document) and the Suburban Rail Loop East Infrastructure Protection Incorporated Document (Infrastructure Incorporated Document), that are intended to be incorporated into the Whitehorse Planning Scheme and other planning schemes.

Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

This submission is not intended to be exhaustive and Council reserves the right to expand on these matters, and respond to any other matters raised by parties at the Inquiry and Advisory Committee (IAC) hearing in early 2022.



### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 2. DIFFICULTIES WITH A REFERENCE PROJECT

Given the nature of a reference design, Council has found it difficult and in some cases impossible to understand the likely environmental impacts of the Project. The EES states:

All the Project elements in the Project Description are based on a **reference design** that has formed the basis of the impact assessment presented in this Environment Effects Statement (EES). The reference design is not the final design for the Project, but it demonstrates a feasible way to deliver the Project and achieve acceptable outcomes.

The Environmental Management Framework also makes reference to the reference design.

The reference design is merely one feasible way to deliver the project and not necessarily what will be constructed. This is also evident in the Incorporated Document for the project which when examined closely in terms of its own content, and that of the EMF and the EPRs provides the Authority with flexibility to permit significantly different works from what the reference design is based on, coupled with vague and inadequate consultation processes.

In addition, the level of detail and material available for review as part of the EES in respect of the reference design is in many respects vague and uncertain. This has effectively required Council as a submitter to respond to something more akin to a prospect or ambition rather than specific works or a specific identified impact.

During the time leading up to the release of the EES, Council officers and Councillors have been verbally told by SRLA officers that the tunnel alignment and the station boxes will be assessed as a 'project design' rather than a 'reference design'.

This inconsistency between what the SRLA representatives explained to Council and what is published in the EES is confusing. However, we have proceeded on the basis of what is published in the EES.

The Inquiry into the North East Link Project (**NELP**) identified the dangers and difficulties in using a reference project to conduct an EES rather than an actual proposed project. For instance: (summary page iv)

Having made the general findings above, the IAC's strong view is that the Reference Design approach to Project assessment has generated serious challenges for such a large and complex project as this in an established urban area. This method, using a Reference Design, was contemplated in the Scoping Requirements; but importantly was not required.

Some of the concerns with the Reference Design are outlined in Section iii above, in relation to uncertainty. Perhaps the most obvious illustration of this relates to visual impact and urban design. Multiple experts for the Proponent and submitters attempted to have an intellectual discussion about how the Project may look, and what its impact may be. In the absence of an actual project, this is patently a difficult exercise.

Tangible effects of using the Reference Design approach were obvious during the Hearing. The uncertainty in the community amongst businesses, schools, groups and landowners, in the absence of a tangible project design and thus the knowledge of the actually proposed, as opposed to possible, impacts is difficult to overstate. This coupled with limited opportunities to participate when the ultimate design is progressed creates an atmosphere which may unnecessarily cause social concern and social impacts which could be alleviated by providing more detail.

The Proponent submitted that the Reference Design approach is well established in Victoria. The IAC does not agree. While it has been used to evaluate some recent infrastructure projects, it is still a comparatively new approach that has been used only for State-led projects with varying degrees of detail and with varying degrees of success. Moreover, the IAC considers it is an approach to Project assessment that should be used with great caution in future and confined to projects with limited footprints and potential for impact.

In finalising the Scoping Requirements and the Public Works Declaration, the Minister does not appear to have given proper consideration to the considered report of that Inquiry, and neither has

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

the SRLA taken that into account in formulating the project (or works) for assessment with sufficient clarity to enable a comprehensive assessment consistent with the objectives of the Environmental Effects Act and the Scoping Requirements. Consequently, the EES is merely the assessment of a concept rather than an assessment of a proposal or proposed works. The result is that the EMF and the EPRs are being required to do a significant amount of work dealing with a series of prospects and unknowns.

Council therefore reserves its rights in relation to the efficacy of using the EES process in this way having regard to the requirements of the *Environmental Effects Act 1978* (**EE Act**) properly applied.



### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 3. REGULATORY FRAMEWORK FOR THE PROJECT - KEY CONCERNS

The proposed regulatory framework principally comprises:

- The Incorporated Document and the various management and tunnel plans that it refers to:
- The various Surface and Tunnel plans;
- The EMF required by clause 4.4; and
- The EPRs that must be include within the EMF.

The key concerns with the regulatory framework are:

- There is a lack of central responsibility for compliance which should be with the Suburban Rail Loop Authority (SRLA) and not contractors;
- Too much is left to approval after the Inquiry is completed;
- Too much is left to approval by the Minister;
- Having regard to the above, insufficient consultation and engagement provisions are built into the regulatory framework;
- The drafting of certain parts of the documents is too broad.

### Lack of prime responsibility role of the SRLA during implementation

Generally speaking, the proposed regulatory framework and the way it is presented in the EES is difficult to navigate. Ultimately, it sets up a framework of bureaucracy and process which leaves affected parties having to deal directly with Project contractors in the context of there being a lack of targets and clear standards for compliance and a lack of consequence for non-compliance.

The regulatory framework as described above provides no clear statement of responsibility and accountability and even less so, consequence. The experience of others in similar projects with a similar regulatory framework is negative. Council is concerned that going forward it will become embroiled in a framework of buck-passing of responsibility all the while detrimental impacts continue to accrue and remain unresolved.

The SRLA is established under the SRL Act as a legal entity which is then invested with powers as the project manager, developer and planning authority for the Project and the surrounding precincts.

In so far as the SRLA is identified as the manager of the Project, it is critical that it takes prime responsibility and remains the sole contact point for persons affected by the Project and any of the works comprising the Project. Accordingly, the SRLA ought to take matters up with relevant contractors pursuant to its contractual arrangements. Instead, the regulatory framework requires affected people to engage with the Project contractors, which are required to put in place customer complaints mechanisms akin to a department store or any other organisation dealing with an aggrieved customer (refer for example to EMF4 for complaints management in organisations).

### Lack of specificity in the EMF

The EMF and EPRs do not contain adequate identifiable standards and instead make reference to vague concepts of minimisation and avoidance. Many key aspects of the Project are to be left to a later consent process to resolve.

Critically, the regulatory framework provides no level of certainty or assurance to stakeholders, and Council in particular, that the Project will not have a detrimental impact upon the environmental conditions for the affected communities.

Council requests that the IAC recommend to the Minister a more determinative, transparent and easily navigable regulatory framework that:

- identifies the SRLA as the go-to body for any interface between affected parties and the Project;
- requires all aspects of the regulatory framework including all plans, management plans
  and framework documents (such as the urban design framework) and all Australian
  Standards and other reference documents to which the various regulatory documents
  make reference to, to be freely available for viewing on the SRLA website;
- the EPRs should be drafted to contain clear standards that must be achieved as far as
  possible in quantifiable terms rather than qualitative terms and where they are expressed
  in quantitative terms, they should be expressed as *limits* not *targets* that must be met by
  relevant facets of the Project;
- sets out a clear enforcement mechanism; and
- provides for all auditing reports to be publicly available on the SRLA website when submitted.

### Subsequent approvals

Based on our review of the EMF, the following items require subsequent approval:

- Surface and tunnel plans
- Environmental Management Framework (EMF)
- Urban Design Strategy
- Urban Design and Landscape Plans
- Native Vegetation Removal

Furthermore under the EMF, (which is to be approved by the Minister after the Inquiry is completed) will require preparation (apparently by the contractor) of –

- Construction Environmental Management Plans
- Operational Environmental Management Plan
- Urban Design and Landscape Plan
- Worksite Environmental Implementation Plans
- Plans to comply with EPRs
- Environmental Strategy
- Communications Stakeholder Engagement Plan
- Sustainability Management Plan

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

Accepting that it is necessary to have certain plans prepared subsequently, the regulatory framework needs to provide more certainty in relation to the outcomes of what is approved, identify clear parameters to the environmental impacts of what can be approved; and specific inclusion of the level of engagement key stakeholders can expect as part of preparing these plans. It is not considered appropriate to rely on the term 'consultation' given the broad spectrum that the term encompasses and lack of certainty of the obligation on SRLA to properly engage in consultation.

### **Process Improvement**

The Project comes after a similar project in the form of the Melboume Metro Rail Project (MMRP), which, although comprising a different scale, involved a similar concept of underground twin tunnels and station boxes in a heavily built-up environment comprising a range of uses including sensitive receptors.

While EPR EMF3 requires the appointment of an independent auditor to:

Verify there are processes in place to identify opportunities for continual improvement in environmental management, performance, legislative and policy compliance -

the SRL East EES and the background reports do not demonstrate any analysis of the experience arising from the MMRP nor identifies any lessons learned from the implementation of that project. There is no analysis, for example of the reports of the auditor in the MMRP to understand the issues that arose in the implementation phase of that project, whether the EPRs provided sufficient guidance for example, or how the processes put in place for that project are improved upon in this Project to assist in mitigating the environmental impacts which were experienced in that project.



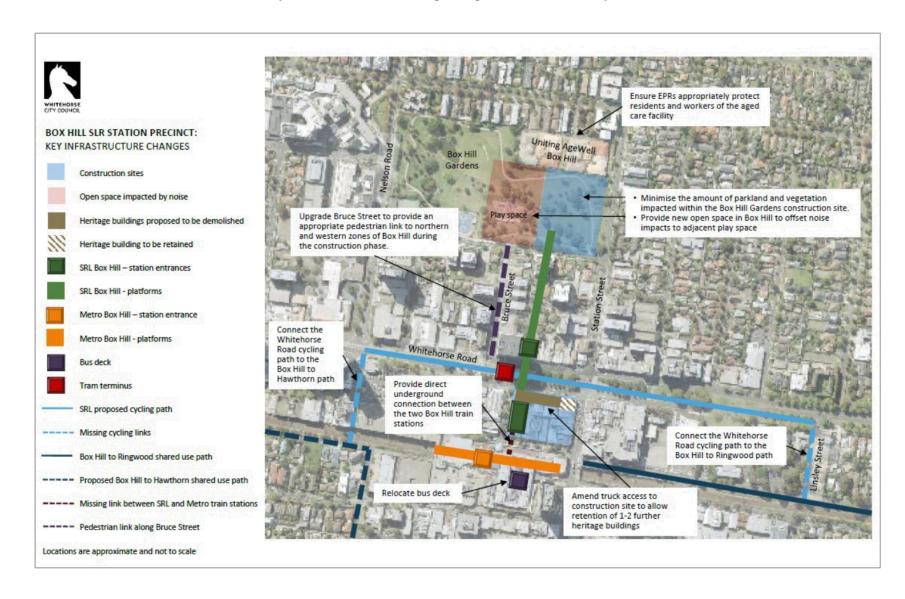
# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 4. OVERVIEW COMMENTS IN RELATION TO BOX HILL STATION PRECINCT

The key concerns with the environmental impacts of the Box Hill SRL Station and the associated works are as follows:

- The proposed Box Hill SRL Station does not propose a proper form of interchange with the existing Box Hill metro station and with buses and trams.
- The Project will result in the demolition of the key heritage listed buildings within the Box Hill Metropolitan Activity Centre (MAC) for the purpose of the construction program.
- The Project will occupy a large part of the Box Hill Gardens for a considerable period of time noting that the Box Hill Gardens is the prime area of passive and active public open space for the MAC.
- The construction works will have a significant impact on the amenity and usability of a further large component of the Box Hill Gardens.
- The Project will result in the removal of a detrimental amount of vegetation from the Box Hill MAC particularly within the Box Hill Gardens and along Whitehorse Road.
- The proposed method of construction of the component between the south side of Whitehorse Road and Box Hill Gardens will have a significant impact on the functioning of the Box Hill MAC.
- The Project proposes a new cycling path along Whitehorse Road that does not link to existing and proposed Strategic Cycling Corridors that are approximately 150 metres from each end of the proposed SRL path.
- The level of property acquisition in the Box Hill MAC is significant causing tremendous stress for residents and business owners and employees especially as they emerge from the impact of COVID-19. The impacts on residents and businesses which are not acquired remain substantial despite the mitigation measures proposed by SRLA.

These concerns are developed in the various chapters below. The plan which follows identifies key infrastructure changes that are required in the Box Hill SRL station precinct.



### 9.1.3 – ATTACHMENT 1. Draft Whitehorse City Council subr

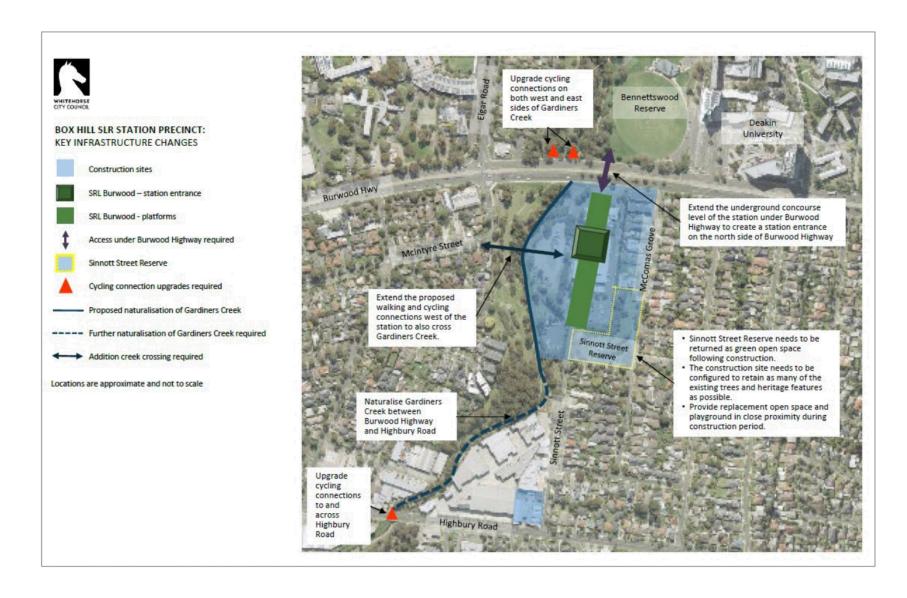
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### 5. OVERVIEW COMMENTS IN RELATION TO BURWOOD STATION PRECINCT

The key concerns with the environmental impacts of the Burwood SRL Station and the associated works are as follows:

- The proposed Burwood SRL Station does not provide for safe or convenient connections to the north side of Burwood Highway which will be the source and destination of most of the foot traffic to the station. Direct access/ egress on the north side of Burwood Highway to/from the SRL Burwood station is paramount.
- The proposed works in respect of the Burwood SRL Station have not reasonably provided for the continued maintenance of public open space in the vicinity of the station especially the retention of Sinnott Street Reserve.
- The proposed works along Gardiners Creek are inadequate and should be continued south to Highbury Road to provide for a complete section of improvements rather than just in the immediate vicinity of the station box.
- Community members in Burwood have expressed concern to Council about the impacts
  of property acquisition, as well as impacts on residents who are in close proximity to the
  construction site.

These concerns are developed in the various chapters below. The plan which follows identifies key infrastructure changes that are required in the Burwood SRL Station precinct.



# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 6. LACK OF INTERCHANGE FACILITIES AT BOX HILL

Box Hill currently has three modes of public transport converging at or near the Box Hill Train Metro Station. It has

- the Box Hill Metro Station which is on the busy Belgrave/ Lilydale line
- the 109 Tram Route which operates along Whitehorse Road between Box Hill and Port Melbourne; and
- a number of bus routes which use the terminus at the Box Hill bus deck situated in a disconnected location on top of a building above the Box Hill Metro Station.

The Public Works Order for the EES identifies the various works as comprising the SRL railway stations and an interchange at several stations including Box Hill. However, the EES proposes a disjointed surface level connection between the proposed SRL Station at Box Hill and the existing Box Hill Metro station on the Belgrave/ Lilydale line. Furthermore, the Project does not provide any material improvements to connections with buses within the development to the south nor a proper form of connection with the 109 Tram Route.

The Urban Design Strategy (UDS) contains the following Vision for Box Hill:

### **Box Hill**

Box Hill will continue to grow as a Metropolitan Activity Centre and strategic multi-modal transport hub for Melbourne's east. Growth in health and public sector jobs will be supported by continued mixed-use development and high-quality landscaped central areas that are attractive for pedestrians. The precinct will remain a multicultural hub, providing amenity and community infrestructure for its diverse population.

And identifies the whole journey as a key consideration. For instance:

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 3.3.2 Thinking beyond the Project

### Consider the whole journey

Existing transport networks beyond the Project boundary must be considered to support simple, connected journeys.

The Design must recognise that the 'journey' often starts before the point of public transport access and that some journeys comprise multiple stages or modes of travel.

The Design must demonstrate how it creates connections to routes inside and outside the Project boundary, to contribute to positive "first and last mile journey experiences for all members of the community, which considers the walk or cycle to and from the train station, tram or bus stoo from home, work or university and between key destinations. The Design must also provide and contribute to a public realm that supports positive interchange and mode change experiences for users and simple, connected journeys as they access different transport networks and modes of travel within the station environs and adjacent centres of activity.

Facilities for some modal interchanges will be created as part of the Project, while others will occur beyond the Project site, but nonetheless must be supported by providing safe, convenient and direct walking and cycle connections. In addition, there is a need to coordinate the Design with planned future changes to connecting transport services and infrastructure.

In the context of Box Hill being a significant destination (defined within Victorian Government's Plan Melbourne and classified as a Metropolitan Activity Centre) and modal interchange between three forms of public transport (and acknowledging that there are benefits in providing a radial rail loop service), at the local level, the Project represents a poor transport outcome. It is curious as to why the EES has not properly engaged with the Public Works Declaration and has not documented any investigation or plan for the provision of an integrated and well connected interchange between the two train stations. This is inconsistent with key first Urban Design Principle set out in the UDS namely:

### Objective UD1.1 Legacy

Create a design that is enduring and functional for generations to come, is easy to maintain and manage, is adaptable to changing uses with minimal reconstruction, and will age gracefully in concept and detail.

Objective UD2.3 Integration with context

Ensure new works accommodate travel routes and activities that connect to, integrate with and complement those in the wider precinct

Objective UD3.2 Transport integration

Facilitate seamless intermodal transfers prioritising public transport, walking and cycling networks, and design movement networks for safe interactions between transport modes.

The UDS "interprets" the notion of an interchange as follows:

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

- New and existing stations and interchanges are wellintegrated through the following (in order of priority):
  - a. Proximity
  - b. Physical connectivity
  - c. Visual connectivity.
- The location, layout and footprint of interchange facilities minimise impacts on public realm quality, pedestrian connectivity, safety, experience and nearby land uses.

It is submitted that UDS 5.1.4 confuses the notion of new stations on the one hand, and interchanges on the other. The interchange is the means of swapping between a new station and an existing station.

Council submits that a specific EPR be created to ensure an underground connection between the two stations is constructed as part of the Project to create a functional interchange between the two rail stations

This is a substantial land use planning issue that will influence how Box Hill develops and how the Precinct Structure Planning at the next step will be undertaken.

The documentation notes that there will be a further investigation of interchange connectivity between the Project and existing Metro station. However, Council considers it essential that the interchange improvements are considered as part of the EES process and not deferred as a potential future project. Council submits that the issues and needs for crossings between the two stations in the form of both direct and indirect links have not been adequately considered.

It is submitted that the Project should have provided for the redevelopment and relocation of the bus deck that is currently on top of Box Hill Central Shopping Centre to the south. 'Connectivity' is recognised within the EES as one of its three main objectives of the Project. Yet, there are significant deficiencies in this aspect of the Project as it relates to Box Hill.

To further highlight the disconnect between modes, section 7.3 of the Traffic and Transport Impact Assessment (TTIA) states:

"....overall transfer between modes is constrained due to the location of existing services. The distance between the SRL station platform and the bus interchange at Box Hill is 280m which would take approximately 4:30 minutes to walk. Similarly, some exposure to weather is necessary to access SRL station or the tram stop from Box Hill Central Shopping Centre."<sup>2</sup>

It is essential that appropriate works be included in the Project to address the connectivity between the various forms of public transport at this significant modal interchange. The current bus facilities are dysfunctional and disconnected, causing safety, connectivity and accessibility issues for public

<sup>1</sup> https://srleastees.vic.gov.au/#/rationale/Benefits

<sup>&</sup>lt;sup>2</sup> SRL East EES, Traffic and Transport Impact Assessment, section 7.3

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

transport users, particularly those connecting to train, tram, and taxi services. The relocation/ redevelopment of the bus deck would be in accordance with the findings of the Ministerial Advisory Committee regarding the Box Hill Transit Interchange, and the subsequent Box Hill Transit Interchange Steering Group.

The overall assessment by SRLA in the TTIA is that the Project improves the interchange in Box Hill due to it moving the tram terminus slightly south (but the report doesn't mention that it is also moved further west away from the other modes), and because the Project will provide bike parking.<sup>3</sup> It is fair to say that Council does not agree with this conclusion.



<sup>3</sup> SRL East EES, Traffic and Transport Impact Assessment, section 7.3

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 7. LACK OF STATION ACCESS ON NORTH SIDE OF BURWOOD HIGHWAY

The SRL Burwood Station provides for no direct access or egress from the Burwood Station on the north side of the Burwood Highway. This is despite the majority of patrons to the station likely having a destination to or from the north side of the Burwood Highway. It appears that an overpass over the Burwood Highway is proposed. The pedestrian overpass is mentioned in section 7.1.6.1, 7.1.1.2 and 7.1.4.

Council considers this an unsatisfactory response not befitting of the prestige of the SRL Project and its alleged "city shaping" stature.

The EES does not explain why a station entrance is not provided on the northern side of Burwood Highway. The SRLA response when asked was that the proximity of a sewer and drainage issues prevent this option. It is considered that SRLA are afforded with adequate scope to address any potential issues within their Initial or Early Works.

The Impact Assessment Report even acknowledges that Deakin University, Presbyterian Ladies College and Mount Scopus College constitute major trip generators. In that respect then, it is fair to expect that the EES will properly engage and reconsider the decision not to put a station entrance on the north side of Burwood Highway.

It is considered that the proposed overpass will be underutilised given it will be more convenient to cross at grade, resulting in further traffic delays along Burwood Highway and potentially increased conflict. Given the substantial amount of pedestrians travelling to or from the Burwood station, it is submitted that the underground concourse level of the station be extended under Burwood Highway and a station entrance be provided on the north side of Burwood Highway. This proposal is consistent with the SRLA's proposals at the Box Hill station under Whitehorse Road, at the Clayton Station under Clayton Road and is being contemplated under the significantly less busy Normanby Road at the Monash Station.

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 8. TRAFFIC AND TRANSPORT

Subject to what is set out elsewhere in this submission concerning the lack of appropriate interchange facilities, Council is generally supportive of the transport benefits that will result from the Project, and in particular the improved public transport, cycling and walking options for the Whitehorse community.

However, on the basis of the material provided in the EES, there remains a risk that the traffic and transport impacts of the construction and operation of the Project will result in an unacceptable outcome, especially within the vicinity of the proposed SRL stations. Accordingly, Council considers that are numerous opportunities to better address connectivity, accessibility, safety and convenience issues associated with the Project.

Council remains very concerned with a number of issues:

- the EES does not adequately assess any alternative options that may address gaps between movements and places within the station precincts. It is critical that alternative options are considered to ensure that the Project's design ensures acceptable movement and place outcomes for these precincts;
- forecast year modelling has adopted 2041 as the Project's operational year. Council
  considers that this approach does not amount to a reasonable assessment of traffic
  movements at an intersection level. As it stands, the EES does not account for any
  additional years of demand growth and adequately consider land use uplift aspirations for
  the station precincts;
- it is unclear whether the precise location of land use changes (such as population and jobs) has been accounted for in traffic modelling outcomes;
- the EES does not provide for sufficient detail regarding the use of pedestrian and public transport modelling in its assessment of traffic and transport impacts;
- the Project design indicates that poor operational outcomes are likely at key intersections such as Burwood Highway and Elgar Road. Accordingly, Council is concerned that the consideration of future transport conditions with the Project will result in unacceptable travel times within the Project area;
- it is unclear whether station or street infrastructure has been designed to cater for any increased demand generated by the construction of SRL North;
- the Project intends to decrease car parking within Whitehorse and the EES provides inadequate consideration of any increased demand for parking generated by the Project. Council considers that additional measures and strategies must be developed to justify this, including how demand may be directed to other modes of transport. The EES does not address the impacts of residents who park vehicles on-street (eg in Irving Avenue) overnight and remove vehicles during the day (eg to travel to work);
- the EES does not provide for an adequate assessment or implementation of futureproofing measures into the Project design, especially in respect of connectivity between stations and modes of transport within the Box Hill and Burwood Station precincts; and
- the EES does not establish that acceptable safety outcomes are achieved by the Project.

### **Box Hill Station**

Within the proposed Box Hill Station precinct, Council submits that the following measures should be implemented to ensure the Project results in an acceptable traffic and transport outcome:

- provide a direct underground connection between the existing Box Hill Metro station and the new SRL Box Hill station. The current SRL plan requires interchanging passengers to come up to surface level from the existing Box Hill train station, cross through the shopping centre and mall and connect to the new underground SRL Box Hill station. [Refer chapter on lack of interchange]
- ensure high quality cycling connections. Council is concerned that the proposed eastwest SRL cycling path within the Whitehorse Road centre median does not connect to other existing and proposed Strategic Cycling Corridors in the immediate vicinity. Council considers the following measures should be provided as part of the Project;
  - the provision of a link along Linsley Street, Box Hill, at the eastern end, and
  - the addition of a connection over the Belgrave/Lilydale train line at Nelson Road is required at the western end.



- additional measures to avoid or minimise the loss of car parking within Box Hill, including further consultation requirements with Council to consider tailored and convenient car parking options to support visitors and businesses in the precinct;
- additional measures to improve the amenity and functionality of Bruce Street to provide a convenient pedestrian route to the northern and western precincts of Box Hill during the construction phase;
- an EPR to undertake a full review of bus routes and timetables to ensure they meet the needs of passengers transferring to the proposed Project stations;
- additional measures to minimise the impacts on the road network to ensure there is appropriate access and safety for residents, businesses and visitors and to minimise 'rat running' effects and redistribution of traffic load from the arterial road network into the adjacent local residential streets;
- an EPR to undertaking a review of the functionality of arterial roads surrounding Box Hill (eg Middleborough Road, Canterbury Road and Elgar Road) to ensure they are attractive and functional options for through traffic, and which would afford greater flexibility for motorists travelling to and from Box Hill;

- the amendment of EPR T6(5) to require the review and construction of network improvements prior to the completion of the construction phase of the Project, and reviewed at 5 yearly intervals;
- additional measures to ensure streets such as Nelson Road and Thames Street can continue to function as vital access points to the sensitive health and education precinct during the construction and operation phases of the Project. It is to be noted that Nelson Road and Arnold Street act as designated emergency service routes to/from the hospital/medical precinct and therefore must remain operational and unimpeded at all times:
- the amendment of truck access points to the construction site on the south side of the Whitehorse Road to enable the heritage buildings along Whitehorse Road to be retained, in accordance with the recommendations in the Historical Heritage Impact Assessment;
- confirmation of how the SRLA will address all locations including intersection
  performance in Box Hill where the traffic level of service is assessed as worse with the
  Project compared to without the Project, eg Watts Street at Whitehorse Road. The EES
  lacks specific EPRs to address these adverse impacts;
- Ensure the design does not preclude future extension of the tram route 109 eastward along Whitehorse Road towards Middleborough Road.
- Implement recommendations from the Box Hill Integrated Transport Strategy in the vicinity of the SRL Box Hill station, including but not limited to modifying the intersection of Whitehorse Road and Station Street to reduce traffic within the Box Hill MAC.

The cumulative impacts of SRL and the concurrent North East Link project will be intensely felt by community members between Whitehorse Road and the Eastern Freeway. Some of the construction vehicle routes nominated by SRLA involve roads leading to the Eastern Freeway, which will exacerbate the impacts for residents who will be dealing with construction vehicles from the construction of the Project alongside North East Link.

### **Burwood Station**

It is Council's view that the Project does not comprise an acceptable traffic and transport outcome with respect of the proposed Burwood Station as the EES fails to demonstrate how vehicle, pedestrian and cycling movements can be acceptably managed.

Council considers that the following additional measures should be implemented to ensure the Project comprises an acceptable traffic and transport outcome:

- the provision of a safer, more direct and convenient connection to Deakin University by locating a station entrance on the northern side of Burwood Highway that is accessible from the underground Burwood Station concourse level [Refer chapter regarding lack of access on north side of Burwood Highway];
- an additional or amended EPR requirement to confirm that the Project's construction and operation will not adversely impact the amenity, safety, accessibility and convenience for residents of McComas Grove, Sinnott Street and other nearby streets;
- additional improvements to the Gardiners Creek Trail strategic cycling corridor, including:
  - upgrades to connections on the north side of Burwood Highway on both the east and west sides of Gardiners Creek; and
  - upgrades to the path where it connects to and crosses Highbury Road;
- an EPR which requires the SRLA to review parking restrictions in local streets surrounding the proposed Burwood Station, to the satisfaction of Council;

- the requirement for additional funding to be provided to Council to implement appropriate parking restrictions to ensure the amenity of local residents is protected during the construction and operation of the Project. Local amenity should not be impacted by the lack of car parking provided as part of the Project; and
- confirmation of how the SRLA will address all locations in Burwood where the traffic level
  of service is assessed as worse with the Project compared to without the Project, eg
  McComas Grove at Burwood Highway; Highbury Road at Sinnott Street, and Elgar Road
  at Burwood Highway.



# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 9. URBAN DESIGN STRATEGY (UDS)

The UDS is a particularly important document in the regulatory framework.

Clause 4.6 of the incorporated document requires:

- it to be prepared to the satisfaction of the Minister.
- it to include a
  - vision
  - principles and objectives
  - o Place specific requirements

The use and development must then be carried out in accordance with the approved UDS.

Then, under 4.7 of the incorporated document, urban design and landscape plans must be prepared to the satisfaction of the Minister for each station precinct. Clause 4.7.5 of the draft SRL East Incorporated Document, requires that Urban Design and Landscape Plans will be made available for public inspection and comment prior to submission to the Minister for Planning for approval.

According to Table EM5.1 of the EMF, the SRLA is charged with responsibility to prepare the updated UDS and it would be up to contractors to prepare the Urban Design and Landscape Plans for review by SRLA and subsequent review by the Minister. The Urban Design and Landscape Plans are reviewed also by the Independent Environmental Auditor.

An UDS and a Peer review of that document were both exhibited.

A key issue with the UDS is that on the one hand it explains what is outside the Project Scope at 5.13 (PDF 55):

### What's not included

Planning for the wider precincts surrounding SRL station locations and future development sites immediately adjacent to SRL station locations will be subject to future precinct planning process. Precinct planning is not part of the EES assessment for the Project, and is therefore not addressed in the Urban Design Strategy. However, the Project will have an influence on future development and must plan for and support its successful realisation by:

- Defining appropriate urban structure and minimising other limitations imposed on future development
- Enabling high-quality public realm interfaces with future development
  - 5.13.1. The Design does not preclude:
    - a. Desirable public open space and public realm outcomes
    - Opportunities for land use and transport integration, to create positive public realm experiences, economic opportunities and highly desirable streets and frontages
    - Investment in the new rail infrastructure to be capitalised on in the future to meet the increasing demand for well-located residential, commercial, retail, community and institutional activities
    - d. Opportunities for optimised floodplain, drainage and IWM outcomes.

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

when precinct planning commences and the principles are questioned, they will be said to have been determined as part of this process. It is somewhat of a catch 22.

In any event, in addition to commentary elsewhere in the submission about specific aspects such as loss of heritage, the lack of interchange, and the loss of vegetation and parkland, Council makes the following *preliminary* comments in respect of each station precinct:

### **Box Hill Station Precinct**

- The UDS (and place specific outcomes for Box Hill) is silent on the fact that there is a structure plan under preparation for Box Hill which is quite advanced, as well as an Urban Design Framework.
- The UDS makes no mention of Urban Design fundamentals such as solar access to public open space, visual bulk and wind impacts.
- While the principle is acknowledged, all plans in the UDS fail to provide the new station with a sense of presence and presentation to the Whitehorse Road corridor.
- The future address to Main and Market Streets and urban form network (of both building
  footprints, public spaces and laneway links) requires careful assessment as it embodies the
  junction between the new Station (south side) and future development. Measurement of solar
  access, permeability and address are key to this urban core location. The UDS should
  acknowledge this appropriately.
- The Project seeks to relocate the tram terminus to the west, increasing the distance between
  the tram services of both existing Metro and proposed SRL station entrances. This is adverse
  to acceptable modal interchange practice and should be rectified with at grade and
  subterranean links within the Whitehorse Road median.
- The designation of a new primary pedestrian route from the northern station node towards the Box Hill Gardens (as an urban walking spine) should not diminish the importance of the Council designated pedestrian linkage of Bruce Street (to the west). Links to the Bruce Street spine should be incorporated.
- The aperture of the new pedestrian link on the north side of Whitehorse Road (providing
  access to the station and the link to Box Hill Gardens) is particularly confined. While urban in
  condition and profile, a breadth of less than 15m will compromise Station entry & access and
  limit visible and (generous) physical links between the Gardens and Whitehorse Road.

### **Burwood Station Precinct**

- The Project has no meaningful public presence on the north side of Burwood Highway, which is
  the source of a large proportion of public transport users. A footbridge landing is not a suitable
  'entry' to the Station precinct and opportunities for a proper 'address' (public space, pavilion
  form, gateway effect) to the north side should be contemplated.
- The significant loss of a public open space in Sinnott Reserve of approximately 7,800sqm has
  not been properly thought through in the context of the desire to subsequently intensify
  development in and around the station precinct.
- The UDS should provide for outcomes which seek ways to minimise the impacts of the Project through the minimisation of the loss of public open space, loss of heritage structures in Sinnott Street Reserve, specifically referencing the former Drive-In Cinema site.
- The inadequate presence of the new station façade and forecourt along Burwood Highway limits opportunities for visual and wayfinding along a key movement corridor. Accordingly, the

proposed Burwood Station requires a more prominent public profile and stronger 'sense of address':

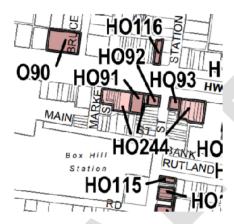
- The Burwood Station has a lack of visual and physical connection to Gardiners Creek corridor.
   This is particularly relevant due to the linear future development site along the western side of the Sinnott Street extension;
- There remains a lack of clarity regarding how the future Burwood Station's environs and broader precinct are envisaged and relate to Council's built form expectations along the Burwood Highway corridor;
- The Substation on the corner of Sinnott Street and Highbury Road will comprise a dominating, monolithic and inactive presentation to both streets and the public realm. This needs to be addressed and maintain consistency with the Urban Design Principles outlined in the UDS;
- It is unclear how the interface between the proposed Station precinct, including both the Burwood Station and associated future development sites to McComas Grove and Sinnott Street will transform adjoining streetscapes. This creates ongoing uncertainty for residents;
- The UDS should seek to reinforce the landscape character of this precinct. The current arrangements do not properly acknowledge the character of the place juxtaposed to the Gardiners Creek corridor and being within a watercourse environs.
- There are no further walking links across the Gardiners Creek to the west. There are
  opportunities to extend mid-block connections (through the project area) across to McIntyre
  Street and the employment Precinct to the west. Walkability must be enhanced within the
  Precinct.
- The future public open space appears to be more of a plaza of hardscape nature and does not appropriately offset the loss of the 'green' local park (existing) condition of Sinnott Street Reserve.
- The UDS should promote stronger connections, interfaces and enhancements to the abutting
  public open spaces of the Local History Park and the Gardiners Creek Reserve. Further, the
  project should facilitate the continuation of the (linear) Lundgren Chain Reserve corridor to the
  west of Cumming Street, to better aid walking and cycling connections into the station precinct.
- The pedestrian overpass arrangement over Burwood Highway does not provide suitable and
  convenient access between the new station precinct to Deakin University or Presbyterian
  Ladies College. A well designed station entrance on the north side that accesses the
  underground concourse level would enable more direct linkages between key nodes and
  maintain the open streetscape character of Burwood Highway within the Gardiners Creek
  depression.
- The suggested alignment of the pedestrian overpass favours Deakin University at the expense
  of linear connections along the Gardiners Creek corridor or towards Presbyterian Ladies
  College.
- The UDS fails to acknowledge that the importance of well-considered pedestrian and cyclist linkages to and from the station and across to the existing Gardiners Creek trail and linear open space corridor.
- The immediate proximity of construction works and perimeter fences to the western side of McComas Grove, significantly impacts the streetscape and amenity of neighbouring residential properties. This needs to be addressed and designed for how these interfaces will be treated during the course of works and to maintain at a minimum, status quo liveability in the area.

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 10. HISTORICAL HERITAGE

### Cultural Heritage - Box Hill

The objective of clause 15.03-1S of the Whitehorse Planning Scheme is to ensure the conservation of places of heritage significance. The Heritage Overlay Map identifies HO92 and HO91 and HO244 as a combination of buildings of contributory and individual significance.



The Heritage Impact Assessment report notes at HH12 page 27:

"Project works for the SRL station at Box Hill involve extensive surface works and demolition of a series of HO places located on the south side of Whitehorse Road in Box Hill, specifically between Station Street and Market Street, is an unavoidable impact of construction of the new station.

However, because of early construction planning, the former Railway Hotel (HO92) located at the south-west comer of Whitehorse Road and Station Street (also within the Box Hill Commercial Precinct HO244) would be retained on this important corner. The hotel will continue to provide a link to the eastern section of the heritage precinct, which would be unaffected east of Station Street. SRLA would undertake external repair and active conservation works to the former Railway Hotel to support the retained heritage place.

Demolition would impact four HO-listed heritage buildings in Whitehorse Road, the former Colonial Gas Association building (HO91) together with three contributory buildings in the Box Hill Commercial Precinct (HO244). This would significantly diminish the heritage values of the Box Hill Commercial Precinct (HO244). An additional potential heritage place at 5 Elland Avenue would also be demolished with negligible impacts to local heritage."

Council submits that while the retention of the former Railway Hotel at the southwest corner of the intersection of Station Street and Whitehorse Road is appropriate and supported, the impacts on other identified and potential heritage places may be reduced or mitigated through the reconfiguration of the construction site layouts. It is also submitted that it is imperative that the design of future buildings is respectful of the heritage significance of the retained former Railway Hotel.

In the case of Box Hill Station, the greatest heritage benefit would be obtained by realignment of the proposed construction route so that it is accessed off Station Street rather than Whitehorse Road. Such a redesign would enable the retention of at least the front part of the former Colonial Gas Association Building, 942-946 Whitehorse Road, Box Hill (an individual heritage place [HO91])

and the single-storey Moderne-stye contributory-graded building at 948 Whitehorse Road, Box Hill (within HO244 – Box Hill Commercial Precinct).

The value of such a redesign of the construction site and access arrangements is noted in Technical Appendix L.2 which reads:

If feasible in the context of construction occupation of this block and the location of permanent infrastructure, the potential to further reduce the extent of demolition required in HO244 should be considered, with the priority being the retention of the former Colonial Gas Association Building (front section). (page 6)

This is reiterated at page 82 the Technical Appendix which reads:

In preference [to demolition] and if feasible, the opportunity for further retention should be explored. The priority for additional retention would be the former Colonial Gas Association Building (HO91) (front section or wing, Figure 7.15) as this would substantially reduce the level of the impact on HO244.

Council submits that the station and tunnel plans should be amended to show the retention of the heritage buildings identified above and appropriate changes should be made to the Urban Design Strategy and the EPRs to ensure that outcome is achieved.

### Recommendations:

The following table sets out recommendations for changes to the EES and the associated documentation.

Heritage control ID no.	Place (as per Whitehorse Planning Scheme Schedule to the Heritage Overlay)	Location in SRL Project Area	Impacts (as identified in Technical Appendix L2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
но91	Former Colonial Gas Association Building 942-946 Whitehorse Road, Box Hill	Box Hill SFL Station Study Area	Demolition	if feosible in the context of construction occupation of this blook and the leavation of permanent infrastructure, the potential to further reduce the extent of demolition should be considered if feasible, the priority for further retention would be the former Colonial Gas Association Building (HO91) (front section). All heritage buildings to be demolished should be subject to an urthind photographic recording prior to demolished should be subject to an urthind photographic recording prior to demolished should be subject to an urthind photographic recording prior to demolished should be subject to an urthind photographic recording prior to demolished should be subject to an urthind photographic recording for the reterior of the buildings, and a record of the interiors would not be required.  Opportunities for the integration of site interpretation about the history of this blook of Whitehorse Road would also be explored.	The demolition of an individual heritage place is a highly undesirable suctome. The demolition of the front part of the former Colonial Suding and 548 Whitehorze Road may not be required if the construction site and associated wehicle access was redesigned.  In addition to the EPRs identified, the following additional avoidance or mitigation measure should be undertaken:  A redesign of the construction site and associated heavy whice access should be undertaken to retain, at a minimum, the front parts of the former Colonial Gas Association Building and

Heritage control ID no.	Place (as per Whitehorse Planning Scheme Schedule to the Heritage Overlay)	Location in SRI. Project Area	Impacts (as identified in Technical Appendix L2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
				Refer to EPRs HH1, HH2, HH3, HH8. In consultation with the relevant local government develop and implement a scope of external conservation works for heritage buildings and structures which are directly affected by works [including] the Colonial Gas Association Building [ in the event a partion of the building is retained].  Refer to EPR HH9.	the adjacent building at 948 Whitehorse Road.  Assuming retention of at least part of the former Colonial Gas Association Building and the adjacent building at 948 Whitehorse Road, the seme EFRs should be applied to these buildings as are proposed for the former Railway Hotel.
НО92	Former Railway Hotel 950-956 Whitehorse Road, Box Hill	Box Hill SRL Station Study Area	Rear structures removed. Retained to extent of its main wings. Potential indirect impact via construction vibration or ground settlement.	Noting the retention of the Raiway Hotel (HOS2) is proposed  All heritage buildings to be demolished should be subject to an archiad photographic recording prior to demolished. Reflecting the nature of the heritage controls that apply, this would cover the exterior fabric of the buildings, and a record of the interiors would not be required.  Opportunities for the integration of site interpretation about the history of this block of Whitehorse know would also be explored.  Refer to EPRs HHI, HHZ, HH3, HH8.  Where buildings and structures are retuined in proximity to works, potential impacts related to ground movement and construction wire ration would be implemented against other construction works and activities in addition, protection works would be implemented against other construction works and activities in roximity to or within heritage places, including significant buildings, structures, landscape elements and trees.  Should damage occur, it would be rectified using appropriate conservation methods.  Refer to EPRs HHI, HH2, HH4	The proposed retention of the principal built form of the former Railway Hotel is supported.  Mitigation measures appear appropriate noting that under EPR HH3 (Undertake archival photographic recording) should be undertaken of the exterior and Interior fabric that is to be demolished at the rear of the former Railway Hotel.  Although it is noted that 'Internal alteration controls' do not apply to HO921 consider it appropriate to also undertake archival seconding of any original or early interior features in accordance with EPR HH3. This would enable a comprehensive record to be provided of the former Railway Hotel to be retained.
HO244 (part)	Box Hill Commercial Area (part): The full block bounded by Station Street, Main Street, Whitehorse Road and Market Street. Including three 'Contributory' buildings:	Box Hill SRL Station Study Area	Full demolition of three contributory buildings	if feasible in the context of construction occupation of this block and the lovation of permanent infrastructure, the potential to further reduce the extent of demolition should be considered. If feasible, the priority for further retention would be the	While it is acknowledged that construction of the station box will require the demolition of two contributory by duidings within H0244 (920-928 & 930-932 Whitehorse Road) the demolition of the front part of the former Colonial Gas Association Building

Heritage control ID no.	Place (as per Whitehorse Planning Scheme Schedule to the Heritage Overlay)	Location in SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
	1. 948 Whitehorse Road (interwar) 2. 930-932 Whitehorse Road (c. 1930s) 3. 920-928 Whitehorse Road/2-8 Market Street (late interwar).  948 Whitehorse Road  930-932 Whitehorse Road  920-928 Whitehorse Road			former Colonial Gas Association Building (HO91) (front section).  All heritage buildings to be demolished should be subject to an archival photographic recording prior to demolition. Reflecting the nature of the heritage controls that apply, this would cover the exterior fabric of the buildings, and a record of the interiors would not be required.  Opportunities for the integration of site interpretation about the history of this blook of Whitehorse Road would also be explored.  Refer to EPRs HH1, HH2, HH3, HH8.	and 948 Whitehorse Road may not be required if the construction site and associated wehicle access was redesigned. In addition to the EPRs identified, the following additional avoidance or mitigation measure should be undertaken:  • A redesign of the construction site and associated heavy vehicle access should be undertaken to retain, at a minimum, the front parts of the former Colonial Gas Association Building and the adjacent building at 948 Whitehorse Road.  • Assuming retention of at least part of the former Colonial Gas Association Building and the adjacent building at 948 Whitehorse Road.  • Assuming retention of at least part of the former Colonial Gas Association Building and the adjacent building at 948 Whitehorse Road, the same EPRs should be applied to these buildings as are proposed for the former Railway Hotel.  • Although it is noted that "internal alteration controls' do not apply to HO2441 consider it appropriate to also undertake archival recording of any original or early interior features in accordance with EPR HH3. This would enable a comprehensive record to be provided of heritage-listed buildings that are subject to complete demolition.
HO252	South African and China War Memorial Whitehorse Road Median Strip, Box Hill (Heritage place is defined as the memorial and 1 metre surrounding it)	Box Hill SRL Station Study Area	Possible removal/relocation, before reinstatement (as part of works associated with Whitehorse Road medians)	It is assumed temporary removal and reinstatement or relocation would be required. A detailed methodology for the removal, secure storage, conservation and reinstatement of the monument would be developed.  Refer to EPRS HH2 and HH9. In consultation with the relevant local government develop and implement a scope of external conservation works for heritage buildings and structures which are directly affected by works [including] South Africa and China Memorial  Refer to EPR HH9.	It is noted that this monument has previously been relocated from within the intersection of Station Street and Whitehorse Road and further relocation is unlikely to harm its significance. In addition to the EPRs identified the following additional avoidance or mitigation measure should be undertaken:  HH3 Undertake photographic recording of the memorial and its current setting.

# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

Heritage control ID no.	Place (as per Whitehorse Planning Scheme Schedule to the Heritage Overlay)	Location in SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment

In addition, to the recommendations above, Council seeks a minor amendment to EPR HH2 to address the potential temporary or permanent relocation of historical structures in Box Hill (see below added underlined word):

EPR HH2 - Prior to commencement of works with the potential to affect heritage places, structures or features, directly or indirectly, develop and implement in consultation with the relevant heritage authority:

- Physical protection measures for potentially affected heritage places, structures or features as appropriate
- Where required, a methodology for any required dismantling, storage, <u>relocation</u> or reinstatement of heritage fabric

### Historical heritage – Burwood

The proposed development associated at the Burwood Station site envisages a substantial degree of change at the site of Australia's first drive-in cinema. Acknowledging that the construction works will result in the removal of the remnant elements of the former drive-in cinema, there remains the opportunity to interpret the history and social significance of this heritage place. This is recognised at page 102 of Technical Appendix L.2, which reads:

Demolition and removal of the identified heritage elements clearly would result in a loss of heritage values in that the tangible (physical) evidence of the drive-in history would be removed. However, even with demolition, the historical associations of the place with the earliest drive-in in Victoria/Australia would be documented and could be interpreted, as would its social values as a place which is fondly remembered by some in the community.

Acknowledging the significant impact on values, there are considered to be opportunities to interpret and celebrate the history and social associations of the place, and this presents as the clearest strategy for partial mitigation of the loss of fabric. It is proposed that the site be recorded and interpreted, including the potential for an oral history project to facilitate community engagement.

A requirement of the approval should be to deliver a comprehensive program of interpretation for this heritage place as a means of mitigating against the substantial impacts.

### Recommendations

The following table sets out recommendations for changes to the EES and the associated documentation.

Heritage control ID no.	Place (as per Whitehorse Planning Scheme Schedule to the Heritage Overlay)	Location in SRL Project Area	Impacts {as identified in Technical Appendix L2}	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
HO281	Burwood Skyline Drive In Cinema Burwood Highway, Burwood  Cinema entranse drive and arenue  Cast iron lamp posts (adapted verandan posts)  Drive through ticket booth (now picnic she'ter)  Maori House wiewed from the western side of Gardiners Creek	Burwood SRL Station Study Area	Demolition and ramoval of heritage elements	It is proposed that an interpretation strategy be developed and implemented for the six. This could include an upgrade of existing interpretation (including the local history trail) and/or new interpretation (including the local research should be undertaken, and consideration could also be given to undertaking an oral history project to gather community memones of the drive-in. Refer to HHIS.  The HO-litted elements should be recorded in full prior to demolition to the satisfaction of the Responsible Authority. Refer to EPR HHIS.	The Burwood Styline Drive in Cinama has a substantially reduced hiterapin, avidenced by the extent of H0281 over two small panels of land — one that comprises the entrance and ticket booth, and another that includes a former BBQ area, shelter structure and simple gable enced building inform as the "Maori House". The heritage place is no longer leighte as a normer drive—n crisems without on-site interpretation. The site is currently uses their historical through aculture and play equipment which could be augmented as part of the SRLE project.  Further, it is noted that the "Maori House" appears—albeit when viewed from a dictance—to be in poor or very poor condition. In addition to the EPRs identified, the following additional avoidance or mitigation measure should be undertaken:  There are elements identified within the Statament of Significance that have the opportunity to be removed, conserved and reinstanted, namely the four cast iron lamp posts on MicComas Grove.  The remnant heritage features included within H0281 should be interpreted in the proposed public realms space addressing McComas Grove and on the eastern side of Gardiners Oreick These features include:  The curved tree-lined driveway and tocket bouch  Walk-in shelter  BBQ area  Maori House'.

Council also submits that there are a number places or items which have potential heritage significance that should be the subject of specific recommendations. These are set out below in table format.

Heritage control ID no.	Potential heritage place	Location in SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GIM Comment
No heritage controls	Box Hill Gardens	Box Hill SRL Station Study Area	Site clearance of eastern quarter	Prior to completion of the station construction, a plan to guide landscape reinstantement in this part of the gardens would be prepared, to reinstate the valued character of the gardens and a level of continuity with the retained areas of the gardens to the west. In the process there may be an appartunity to reflect and incorporate aspects of the design and character of the gardens as established in the intervery period,	Box Hill Gardens is an attractive municipal perk with plentings and landscape features dating from the midchwentieth centrury to the present day. The proposed avoidance or mitigation measures seen sound and reasonable. The World War One and Second World War Memorials (HOZ54) are ocated within the western

Heritage control ID no.	Potential heritage place	Location In SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
				including path layout, open lawns and a mix of characteristic exotic and native specimen trees. The approach would be informed by the approach would be informed by the character of survivining mature trees and by further analysis of historical records (including aerial and ground shotography). The Box Hill Master Plan (Site Office 2010) would likely also be of continuing relevance.  The success of landscape reinstatement works will be dependent on the final design of the station box, any required ground improvement works, grading and past construction soil remediation activities. Design consideration should be given to preserving the ability to reinstate landscape character. In the event on ures is required to be reserved or reinstated on a more temporary basis for SRL North, this may also impact the approach to remediation.  Trees to be retained proximate to works would be prepared of the affected area of the gardens before works stort.	part of Box Hill Gardens outside the Study Area or Project Land.
Heritage control ID no.	Potential heritage place	Location in SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
				Refer to EPRs HH3, HH7, AR1 and AR2.	
No heritage controls	Whitehorse Road Medians Box Hill	Box Hill SRL Station Study Area	Substantial alterations to the arrangement and physical fabric, removal of	The South Africa and China Memorial, Whitehorse Hotel Statue and Portico and Cr. Ellingworth Commemorative Drinking Fountain would be temporarily removed	The Whitehorse Road Median dating from prior to the 1880s is made up of four 'ovals' and the intactness and character of each varies considerably. The
	Whitehorse Road Median – viewed from the southeast comer of the intersection of Station Street and Whitehorse Road  Whitehorse Road Median – looking west from tram terminus		removal or mature trees	would be temporarily removed and reinstated if required, with appropriate locations and settings for these established in the new Whitehorse Road public realm treatment. Mature treas would be retoined and protected where possible.   Consistent with the place-specific requirements in the SRL Urban Design Strategy, the design for the new public resilon treatment for Whitehorse Road should explore the opportunity to reflect on and interpret aspects of the earlier median forms and landscape character, and on the long hatary of this space as a formalised public landscape accommodating a range of important civic, nommomerative community and recreational uses.  As noted above, the retention of high value tree specimens would be pricritised where feasible, and the three significant manuments and memorials incurpor ated into the	construction of the tram terminus, caré and later planting and hard landscaping has reduced the consistency of the landscape treatment and visual cohesiveness.  While most of the elements of potential heritage significance are discussed in the EES, no reference is made to the 'artistic lamp standard' (identified in the 1900 City of Box Hill Heritage and Conservation, Study as disting from



design and provided with appropriete settings.

In the event there are impacts on the eastern tree plantations near the East Hill Town Hall, plannings would be relinated as for a possible consistent with the existin arrangements.

An interpretation strategy would be developed and integrated into the public reclim design, and this should reflect on the history of the Medians and Whitehorse Road more broadly.

Refer to EPRs HH1, HH2, HH3, HH8, AR1, AR2, see also EPR HH9 above.

Heritage control ID no.	Potential heritage place	Location in SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
	Whitehorse Road Median – looking east from Watts Street				
	Whitehorse Road Median – lamp standard (c. 1929)				ori I

Heritage control ID no.	Potential heritage place	Location in SRL Project Area	Impacts (as identified in Technical Appendix L.2)	Key avoidance or mitigation measures (as identified in Technical Appendix L.2)	GJM Comment
No heritage controls	Whitehorse Hotel Statue and Portico Whitehorse Road Median Strip, Box Hill	Box Hill SRL Station Study Area – Whitehorse Road Medians	Possible removal / relocation, before reinstatement (as part of works associated with Whitehorse Road medians)	In consultation with the relevant local government develop and implement a scope of external conservation works for heritage buildings and structures which are directly affected by works [unduding] Whitehorse Hotel Statue and Portico.  Refer to EPR HH9.	Erected in 1934 to commemorate The White Horse Hotel that stood on that site from 1895-1933, the memorial features a replica of the timber portico and a fibreglass replica of the "White horse" scupture (the original of which is located in the Town Hall gallery. This memorial serves as a well- known gateway to Box Hill. In addition to the EPRs identified, the following additional avoidance or mitigation measure should be undertaken:  HH1 - Design and construct to avoid and minimise haritage impacts  HH2 - Undertake works to protect and manage heritage places and fabric  HH3 - Undertake photographic recording.
No heritage controls	Cr. Ellingworth Commemorative Drinking Fountain Whitehorse Road Median Strip, Box Hill	Box Hill SRL Station Study Area — Whitehorse Road Medians	Possible removal / relocation, before reinstatement (as part of works associated with Whitehorse Road medians)	In consultation with the relevant local government develop and implement a scope of external conservation works for heritage buildings and structures which are directly affected by works [induding] the Cr. Ellingworth	The Cr. Ellingworth Commemorative Drinking Fountain was erected in 1929 to commemorate 50 years of service by J. P. Ellingham IP, councillor and mayor of the city. In addition to the EPRs identified, the following additional
				Commemorative Drinking Fountain	avoidance or mitigation measure should be undertaken:  • HH1 - Design and construct to avoid and minimise heritage impacts  • HH2 - Undertake works to protect and manage heritage places and fabric  • HH3 - Undertake archivel photographic recording.
No heritage controls	Former Baby Health Centre Whitehorse Road, Box Hill	Box Hill SRL Station Study Area – Whitehorse Road Medians	Possible demolition	The former Baby Health Centre preferably would be protected and retained within the Project works, subject to the final construction staging sequence and to the road and landscape reinstatement design. In the event its removal is required, the building would be subject to an archival photographic recording.	Retention of this building within the reconfigured median would be highly desirable. The design of the project components at the SRL station at Box Hill (Figure 7.8 of Technical Appendix L.2) suggests that retention of this structure is likely to be achievable.  The mitigation measures identified for the Whitehorse Road Medians would appropriately address the former
					Baby Health Centre, namely EPRs: HH1, HH2, HH3, HH8 and HH9.

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

### 11. LANDSCAPE AND VISUAL

Council remains concerned with the landscape and visual impacts of the Project on the existing Burwood and Box Hill precincts. From the outset, the EES acknowledges that the construction of the Project stations at Box Hill and Burwood will be of high impact on the existing landscape and visual conditions in the area.

Although the Landscape and Visual Impact Assessment (LVIA)<sup>4</sup> provides that the Project achieves its relevant EES evaluation objectives, it is Council's view that the construction and operational phases of the Project will result in significant impacts on unique and important local landscapes and visual impacts around the proposed stations. The EMF and EPRs do not presently provide for sufficient measures to minimise or avoid these impacts, and threaten to undo considerable work undertaken by Council to ensure the attractiveness of municipality's visual assets.

### Box Hill

It is abundantly clear that the landscape and visual impacts of the Project on Box Hill will be significant, particularly throughout the construction phase. Although it is accepted that the Project will inevitably alter many of the existing values located near to the Box Hill MAC, the EES ought to as far as practicable align with the built form vision for Box Hill as set out in the draft Box Hill MAC Structure Plan.

As it stands, Council is very concerned that the intended landscape and visual outcomes for Box Hill are largely dependent on the subsequent precinct planning process. Affected parties are being compelled to place a significant amount of trust in the delivery of untested precinct planning through a new planning authority in the SRLA.

Given the role of the UDS to guide the preparation of the development of the Box Hill station box and its immediate environs, Council submits that the involvement of the local council into the preparation of that key document should be regarded as critical to the achievement of a successful Project. This commitment, which Council considers is not presently apparent in the EES, EMF or EPRs not only speaks of the notion of consultation but demonstrates through the drafting a commitment to real and genuine consultation and working with the Council to develop and appropriate urban design Framework.

Council remains concerned that numerous issues remain unresolved in the EES. For example

- Current measures in the EES fail to ensure the landscape and visual amenity impacts of the Project are effectively managed during the construction and operation of the Project;
- With the Project's construction is likely to take around 6 years, a significant portion of the Box Hill Gardens will be occupied or affected by the Project, compromising its visual and land use value significantly. Council has significant concerns with the proposed loss of access to, use and the enjoyments of exiting open space and community facilities, and visual impacts on nearby residents in high density housing;
- Despite the potential for precinct planning to assist the Box Hill Station precinct in minimising adverse landscape and visual impacts, the extent of these measures remain unresolved and it is likely the impacts will still be significant, obvious and, in Council's view, detrimental;
- There is little within the EMF and the Construction Environmental Management Plan (CEMP) that provides any level of confidence that Council will be afforded sufficient opportunities to assist in formulation and approval of that key document; and
- In addition to the obvious and significant impacts on open space, unavoidable impacts on heritage assets are additionally affected or otherwise lost to ensure construction

[8446326: 31426573\_1]

page 35

<sup>&</sup>lt;sup>4</sup> TA 0.2 Land Visual IA.

efficiencies. Accordingly, it has not been established that the intended construction benefits justify combined long term impacts.

### Burwood

Council is concerned with the expected impacts of the Project on the distinct landscape and visual values currently located within the vicinity of the proposed Burwood Station. The Burwood Station precinct currently affords a unique mix of open space, residential and educational assets, which coexist and provide for a strong landscape character, particularly along Gardiners Creek and Sinnott Street Reserve

It is submitted that a number of impacts of the proposed Burwood Station on the existing area have not been addressed and remain unresolved in the EES:

- impacts upon the neighbourhood surrounding the proposed station are underestimated in the EES;
- It is expected that the construction of the proposed Burwood Statement will approximately 7 years to complete. The precinct will experience significant impacts on views and amenity for this entire time, and potentially beyond. Council considers it incredibly important that appropriate measures be contemplated, particularly in the UDS, to lessen the impacts of construction on residents and visitors who reside, work and study within the Burwood precinct;
- the LVIA provides potential lighting measures that are intended to be undertaken to facilitate night-time works.<sup>5</sup> Because these impacts are heavily dependent on the location, orientation, height and strength of construction lighting, it is unclear whether a 'one-size-fits-all' approach to mitigating these impacts will suffice in protecting residents for the lengthy construction period;
- during construction and subsequent operation of the Project, the Burwood Station
  precinct will experience substantially reduced open space amenity. This, coupled with the
  expected intensity in development around the station (the extent of which will remain
  unconfirmed until the completion of the precinct planning process). Such an approach
  seems counter intuitive when applied to an area distinguished by its landscape and visual
  amenity;
- Council is very concerned with the proposal to reinstate only a portion of Sinnott Street
  Reserve to the 'public realm'. From the imagery in the EES, most of that 'public realm' is
  hard surfaces and not in line with the existing experiences that residents and visitors
  enjoy;
- the proposal to naturalise Gardiners Creek only as far south as the existing foot bridge near the existing Sinnott Street Reserve, is considered a poor visual outcome. Standing on the foot bridge, viewers will see a naturalised environment to the north and a concrete drain to the south. Given the significance of the footbridge to allow for high pedestrian and cyclist volumes to access the station precinct and the extent of impacts proposed by the Station in this area, it is strongly recommended to naturalise the creek through to Highbury Road
- the Project's sheer size will result in significant impacts on the Burwood precinct;
- the Project's impacts on heritage assets do not currently comprise an acceptable outcome, and further opportunities should be taken up to interpret and preserve their contribution to the area's character;
- the visual domination of the station's substation, located on the corner of Sinnott Street and Highbury Road, does not comprise an acceptable outcome; and

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<sup>&</sup>lt;sup>5</sup> Section 9.1.6

page 37

# 9.1.3 – ATTACHMENT 1. Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

Council considers that 'Edge profiles' to surrounding streets require further consideration and assessment to ensure suitability of new built forms against the expected visual and physical impacts of the Project. Although it is acknowledged that these interfaces are alluded to in the EES, further emphasis within the EES is required to manage any impacts during the precinct planning and design stages.

Additional measures should be undertaken to ensure the Project results in an acceptable landscape and visual outcome for the Burwood Station, including but not limited to:

- improving the interface between the proposed Station precinct, including both the station
  and associated future development sites to McComas Grove and Sinnott Street, in order
  to better address the potential for change in adjoining streetscapes and equally address
  other issues with station connectivity;
- the underground station concourse level should be extended under Burwood Highway
  and allow for a new station entrance on the north side of Burwood Highway. This would
  remove the visual impacts of the overpass and potentially protect many of the trees along
  the frontage of Bennettswood Reserve;
- the SRL Burwood station should be added to the locations specified in EPR LV6, to
  ensure the appropriate management of impacts of views of Burwood Station
  infrastructure on residents of McComas Grove and Sinnott Street; and
- the consideration of further design processes to enable a more positive and sympathetic contribution to the public realm, including the implementation of additional or amended EPRs aimed at managing, mitigating or eliminating the Project's visual impacts.



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#### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 12. ARBORICULTURE

Council and the community value the important contribution of trees and vegetation in making the municipality a vibrant place to live, work and visit. Across both private and public land, the urban forest is an essential element of Whitehorse.

The Whitehorse Urban Forest Strategy 2021-2031 (Urban Forest Strategy) contains objectives to:

- 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;
   and
- Build on Council's knowledge base.

The Urban Forest Strategy sets targets for Council to:

- Increase tree canopy cover by 9% to 27% by 2031<sup>6</sup>; and
- Increase tree canopy cover to 30% by 2050.

Reaching these targets requires collective effort, concise planning and adequate resourcing to establish many more trees and shrubs within our streetscapes, in private gardens and public spaces.

One of the biggest challenges in being able to reach these targets is the impact of Victoria's 'Big Build' projects. Within the Whitehorse municipality, there are currently three major Victorian Government transport projects being planned that have the potential to remove over 2,500 trees in order to enable construction works to be undertaken (see table below). While each of these projects propose various tree replacement arrangements, the benefits of the replaced trees will not be realised for many decades when tree maturity is reached. In the meantime, the social, amenity, health and environmental benefits from trees will be lost from the Whitehorse landscape.

Project impacts in the City of Whitehorse	Number of trees likely to be removed or potentially removed
Suburban Rail Loop	
Burwood	393
Box Hill	362
North East Link	Approximately 1,180
Mont Albert Road level crossing removal	650
Total	Approximately 2,635

The SRLA forecasts significant increases in population and jobs in the 1.6km precincts around each SRL station. Competing space to accommodate residential and employment infrastructure to cater for more people living, working and visiting the precincts will result in less space for tree canopy. Therefore, in addition to the Project reducing existing trees, there will be less space around each station for new trees.

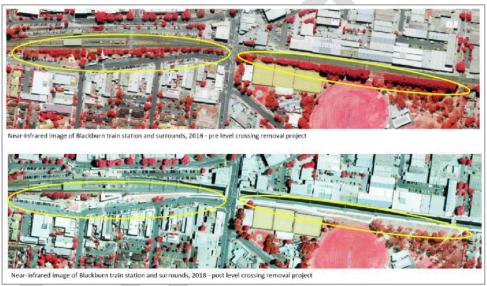
Given the lack of detail in the EES about areas marked for 'future development' as well as the decision of the Victorian Government to exclude Precinct Planning from the EES process, it is

<sup>&</sup>lt;sup>6</sup> By 2031 this represents an overall increase of 9% total tree canopy cover for trees taller than 3 metres.

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

extremely difficult to assess the overall impact of the SRL project and the ability for Council to achieve its strategic tree canopy targets. With greater development around the precincts (presumably including taller buildings), sunlight to vegetation will be restricted and building mass will limit access to rain for soil moisture. Demand for more utilities underground due to the expansion of development, as well as above ground impacts will limit the location and type of trees that can be planted. Without space, suitable soil and water, it will be challenging to meet Council's tree canopy targets. There may come a time when it is difficult to find enough appropriate space within the City of Whitehorse to plant all the replacement trees required from the three major transport projects (as well as the associated Precinct Planning projects). It is therefore vital that the Victorian Government assess projects holistically across all major transport projects, rather than a project by project approach.

An example of the impacts of tree loss due to Victorian Government infrastructure projects is illustrated in the images below in the vicinity of Blackburn train station, the site of a recent level crossing removal project (completed in 2017). The images show the significant loss of mature trees as a result of the project, and the resultant increased hard surfacing that has impacted the urban heat island effect.



Tree canopy in vicinity of Blackburn train station, pre and post Level Crossing Removal Project Source: Whitehorse City Council

Although the EES provides that a primary objective of the Project is avoiding and minimising the removal of trees, the EES does not demonstrate that the proposed construction sites have minimised tree loss. For example, the EES has not shown what configurations of the Tunnel Boring Machine (**TBM**) site in Burwood have been considered in an attempt to preserve the trees in Sinnott Street Reserve. Council is concerned that the EES does not provide for sufficient measures to minimise the number of trees predicted to be removed as required in the EES Scoping Requirements.

In addition to Project's impact on public trees, Council is also concerned about loss of vegetation on private land. The value of trees on private land is presently protected by a Significant Landscape Overlay (**SLO**) covering residential areas within the municipality. The current SLO requires a planning permit to remove, destroy or lop a tree (other than those trees listed as exempt within Whitehorse Planning Scheme).

Section 8.2.3 of the Arboriculture Impact Assessment states:

"It is likely that SRL East station precincts would see considerable urban development on private and public land following completion of the Project. This would most likely result in

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

impacts to trees and tree canopy cover on private and public land as trees are removed to make way for this development. While the extent of development is unknown at this point in time, it will be crucial for local government authorities that existing trees are protected, and that removed trees are replaced through their planning controls where possible, to avoid cumulative impacts to the urban forest."

It is true that Council has extensive controls in place that aim to protect vegetation on private land. However, considering the scale and impacts of the Project, alongside the introduction of additional planning controls and exemption, it has not been established that existing controls will be enough to protect the vegetation from Victorian Government projects. It is completely inappropriate to impose the onus to dissuade others from removing trees on Council where the EES should provide for measures to achieve this. Although the EES identifies the impacts of cumulative public and private projects on trees and canopy cover, it is clear that it does not provide for any solution apart from the suggestion that local governments accept this as inevitable and continue to implement its own tree protection policies.

Council is cognisant that in addition to the amenity and environmental impacts the proposed tree removals will have across the project, there is a correlation between canopy cover and land and property values<sup>7</sup>. It is therefore suggested that there will be community concern relating to the loss of vegetation and potential impacts upon property values.

In addition to the replacement of trees, serious consideration needs to be given to including an EPR requiring financial compensation to the owner of the land that trees are removed from, as part of acquisition or occupation licence arrangements.

Nonetheless, the Project's expectation that canopy cover will be replaced at a 100% net gain and the provision of a 3 year period for maintenance and protection, as per EPR AR3, is supported by Council. However, Council considers that existing trees should be retained as a priority, with replacement planting being employed only where removal is completely unavoidable. Council is also supportive of the early planting requirements outlined in ERP AR3. Council partnered with North East Link Project to deliver the first round of early offset tree plantings in 2021, and this approach is supported and appreciated by the local community.

 $<sup>^{7} \, \</sup>underline{\text{http://www.aecom.com/content/wp-content/uploads/2017/04/Green-Infrastructure-vital-step-brilliant-Australian-cities.pdf}$ 

#### 13. BUSINESS AND RETAIL

Although Council acknowledges that the EES places great emphasis on the business and retail benefits of the Project in the long-term, it has not been demonstrated that business and retail impacts of the Project are acceptable, and additional measures must be implemented to ensure that significant impacts are avoided or mitigated as much as possible.

The Box Hill Metropolitan Activity Centre (MAC) comprises the largest MAC in Melbourne's East, and it serves as Council's primary activity centre. Council's commitment to enhancement of the Box Hill MAC is no more apparent than in its ongoing review of the Box Hill MAC Structure Plan, which seeks, amongst other things, to support and build upon the area's distinctive business, retail and employment values.

The Victorian Government's significant investment in the Melbourne East Region is certainly very welcome, especially with the focus on Box Hill and Burwood. However, in order for this *Big Build* project to be truly 'city shaping,' the need for this investment is clearly broader than just the development of Project infrastructure.

Given the relatively short amount of time that public information has been available about this Project, Council and business owners have not had the opportunity to develop an informed understanding about the expected impacts on business and retail uses in the municipality. It is for this reason that Council advocates so strongly for extensive business support and comprehensive place-based impact investment strategy for the SRL project. Now that this opportunity has arisen, Council considers that these impacts will be significant unless further measures are implemented in the EES to ensure that impacts may be minimised or, ideally, avoided during both the construction and operation stages of the SRL.

In particular, it is clear that:

- the Project will have a significant impact on businesses within and beyond the Box Hill and Burwood station precincts;
- of all the municipal councils, the City of Whitehorse will bear the greatest number of businesses being impacted along the Project alignment;
- the expected 7 year construction timeline (notwithstanding the potential for delays) is significant and will create an unattractive environment for businesses to operate in, employees to work in and customers to visit, because:
  - disruptions associated with the Project will deter existing and new customers, including the temporary/long-term closure of roads/footpaths, and the generation of noise and dust;
  - given the duration of construction, consumers may develop new shopping and service habits and possibly never return to Box Hill;
  - the potential for substantial vacant tenancies in the precincts will be very difficult, if not fatal, for many businesses; and
  - as it stands, economic, social cohesion, place-fabric and place-making impacts have not been adequately addressed in the EES.

Relevantly, because the Business Disruption Mitigation Plan ( <b>BDMP</b> ) <sup>8</sup> is not yet developed and th	he
nature and extent of "bespoke" support is not outlined, it is difficult to comment on the	

[8446326: 31426573 1]

page 41

<sup>8</sup> Required by EPR B3.

appropriateness of support being offered by the SRLA. Accordingly, affected businesses do not know what measures are proposed.

The Business and Retail Impact Assessment (**BRIA**) identifies three potential impacts of the construction and operation of the proposed Box Hill Station at p 71:

- some loss of businesses due to displacement, potentially significant if relocations prove to be difficult or impractical;
- the potential reduction of effective demand for business or retail businesses in the locality during the Project's construction, with the displacement of the businesses in the area bordered by Market Street, Main Street, Station Street and Whitehorse Road in the heart of the strip centre; and
- significant improvement in the long-term attractiveness of the locality as a business destination and in the attractiveness of the Box Hill MAC as a shopping, dining, employment and entertainment destination.

Additionally, the BRIA identifies potential impacts of the Project on Burwood at p 64:

The most significant potential impacts of SRL station at Burwood on business and retail are the potential loss of businesses due to displacement and impacts to electricity distribution for Melbourne customers. However, at time of writing the report, SRLA has reached an 'in-principle' agreement in relation to the property acquisition and therefore would not disrupt the electricity distribution business which would mitigate the potential impact.

In Council's view, the extent of impacts on business and retail uses within the City of Whitehorse have not been adequately captured in the EES, and as a result, Council is very concerned that proposed mitigation measures will not sufficiently avoid those impacts. Council considers that are a number of issues that remain unresolved and should be determined as part of the EES process, including:

- the permanent loss of car parking remains a particular concern for Council. While car
  parking may be available further from the core of Box Hill, Council is concerned that
  visitors may be deterred from visiting business within the area, particularly during
  construction of the Project.
- in addition to the support offered to individual businesses in the EPRs, it is Council's view
  that additional measures should be implemented to develop a stronger strategic
  marketing and communications strategy for the entire Box Hill MAC, as well as a separate
  strategy for Burwood, that can be implemented throughout the construction phase;
- insufficient consideration has been given to the existing and ongoing impacts of COVID-19. Given the continued long-term uncertainty, further disruptions on these businesses due to the construction of the Project should be considered as part of the EES process;
- the EES needs to implement a broader approach to better exploit economic opportunities to build adaptation, evolution and resilience, rather than just simply mitigating disruption to existing businesses. This should include additional opportunities for compensation, collective marketing support to businesses, and the provision of specific support to business employees.
- although the BRIA recognises likely impacts of the overlapping of SRL construction with the redevelopment of Box Hill Central Shopping Centre, it fails to identify measures to address the extra pressure of these combined impacts; and
- the deferral of precinct planning leaves the assessment of the true extent of positive and negative impacts of the Project to be considered at a later stage.

Council remains concerned that the proposed Business and Residential Relocation Guidelines (**BRR Guidelines**)<sup>9</sup> do not presently protect those businesses that are required to relocate as a result of the Project. In particular:

- proper consultation has not been undertaken in their preparation;
- measures in the BRR Guidelines do not meet expectations of the community;
- unreasonable emphasis is placed on the responsibility of local government to mitigate the Project's impacts, where such measures should be addressed as part of the EES process;
- the BRR Guidelines do not provide adequate support for workers of impacted businesses, and instead defers this responsibility to business owners that will be directly impacted by the Project; and
- the targeted/bespoke programs need to be specifically developed and tailored for each of the Box Hill and Burwood areas, in order to ensure localised issues and opportunities can be capitalised upon.

[8446326: 31426573\_1] page 43

Page 331

<sup>9</sup> EES Attachment D.

#### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 14. SOCIAL IMPACTS AND LOSS OF OPEN SPACE

Council supports some of the positive social outcomes that the Project will provide once it is operational, including additional transport options, additional/ improved walking/cycling facilities, improved Gardiners Creek environment, and additional public realm areas in the Whitehorse Road centre medians. There are however significant detrimental social impacts, mainly during the lengthy construction phase, that require detailed attention.

The Social Impact Assessment (**SIA**) comprising part of the EES understates the impacts of the acquisition of private homes to facilitate the Project. In this respect, Burwood is rated as 'Low' impact and Box Hill is rated as 'Medium'.

However, Council is concerned that a number of issues have not been adequately addressed in the EES and the Business and Residential Support Guidelines:

- The offer of early purchase and provision of checklists, amongst other provisions, is unlikely to remove the anxiety and stress associated with moving property and the wider impacts of exiting established communities;
- Social impacts of the Project from business acquisitions have not been adequately assessed; and
- The impact of the Project's lengthy construction phase has been underestimated.

The Victorian Government 'Victoria's Big Build' features an ambitious pipeline of projects that features mega road and rail projects that aim to transform how people travel, connect and move through Victoria. Within the City of Whitehorse, three major big build projects will be delivered concurrently. These include North East Link, Level Crossing Removal (Mont Albert) and Suburban Rail Loop.

Council estimates that 299,783m² of open space will be occupied at some point in time as a result of these big build projects. Using the common analogy, that's nearly 15 MCG's of open space that will be occupied (one MCG = 20,000m²). This is a massive imposition for the Whitehorse community. Council is seeking a co-ordinated approach to state government project planning to ensure the community is adequately protected and compensated.

It is critically important that the agencies planning these major infrastructure projects (NELP, SRLA and LXRP) work collaboratively to explore where there may be efficiencies to reduce the disruption to our open space network, and compensate the Whitehorse community for the prolonged disruption during the project construction phases.

Despite the huge impact to our open space network by the Victorian Government projects and their reference within various SRL EES documents, no mitigation measures are proposed, nor EPRs that mandate a coordinated approach to minimising the collective impacts within the City of Whitehorse

#### **Box Hill**

It is Council's view that the EES underestimates the social and community impact of the loss of a large component of Box Hill Gardens. It is also submitted that the EES underestimates impacts of the Project on the remaining sections of Box Hill Gardens during construction. It has not been demonstrated that the expected impacts of the Project on trees, amenity and access within Box Hill Gardens is an acceptable outcome.

#### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

The EES outlines that up to a third of Box Hill Gardens will be occupied for construction activities as part of SRL East.

Council seeks to draw the distinction between the occupation of land and impacts on the useability of any remaining land. Regrettably, the remaining portion of Box Hill Gardens will itself be subject to numerous impacts on its useability and social utility, due to the impacts of construction such as noise, air quality, visual amenity, character and safety.

Section 8.2.3 of the SIA states:

"Noise levels would decrease with distance across the [Box Hill] gardens such that noise levels at 80 to 100 m from the construction site are expected to generally comply with the 60 dB LAeq benchmark for passive open space......This level of noise would likely discourage people from undertaking recreational activities adjacent to the construction zone, resulting in them moving to the centre or western side of the reserve where there would be a reduced level of airborne noise".



Source: Whitehorse City Council

The area highlighted in the SIA as being impacted by noise includes a regional play space and additional sections of the running circuit. The SIA and the Public Open Space Framework do not propose avoidance, minimisation or mitigation measures that address the limited usability of this additional section of Box Hill Gardens.

The Land Use Planning Impacts Assessment notes the following:

"The works within Box Hill Gardens would temporarily use the eastern section of the site for construction, resulting in a loss of access to open space for the surrounding community during construction works for The Project would deliver a new rail line to Box Hill and strengthen the public transport connections to the Box Hill Metropolitan Activity Centre, thereby facilitating employment uplift and stimulating development within an area designated for investment and growth. Plan Melbourne identifies the Box Hill Metropolitan Activity Centre as providing 'a diverse range of jobs, activities and housing for regional catchments that are well served by public transport'. The Project directly supports this vision. Suburban Rail Loop East Impact Assessment Summary – Land Use Planning 42 approximately seven years. There is precedent for the temporary loss of parkland during the construction of large projects in Victoria, however, this impact is considered a considerable land use change with negative impacts. SRLA will continue to work closely with stakeholders, including the City of Whitehorse, to minimise these impacts and provide alternative and upgraded facilities within Box Hill Gardens through implementing the Public Open Space Framework – Rail and Infrastructure. The social impacts relating to a

#### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

temporary loss of access to open space are assessed in the Social and Community Impact Assessment."

It is to be noted that the Public Open Space Framework does not mention the impact on the play space within Box Hill Gardens, and only proposes to realign the running circuit.

Given the high density nature of living, working and learning in Box Hill, access to open space is even more important than some other areas along the SRL East alignment. Council implores SRLA to think creatively about mitigation options (eg roof top open spaces and a deck over the existing Belgrave/ Lilydale train line) that will address the serious issue of accessible spaces for recreation and respite from the physical and social elements of the high density environment.

Additionally, Council is concerned with the following issues:

- The Uniting Age Well Box Hill Community aged care facility will be surrounded by ongoing building works through both the current project and SRL North. The impact of noise, vibrations, lack of access to amenity for walks and social activities will have a significant and ongoing impact on the lives of older people within this facility and in surrounding properties. A specific EPR is needed to address impacts for residents and employees of the facility, given that the SIA acknowledges that the Residential Support Guidelines "may be difficult to apply in the case of Uniting AgeWell Box Hill Community, with vulnerable residents likely to have specific needs requiring a tailored approach to mitigating the impact on residents." The report recommends early engagement with the facility as the only additional mitigation measure, which is considered insufficient.
- The establishment of a slurry plant within Box Hill Gardens (in very close proximity to the play space) is proposed as part of SRL North. Although it is accepted that SRL North, which is intended to be constructed from Box Hill Gardens north towards Doncaster, is not the subject of the IAC inquiry, Council considers that the additional impacts that would inevitably result from the continuation the SRL must be accounted for in assessing its long-term impacts on Box Hill Gardens.
- The Victorian Government will be concurrently constructing North East Link (NEL), including the reconstruction of the Eastern Freeway within the City of Whitehorse. The cumulative impacts of NEL and the Project will be intensely felt by community members between Whitehorse Road and the Eastern Freeway, exacerbating the impacts for residents who will be dealing with construction vehicles from the two biggest transport infrastructure projects in Victoria's history.
- Given large private developments within Box Hill, particularly Vicinity Centre's major redevelopment of at 17-21 Market Street, adjacent to the SRL Box Hill site, there is potential for construction fatigue within the community, including its significant cumulative impacts on:
  - o residents, who may choose to move out of the area;
  - o workers, who may look for alternative employment; and
  - visitors, who may visit alternative locations for business, health care, education and recreation.

### Recommendations

- As a priority, provide new open spaces within close proximity to central Box Hill prior to the commencement of construction that includes a play space.
- Minimise to the greatest extent, the amount of Box Hill Gardens needed for construction activities;

- A specific EPR is needed to address to impacts for residents and employees of the facility, given that the SIA acknowledges that the Residential Support Guidelines "may be difficult to apply in the case of Uniting AgeWell Box Hill Community".
- Return to Council all surplus construction land for open space and civic infrastructure once the construction of the Project has been completed, including land on Station Street between Whitehorse Road and Main Street, Box Hill;

#### **Burwood Station**

The social impacts of the Project on the area surrounding the proposed Burwood Station have been understated and inadequately assessed within the EES.

It remains Council's view that:

- residential displacement and reductions in residential amenity during and following construction will be significant, and additional measures should be undertaken to mitigate these impacts:
- although the EES acknowledges the significant impact of the Project on the Burwood neighbourhood area, particularly on amenity, pedestrian movement, access and privacy, it does not provide for acceptable ways to mitigate these impacts;
- during operation, commuters and visitors are likely to congregate nearby Burwood Station, with resulting impacts on nearby residents, particularly at night, from noise and light spill; and
- the EES has not assessed the social impacts associated with a new bus route being introduced along Sinnott Street. Residents will have noise and air quality impacts that are not part of the existing environment of the street.

Council is very concerned with the proposed acquisition of Sinnott Street Reserve. The land is not required for station infrastructure following construction of the Project and it is therefore an unacceptable social outcome to permanently acquire land and designate most of it for 'future development'. This presents as the wrong priority.

In relation to the impacts at Burwood, the Social and Community Impact Assessment states at page 85:

"Construction of SRL Station at Burwood would require the permanent occupation of Sinnott Street Reserve and Burwood Skyline Drive-In Park. This would reduce the amount of public open space available to the community for active and passive recreation. There are alternative open spaces in the broader area such as Lundgren Chain Reserve and the western, northern and southern extents of the Gardiners Creek Reserve, however, for some users these alternative open spaces would be more than 400 meters away and inconsistent with the aims of the Whitehorse Open Space Strategy which aims to deliver open space for everyone within a five minute walk (approximately 400m). Further the Lundgren Chain Reserve acts as a linear reserve and does not support a similar level of activity to Sinnott Street Reserve. Further these alternative open spaces do not all have replacement play spaces, resulting in a diminishment of the formal equipment that children can use in the immediate area. Further, users would need to cross Burwood Highway, Station Street, Sinnott Street or Highbury Road to access playgrounds or comparable open spaces. Sinnott Street would be carrying truck traffic, while the other roadways carry high levels of traffic, reducing the accessibility of these alternative open spaces. The level of traffic may also present a barrier to access, with parents of younger children likely to have safety concerns about accessing these alternative spaces unaccompanied. The increased

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

walking distance required may also prove a barrier to persons unable to walk longer distances such as the elderly or disabled.

#### Operation

Sinnott Street Reserve would be acquired for the Project. Occupation of these open spaces would adversely impact adjoining residential community who use these spaces for active and passive recreation.

The community would benefit from the creation of alternative open space east of Gardiners Creek. Rehabilitation of this land presents an opportunity to better tailor it to the needs of the current and future community. However, this open space may not be able to support some of the activities that the existing Sinnott Street Reserve supports such as informal ball sports.

The loss of established trees and other vegetation alongside Gardiners Creek and the placement of Project infrastructure such as the pedestrian bridge would likely concern the local community. The concern would stem both from the perceived loss of environmental values. The Project would return much of the affected open space in Gardiners Creek Reserve. The reinstatement of this land presents an opportunity to better tailor it to the needs of the community. However, it is likely that much of the mature vegetation such as trees would take longer to replace to a comparable level (Arboriculture Impact Assessment, Technical Appendix D.2). This may be perceived as a diminishment of the sense of place within these parks and reserves until those trees are established."

A lineal strip of open space adjacent to Gardiners Creek is proposed by SRLA. While this will improve the interface with the station infrastructure, it cannot be compared to losing approximately  $8,000m^2$  of open space at Sinnott Street Reserve that is used for passive and active recreation activities.

The proposal to naturalise Gardiners Creek only as far south as the existing foot bridge near where Sinnott Street Reserve is currently, is considered a poor visual and social outcome and it is strongly recommended to naturalise the creek through to Highbury Road.

There is an existing Community Garden located close to the Burwood Station. It is unclear how the impacts upon the community gardens (eg dust) will be managed.

It is submitted that the overall impacts of the loss of public open space at Burwood are unacceptable.

#### Recommendations

- Sinnott Street Reserve to be returned as public open space in its entirety following the construction of the Project;
- Prior to occupation of Sinnott Street Reserve for construction, provide replacement public
  open space of equal area in the vicinity of the Burwood Station to enable continuity of the
  active recreation activities (ie use of the play space);
- Naturalise Gardiners Creek between Burwood Highway and Highbury Road; and
- Ensure the amenity for residents surrounding the station (eg residents of McComas Grove and Sinnott Street) is respected through the provision of the highest level of protection during the construction and operation phases of the Project.

Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement



### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 15. GROUNDWATER

Council considers that the EES appropriately addresses the Project's impacts on groundwater and supports the implementation of EPRs to manage groundwater impacts during construction and operation.

Council recommends that several minor amendments to the mitigation measures provided in the EES should be pursued:

- additional testing should be undertaken within the Box Hill Station area to ensure that the
  pumping, treatment and disposal of contaminated groundwater can be adequately
  managed, including the implementation of an additional EPR requiring ongoing
  monitoring in this instance;
- additional measures to ensure impacts will be properly managed where PFAS is detected during construction; and
- an additional or amended EPR should require the durability of Project infrastructure
  materials to be assessed while engineering assessments are undertaken during detailed
  design. This assessment should consider groundwater quality and its potential for
  aggressive impacts on materials.

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 16. SURFACE WATER

Council considers that surface water impacts of the Project need to be further assessed in order to demonstrate that there are no impacts to properties and buildings located close to the Project stations, especially Burwood Station. Mitigation works are not to increase flood levels on neighbouring properties.

As it stands, Council remains concerned with a number of issues:

- the capacity of the drain/culvert undemeath Burwood Highway, particularly whether the
  possibility of blockage and the resultant impacts. The blockage needs to be considered
  as part of the detailed design and details provided to Council prior to any detailed design
  approval;;
- the proposed modelling does not adequately establish that the risk of unreasonable stormwater discharge through buildings and structures will be mitigated; and
- mitigated flood mapping shows afflux through some properties within the vicinity of Burwood Highway and McComas Grove, which the EES does not adequately consider.



#### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 17. NOISE AND VIBRATION

#### Airborne Noise

Council is concerned that airborne noise impacts caused by the construction and operation of the Project have not been properly addressed with the EES. Airborne noise poses a particular issue during construction, where disruptions to the use and enjoyment of the various existing uses within the Project station areas are expected to be long-term and significant.

As we have explored in other sections in this submission, the potential for airborne noise to be properly estimated and accounted for during construction and operation is of paramount importance.

In particular, Council considers that the following issues have not been adequately addressed in the FES:

- it is unclear whether adopting the Passenger Rail Infrastructure Noise Policy (PRINP) to
  evaluate operation noise impacts of the Project will allow a full assessment of operational
  noise impacts and additional assessments are required to consider all relevant train noise
  limits for the Project;
- the appropriateness of relying on 14 suitable noise measurements over the 26km alignment for the Project;
- further assessments should be undertaken, particularly to ensure that the Project
  comprises an acceptable impact on nearby properties where it appears that train noise at
  noise sensitive receiver locations exceed the prescribed noise levels provided in the
  Better Apartment Design Guidelines (BADs) and relevant Australian Standards;
- equally, appropriate noise limiting treatments have not been sufficiently considered at the Project, instead relying on acoustic shielding at particular properties where the relevant thresholds are not achieved.
- as construction layouts for the Project remain indicative, the EES lacks sufficient detail on the location and extent of noise sources from the Project; and
- additional noise monitoring should be required once the Project becomes operational to ensure opportunities are available to mitigate these impacts should they arise.

#### Ground-borne Noise and Vibration

Council considers that the EES does not adequately demonstrates that ground-borne noise and vibration impacts from the Project have been properly mitigated.

Of particular concern to Council is:

- the availability and specification of data sources used in the noise modelling;
- whether variations have been properly accounted for in modelling;
- how the Residential and Business Support Guidelines will be applied to the Project to mitigate any impacts from ground-borne noise and vibration during construction and operation of the Project;
- insufficient detail regarding sources of noise and associated input levels.

Considering the potential for noise and vibration to significantly impact upon values like human health, businesses, amenity and existing developments, Council considers that the scrutiny of modelling and mitigation measures at the EES stage is crucial to ensuring that the EMF and EPRs can appropriately manage any issues that may arise.



# Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 18. AIR QUALITY

It is acknowledged that EPR AQ1 requires that an Environmental Air Pollution and Dust Management Plan (**EAPDMP**) to be developed and implemented. Council considers that the EAPDMP should expressly provide for some additional measures to ensure human health is not impacted by the construction and operation of the Project, including:

- the consideration of complete or partial enclosures of the load-out area nearby the proposed Burwood Station, to ensure that the impacts of raised dust does not unduly impact nearby residences; and
- measures to ensure that real time alerts from ongoing dust monitoring to allow for the swift and real-time response to and rectification of unreasonable dust impacts, should they arise.



#### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 19. PLANNING SCHEME AMENDMENT

The drafting of the planning scheme amendment documents is directly related to the question of whether the project is a reference design or a project design. The EES is predicated on the basis that the EES is based on a reference design and the drafting of the incorporated document and the EMF seems to proceed on that basis. Thus the provisions are very broad and allow the Minister to approve of various documents which can be different to the form of the documents exhibited with the EES. This brings into question whether an EES will have been undertaken on the project that is built as distinct from the reference design.

Council reserves its right to expand on this issue after hearing how the Authority presents its case.

However, we make the following preliminary comments in relation to the Incorporated Document regarding asset management:

- Clause 4.4.5 should be amended to expressly require SRLA to engage with affected councils where the Minister for Planning exercises power to amend the EMF, any of the EPRs or key documents such as the UDS or any of the relevant plans, particularly the urban design and landscape plans.
- The Urban Design Advisory Panel (UDAP) proposed in clause 4.5 should specifically include a Council representative.
- The definition of 'preparatory buildings' in clause 4.10.2 is vague, and should be amended to provide for more certainty of the particular types of buildings that meet the definition. Currently, preparatory buildings and works are defined as "include, but are not limited to".
- Stronger provisions and criteria should be included for the process of amending key documents such as the EMF and UDS. These are intended to be foundational documents and should not be amended "to the satisfaction of the Minister"
- The introduction of the SCO has the potential to introduce additional and unnecessary work for local government through planning permit triggers. The SCO proposes to trigger permits for development based upon a 'weight above surface level' criteria. It is unreasonable for councils to have to manage this type of criteria or ask for an applicant to provide it.
- Rather than trigger planning permits and then planning departments having to refer, write reports and determine an application, provisions should be introduced that require a development proposal to seek approval from the SRLA prior to lodgement of a permit application, to enable an application to be assessed and determined quickly. This puts the onus back onto a developer to seek pre-certification of detailed designs, rather than Council. The consideration of a proposal by a council can then be limited to the usual planning considerations with the technical details left to the pre-certification process and conditions of a planning permit which would then require formal sign off by the SRLA before endorsement of plans under a planning permit.

### Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

#### 20. COMMUNITY ENGAGEMENT

Council engaged an independent company to facilitate a number of community engagement activities at the commencement of the SRL East EES exhibition period. The aim of the engagement activities was to understand community views of the Project and to align Council's advocacy priorities with community concerns.

A high level summary of the outcomes from the engagement activities is listed below. The outcomes demonstrate that Council's submission regarding the EES is representative of the views of the impacted community within Whitehorse.

The following community engagement activities were facilitated during 8 to 21 November 2021:

- An online survey was open between 8 November 2021 and 21 November 2021.
   114 responses were received;
- An online community forum was hosted on 10 November 2021. The forum provided general information about the Project within Whitehorse and invited comments from participants. 152 community members participated in the forum; and
- A community panel was established, comprising 23 representatives from the Whitehorse community. The panel participated in two online workshops on 11 November 2021 and 18 November 2021 to undertake a deeper dive into the issues and opportunities regarding SRL.

All activities were advertised via email, web, social media and letters mailed to property owners and occupiers in the vicinity of the SRLE alignment within the City of Whitehorse.

The combined key priorities that have come through the community engagement activities are:

#### Burwood

- Direct underground connection between the Burwood SRL station and the northern side of Burwood Hwy;
- Protection of vegetation and open space; and
- Provision of support to impacted businesses and residents.

### **Box Hill**

- Direct underground connection between the existing Box Hill station and the new SRL station;
- Protection of vegetation and open space, particularly in Box Hill Gardens;
- Provision support to impacted businesses and residents; and
- Connection of the cycling path along Whitehorse Road to the existing Box Hill to Ringwood path and the proposed Box Hill to Hawthorn path.

#### Tunnels

- Protect the integrity of structures, open space and vegetation above the tunnels; and
- Limit noise and vibration from the tunnel's construction and operation.

There was an overall feeling that community members would have benefited from more information about the Project from SRLA, particularly regarding the impacts of the tunnels under properties. Concerns were raised about the lack of transparency regarding future precinct planning.

Draft Whitehorse City Council submission regarding Suburban Rail Loop East Environmental Effects Statement

END



Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East



# Whitehorse City Council community engagement regarding Suburban Rail Loop East

November 2021

Whitehorse City Council appointed Pinnacle Group Australia to independently facilitate a range of community engagement activities regarding the Victorian Government's Suburban Rail Loop East (SRLE) project. Residents and visitors to Whitehorse were invited to provide comments about SRLE, so that Whitehorse City Council can tailor its advocacy priorities. This document summarises the outcomes of the following community engagement activities:

- An online survey was open between 8 November 2021 and 21 November 2021.
   114 responses were received.
- An online community forum was hosted on 10 November 2021. The forum provided general information about the SRLE project within Whitehorse and invited comments from participants.
   152 community members participated in the forum.
- 3. A **community panel** was established, comprising 23 representatives from the Whitehorse community. The panel participated in two online workshops on 11 November 2021 and 18 November 2021 to undertake a deeper dive into the issues and opportunities regarding SRL.

The key findings from across all engagement activities are:

#### Participants believe that the key benefits of SRLE will be:

- Easier and more convenient transport options
- · Less traffic on our roads
- · Faster travel times
- · Better connectivity across Melbourne
- More sustainable and environmentally friendly methods of travelling

#### The community support Whitehorse Council to advocate for the following matters:

#### Burwood:

- · Direct underground connection between the Burwood station and the northern side of Burwood Hwy
- · Protect vegetation and open space
- · Provide support to impacted businesses and residents

#### Box Hill:

- Direct underground connection between the existing Box Hill station and the new SRL station
- Protect vegetation and open space, particularly in Box Hill Gardens
- Provide support to impacted businesses and residents
- Connect the cycling path along Whitehorse Road to the existing Box Hill to Ringwood path and the proposed Box Hill to Hawthorn path

#### Tunnels:

- Protect the integrity of structures, open space and vegetation above the tunnels
- · Limit noise and vibration from the tunnel's construction and operation

Each of Council's engagement activities included information about:

- How to access information regarding the SRLE Environmental Effects Statement (EES)
- Details of the Victorian Government's community information session on 4 December 2021
- How to make a submission regarding the EES, via the Engage Victoria website

# Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East

### Online survey

The online survey was advertised via email, web, social media and letters mailed to property owners and occupiers in the vicinity of the SRLE alignment. The key survey results are outlined below.

#### SRL benefits

Respondents were asked to rank a range of potential benefits of SRLE. The top three benefits identified by respondents were:

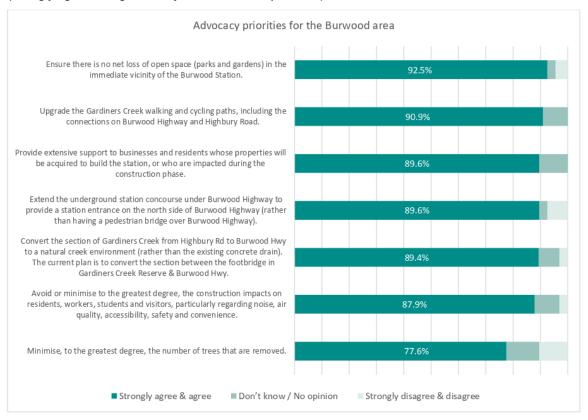
- Easier and more convenient transport options
- Less traffic on our roads
- · Faster travel times

#### Advocacy priorities

The survey outlined a number of draft advocacy actions identified by Whitehorse City Council and asked respondents to indicate their level of agreement with each of these advocacy priorities.

#### Burwood

All seven draft advocacy priorities for the Burwood station area received high levels of support. The highest support was to ensure that there is no net loss of open space in the immediate vicinity of the Burwood Station (strongly agreed or agreed to by 92.5% of the respondents).



Respondents were asked if they had other suggestions for advocacy priorities.

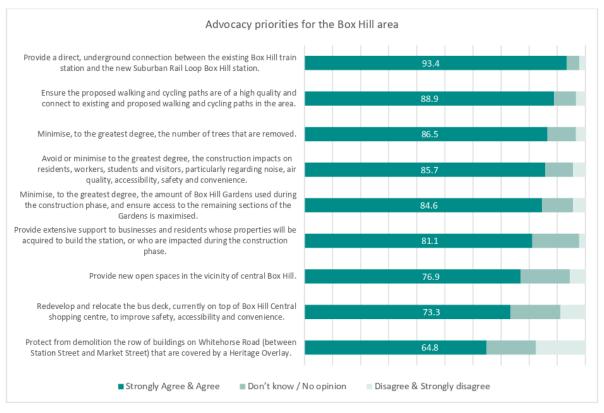
The top three themes were:

- 1. More and/or improved cycling paths, connections and bike parking
- 2. Improved access for people of all abilities
- 3. Reduce the size of the proposed precinct around the station.

# Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East

#### **Box Hill**

Respondents were asked if they agree or disagree with advocating for nine items relating to the SRL Box Hill station area. Six out of the nine items received 80% support or greater, with the top item supported being advocacy for a direct underground connection between the existing Box Hill train station and the new SRL station (93.4% support).



Respondents were asked if they had other suggestions for advocacy priorities for Box Hill.

The top three themes were:

- 1. Improve public transport services and integration
- 2. Traffic management during construction and operation
- 3. Protect access to existing properties and services

#### **Tunnels**

When asked to provide comments regarding the SRLE tunnels within Whitehorse, the top three themes were:

- 1. Concerns about the integrity of structures, open space and vegetation above the tunnels
- 2. Concerns about noise and vibration from the tunnel's construction and operation
- 3. Requests for information about:
  - a) the alignment and depth of the tunnels
  - b) impacts on above ground properties
  - c) the Planning Scheme Amendment and what it means for the respondent's property.

# Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East

### **Community Forum**

The online community forum aimed to provide general information regarding SRLE and to identify participant's issues and opportunities. The forum was advertised via email, website and social media channels, and letters mailed to property owners and occupiers along the SRLE alignment.

During the forum, a number of web polls were taken to gain feedback. The first question posed to participants was "What does the Suburban Rail Loop project mean to you, your family and your community?" Some of the key themes that emerged were:

#### Pros

- 1. An exciting advancement to increase connectivity through Melbourne
- 2. Important addition to sustainable transport options to get to shops, the airport and universities

#### Cons

- 1. Environmental concerns regarding noise, vibration, loss of trees and impacts to open space
- 2. Concerns about disruption during construction
- 3. Fear about tunnels under properties
- 4. Concerns about project cost and planning

#### **Traffic and Transport**

Participants heard some general information about the proposed transport elements of the project and were then asked "Following the information provided on traffic and transport, please ponder: What are your top 3 priorities?" The top five themes that emerged were:

- 1. Congestion Community members were concerned about congestion at both Box Hill and Burwood sites.
- 2. Parking Concerns were raised about not enough car parking (including parking for people with a disability and electric charging spaces) that may result in overflow into local streets.
- 3. <u>Connectivity</u> Ensuring connectivity between the stations and other modes of transport including active transport, and the Belgrave and Lilydale train line.
- 4. <u>Construction</u> Community members are concerned about the traffic disruption during the construction process, particularly trucks accessing the construction sites.
- Safe and convenient access Including enough security around the stations for safety; safely separating
  pedestrians, cyclists and vehicles; and ensuring people of all abilities can have convenient and safe
  access to the station and within the station.

#### Open space and environment

After hearing general information about open space and environmental elements of the project, participants were asked "Following the information provided on open space and environment, please ponder: What are your top 3 priorities." The top five themes that emerged were:

- 1. <u>Loss of trees and open spaces</u> Community members were particularly concerned by the size of space being required for construction; loss of mature trees; and the Gardiners Creek and Box Hill Garden spaces.
- 2. Noise Community members were concerned by the amount of noise during construction and operation.
- 3. <u>Useability</u> Community members expressed they would like the green space to be well designed, safe, usable, attractive, maintainable, and consider long-term biodiversity.
- 4. <u>Vibrations</u> Community members were concerned by the potential for vibration during construction of the tunnels, as well as ongoing vibrations caused by trains once the tunnel is operational.
- 5. <u>Disruption during construction</u> Community members raised concerns about the loss of green space during the lengthy construction period; disruption in the vicinity of the adjacent Box Hill aged care facility, and raised questions about how the construction space will be reinstated after construction.

### Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East

#### Land use planning and support for businesses and residents

Participants heard some general information about land use planning and the proposed support for businesses and residents. They were then asked "Following the information provided on land use planning and support for business and residents, please ponder: What are you top 3 priorities?" The top five themes that emerged were:

- Community rights Community members perceive that the Victorian Government is overusing its power, particularly regarding property acquisition and regarding the planning of future precincts.
- Loss of heritage Community members would like the heritage buildings and structures in Box Hill and Burwood retained.
- 3. <u>Lack of transparency</u> Community members felt more information about the project would be beneficial, particularly relating to acquisitions and impacts on the value of properties. It was not clear to community members that SRLA had been in contact with potentially impacted land owners/ occupiers, and this caused fear that other properties were at risk. There was concern about the lack of transparency relating to the planning of future precincts.
- 4. <u>Minimising the size of precincts</u> Community members felt the specified radius of up to 1.6km is too large for each precinct area, particularly considering the power SRLA would have within the radius.
- 5. <u>Environmental impacts</u> Community members were concerned about the environmental impacts when asked about land use and planning. These included loss of biodiversity, tree cover, maintaining and minimizing impact on green spaces and the noise and vibration impacts of the tunnel.

### **Community panel**

Expressions of interest were invited from community members to join a small group to discuss SRLE in further detail. Applications were received from 35 people, and 23 were selected as a sample of the community. The inclusion criteria was based on representation of five key demographics: age, gender, background (CALD), location (Burwood/ Box Hill/ other), and community involvement (business owner, student, volunteer group etc). The panel met online twice to participate in workshops on 11 November 2021 and 18 November 2021.

In workshop 1, panel members heard general information about SRLE and then broke into groups to discuss elements of the project. Between workshop 1 and workshop 2, panel members were asked to reflect on the project and respond to the two questions listed below. In workshop 2, time was spent discussing the responses and refining key priorities. The resultant priorities for panel members are listed below.

- 1. "What does this project mean to you, your family and your community?"
  - · An opportunity for connectivity across Melbourne
  - · More sustainable and environmentally friendly methods of travelling
  - Congestion in the Box Hill and Burwood areas
  - Considerable stress around devaluation and acquisition of property
  - The panel would like SRLE to be accessible to people of all abilities
  - · Members of the panel are feeling stressed by the potential impacts of this project
  - Some panel members feel there has not been enough communication from SRLA to allow them to fully understand the impacts.
- 2. "What are your top priorities for this project?" The responses have been grouped by theme:

#### Traffic and transport connectivity and flow

- · Direct connection between the existing and new Box Hill train stations
- · Redevelopment/ relocation of the Box Hill bus deck
- Cycling connections to enable access to SRLA's new path along Whitehorse Road connection at Thurston/ Nelson Road to connect to the Box Hill to Hawthorn strategic cycling corridor and a connection at Linsley Street to the Box Hill to Ringwood strategic cycling corridor
- Review bus services to Burwood and integrate them with tram and train services, to improve access and flow to Deakin University and Presbyterian Ladies College
- Direct underground connection from the Burwood station to the north side of Burwood Highway
- · Well resolved drop off and pick up areas

# Outcomes of Whitehorse City Council Community Engagement Activities regarding Suburban Rail Loop East

#### Holistic open space and environment planning

- · Protect open space and minimise the time that open space is impacted
- Identification of other open space areas that can be used during construction, including spaces for displaced community events and festivals
- Protection of tree canopy and other environmental impacts of the project
- Holistic consideration of types and uses of open space, eg not just green spaces, but also footpaths and the Box Hill pedestrian malls

#### Appropriate location and use of land

- Many panel members prefer option 4 for the location of Box Hill station, rather than option 3. Members
  felt that option 4 would have fewer impacts on residents and open space, allow for connection under
  Station Street to the existing station and provide for a redeveloped bus deck over the existing
  Belgrave/Lilydale train line east of Station Street.
- Panel members would like the Burwood main station entry to be located on the north side of Burwood Highway to reduce impact on south side buildings.
- Greater emphasis needed to identify places and features that the community values, including those
  expressed in Council's draft Box Hill Structure Plan and the draft Urban Design Strategy.

9.3.1 Quarterly Performance Report July to September 2021

Attachment 1 Quarterly Performance Report Q1 2021-22

Attachment 2 Aqualink Proposal:Non-member 10 Pack

9.3.1 - ATTACHMENT 1.

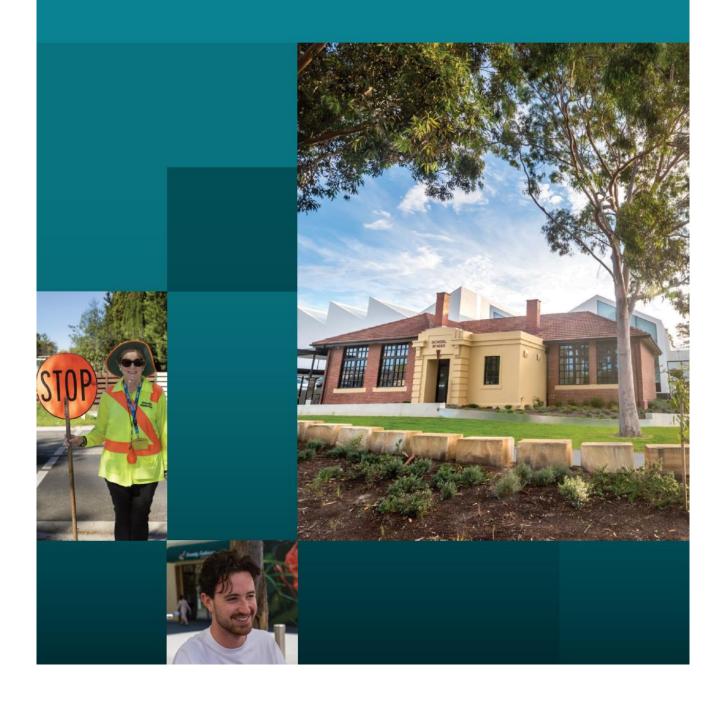
**Quarterly Performance Report Q1 2021-22** 



WHITEHORSE CITY COUNCIL

# Quarterly Performance Report

JULY - SEPTEMBER 2021



### Contents

Introduction	
Chief Executive Officers Review	1
Section 1	5
Performance against Council Plan 2021-25	Ū
Strategic Direction 1: Innovation, Transformation and Creativity	6
Strategic Direction 2: A Thriving Local Economy: Business, Employment, Education & Skill Development	8
Strategic Direction 3: Diverse and Inclusive Community	12
Strategic Direction 4: Our Built Environment; Movement, and Public Places	16
Strategic Direction 5: Sustainable Climate & Environmental Care	28
Strategic Direction 6: Whitehorse is an Empowered Collaborative Community	31
Strategic Direction 7: Health and Wellbeing	35
Strategic Direction 8: Governance and Leadership	42
Section 2	
Performance against Customer Service Targets	47
Section 3	
Continuous Improvement	48
Section 4	
Capital Works Reports	50
Section 5	
Financial Report	56

#### Introduction – Chief Executive Officer's Overview

I am pleased to present the Quarterly Performance Report for the first quarter ending 30 September 2021.

During this first quarter of 2021/2022, Council's primary focus has been on maintaining services as much as possible, while also complying with COVID-19 pandemic restrictions. We were able to open some of our facilities towards the end of the quarter, which was pleasing. We acknowledge that many Whitehorse businesses and households have also been severely impacted.

At the end of September, Council reported a surplus of \$105.20m, \$2.02m favourable to budget reflecting lower user fees (\$3.61m) and statutory fees and fines (\$1.19m), partly offset by higher operating grants (\$2.36m) and capital grants (\$0.50m). Income was \$1.84m unfavourable to budget and expenditure was \$3.86m favourable to budget, mainly driven by lower employee costs (\$2.33m) and materials and services (\$1.34m). The year to date impact of the pandemic on Council's net result was \$2.43m.

We continued to support our community through covid restrictions, with community and business grants, mentoring programs for small businesses and regular communications with traders. Streetscape upgrades at Brentford Square were also completed.

Our advocacy efforts continued in relation to state government transport projects, Mont Albert and Surrey Hills level crossing removal and suburban rail loop. Both these projects could have significant implications for our municipality, so it is important our community is heard.

Work also progressed on key strategic documents – Council Plan 2021-2025, Municipal Health and Wellbeing Plan and Financial Plan 2021-2031. Significant community engagement has taken place to develop these documents which will guide our strategic direction moving forward. These documents will be presented for endorsement in quarter 2.

We continued to provide essential services such as maternal child health, meals on wheels, in home support and childhood immunisation under COVIDSafe arrangements.

Some capital works were disrupted by limits on sites, but all essential maintenance and asset protection activities continued. Maintenance and cleansing in parks and public spaces were stretched but maintained a high degree of amenity. Sports fields were well prepared for the resumption of community sport. We were able to complete the changeover of 841 street lights on various local roads to more energy-efficient LED lighting in July 2021.

Page 2

Work continued on the introduction of a food and garden waste service for our community. This service will commence from 1 July 2022. Work also continued on the project to investigate the introduction of a waste service charge. Tenders were also awarded for council's ongoing waste and recycling kerbside collection service.

Many departments delivered services online, or increased their online delivery to keep our community engaged while facilities were closed. Our annual Heritage Week program was held online with 895 views across the week. Our supported playgroup team kept young people engaged with regular communications and activities.

We are optimistic that as restrictions ease, the December quarter will have a greater focus on recovery and stimulus.

Simon McMillan Chief Executive Officer

# Performance against Major Initiatives and Initiatives in the *Adopted Budget 2021/22 and the Council Plan 2021-25*

July to September 2021

#### **ACTION PROGRESS AGAINST TARGETS**



72	Actions reported
1	Complete
56	On Track
2	Monitor
11	Not Started
0	Needs Work
2	Deferred

# Section 1 – Performance against Council Plan 2021-25

This section provides a quarterly report against major initiatives, initiatives, and services, all of which are aligned to the strategic directions of the *Council Plan 2021-25*.

To assist the reader, each strategic direction is colour coded as follows:

- 1. Innovation, transformation and creativity
- 2. A thriving local economy: business, employment, education and skill development
- 3. Diverse and inclusive community
- 4. Our built environment: movement and public places
- 5. Sustainable climate and environmental care
- 6. Whitehorse is an empowered collaborative community
- 7. Health and wellbeing
- 8. Governance and leadership

Each strategic direction section is structured as follows:

 Initiatives – identified in the Council Plan 2021-25, and the Adopted Budget 2021/22, form a combination of significant projects or actions that are once-off in nature and/or lead to improvements in service delivery that will directly contribute to the achievement of Council's short and longer term objectives.

 Services – Council delivers more than 100 services to the community and this report provides a snapshot of service highlights and challenges for the quarter.

For each major initiative and initiative, a 'traffic light' system is used to indicate trend against planned targets for the current financial year:



Complete



Activity or action tracking within planned quarter target timeframes for current financial year



Activity or action is at risk of falling behind planned quarter target timeframes for current financial year



Activity or action is delayed or has not met planned quarter target timeframes for current financial year



Activity or action is deferred or on hold until further notice but likely to recommence

Not started

Activity not yet due to commence.

Quarterly Performance Report for the quarter ended 30 September 2021

### Strategic Direction 1: Innovation, transformation and creativity

### Major Initiatives and Initiatives Update

Initiative	Responsible Department	Progress Comment	Progress Against Target
Development of the Transformational Strategy	Transformation	The development of the Transformation Strategy will commence 1 December when the Coordinator Transformation has commenced in the role.	Not started
Undertake Continuous improvement Program	Transformation	The CI program has delivered 8 completed projects with a further 29 in progress attributing to 3,199 hours in increased capacity and \$138,912 in financial benefits. We are working to deliver an improved customer experience by increasing our digital channels (12,101 transactions) whilst improving our processes to enable a faster response to customers. This has resulted in 2,231 days of improved response time for our customers.	ON TRACK
Undertake Organisational Service Planning Review	Transformation	Service Review Methodology and Service Excellence Framework will commence in November 2021. The Coordinator Service Excellence starts on 22 November 2021. Service Reviews will commence in late January 2022.	Not started
Implementation of the Enterprise Resource Planning project	Digital and Business Technology	Following approval of the preferred ERP Tender submission by Council in late August 2021, the balance of Q1 has focused on negotiating contractual details with the preferred vendor and the commencement of phased recruitment activities.	ON TRACK
Implement IT Strategy	Information Technology	Commenced recruitment for the IT Strategy.  Council has appointed two IT Strategy roles - an IT Strategy PM and an IT Support Analyst.  Also, to align with security best practice, the MFA project has commenced. This will result in two-factor authentication being mandatory for staff login by the end of the year.	ON TRACK

### **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Digital & Business Technology	Provides the transition to digital platforms across the organisation.	The main focus for Q1 has been the ERP project which has been described in the initiatives section above.
Information Technology	Manages and maintains Council's computer systems and networks.	In the past 3 months, the Information Technology team responded to approx 3500 Service Desk requests and 99% of our Information Technology Service Desk calls were resolved on time (target 90%) and continued to support staff working from home and deployed additional laptops to support workforce mobility including support to Strathdon House and other Major Initiatives.
		The business area has deployed field based mobile technology to support end-to-end electronic services and processes and progressed with technology lifecycle management to maintain fleet robustness, minimise security vulnerabilities and improve remote accessibility. This also included upgrading
		the backend infrastructure and operating systems on several key systems to ensure minimisation of ongoing vulnerabilities and risk.

## Strategic Direction 2: A Thriving Local Economy: Business, Employment, Education & Skill Development

#### **Major Initiatives and Initiatives Update**

	Responsible Department	Progress Comment	Progress Against Target
Hubs (plan for post-	Economic Development	With the recent integration of the Placemaking function in the Investment & Economic Development team and Placemaking officer appointment in October, planning has commenced developing programs / initiatives that incorporates Placemaking, Think Local Buy Local and precinct activations.	ON TRACK

## **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Community Safety	Delivers regulatory functions including: domestic animal management, school crossing supervision, Council's local law framework and managing parking controls across the municipality.	Community Safety has continued to work in accordance with the Covid Environment and responding to changes in restrictions and demands whilst proactively enforcing parking. Community Safety has also been actively engaged in Council's Hardship Relief by providing support to local hospitality businesses and waiving fees for outdoor trading permits. The Community Laws and Parking Services teams have been actively engaged in undertaking a project on Overhanging Vegetation over 1,000 properties across the municipality. In addition the Parking Team have assisted the Community Laws officers with animal collections and transfers out to the Council Pound at Coldstream.  The balance of the unpaid animal registrations were also followed up very effectively increasing the payment of registrations and reducing the need for enforcement. DAMPAC met to discuss the draft DAMP (Domestic Animal Management Program) which received positive support from the committee, a report will be prepared for Council Meeting in quarter 2.  Responses to appeals by the Infringement Review Team remained on target for the majority of the quarter.  The Community Safety Support Team continued to provide excellent service with an FCR rate of more than 80% issued throughout the quarter. Along with phone and other administration tasks, 1,129 permits, renewals and reminders were issued by the team with majority of the requests addressed within 10 working days.  The Emergency Management Coordinator commenced departmental Business Continuity Plan review process, continued lobbying to improve the locations where vulnerable people congregate in the state (Emergency Management). The review of the Emergency Relief and Recovery Plan commenced with the intention of making it a regional plan.  'Pay and Apply' for Skip Bin Permits went live in July 2021, Four more Permits (Parking and Local Laws) went live for 'Pay and Apply' option streamlining the process and improving customer experience and the next phase of the Residential Parking Permit is due to commence in
Investment & Economic Development	Works in partnership with a range of organisations to support a local economic environment that attracts investment.	Business Communication: Business information, resources and events continue to be communicated through Investment & Economic Development managed platforms (Whitehorse Business Facebook, Down to Business e-newsletter, Wbiz website) in addition to individual business enquiries and officer responses (phone and email). This facilitates information sharing and collaboration with government entities, business industry associations and internal Council departments.

Service	Description	Quarterly Service Highlights
		Business Mentoring Vouchers:  Mentoring vouchers continue to be promoted and are available to business intenders, start-ups and operating businesses. The service, through an external provider, is a 90 minute session where the recipient is able to choose from a range of mentors and disciplines.
		Business Programs: In response to a number of enquiries associated with Round 2 of the Business Grants Program (July) and the forthcoming acquittal date of 31 October, a workshop was held on 15 September to further assist and educate businesses on the grant acquittal process.  A number of successful business grant recipients from Round 2 were featured in the marketing collateral used for the promotion of the Round 3 Business Grants Program (October). Information for round 3 of the Business Grants Program was made available online and commenced promotion early in September. Officers received a number of calls from businesses to discuss their projects and the criteria, with the latest round opening on Monday 4 October and closing Friday 22 October 2021.
		Retail Precinct Audit: The half-yearly retail precinct audit was undertaken in July. This is the third audit conducted, monitoring tenancies, vacancies, and changes occurring in our retail precincts.
		Sustainability: I&ED continue to work with the Sustainability Team, assisting in the promotion of business sustainability initiatives including Plastic Free July, Energy Savers Program and free Energy Efficiency Review from Australian Energy Foundation.
		Business Resilience and Supporting Local Competitions: The unit continue to support the Urban Design Unit through the rollout of the streetscape capital works program. Precinct walk arounds in this quarter were conducted at the following: Woodhouse Grove, Cromwell Street, Katrina Street, Brentford Square and Britannia Mall. To support traders and the precincts during the construction, two competitions (running for 10 weeks) were held in the Mitcham and Brentford Square precincts during August to encourage consumers to shop local.
		Interns in Industry: Student placement final weeks occurred during September. Given the current environment with the restrictions easing and then tightening, the number of placements and adaptability of both the students and businesses was fantastic. A celebratory virtual event for the program occurred

Service	Description	Quarterly Service Highlights
		on the 28 September, with the mayors of the participating Councils in attendance. (Whitehorse, Maroondah & Knox).
		Think Local Buy Local: The unit continues to promote this message to residents and businesses within Whitehorse through a number of Facebook campaigns and articles in Whitehorse News during the quarter.
		Brentford Square Special Charges Theme: The Special Charges scheme hiatus for Brentford Square concluded in June 2021 and as per the Agreement, rates were collected from July 2021. Tenants and property owners in the precinct were advised.
		Mont Albert Village Shopping Centre: I&ED officers continued to regularly meet the Level Crossing Removal Authority (LXRA) to discuss initiatives that ensure businesses are supported for the upcoming construction period and attended trader workshops facilitated by the LXRA in August and September. The purpose of these workshops was for businesses to brainstorm ideas to develop a marketing program prior and during the construction period. I&ED continued to liaise with the Rotary Mont Albert and Surrey Hills (MASH) to gather further information and progress the proposed monthly Car Boot sale in the Council car park at Hamilton Street. This has included the development of a consultation letter for stakeholders in the Mont Albert are.
		Placemaking Officer Appointment: Under the organisation restructure (effective from May 2021), the I&ED Unit absorbed the Placemaking function. The Placemaking officer joined the team in early October.

## Strategic Direction 3: Diverse and Inclusive Community

#### Major Initiatives and Initiatives Update

Initiative	Responsible Department	Progress Comment	Progress Against Target
Development of the Strategic Partnerships Framework (Indoor Sports Facilities).	Leisure & Recreation Services	Community engagement was undertaken on the Draft Strategic Partnerships Framework. Feedback on the framework closed on 25 August 2021 and is currently being considered.	ON TRACK
Development of the Whitehorse Gender Equality Action Plan 2021-2025.	People and Culture	An Audit analysis report using the Workplace Gender Equality Audit (Audit) data was prepared with support of consultants. Engagement/consultation with staff, Councillors and employee representatives was conducted to provide input to the 4 year Gender Equality Action Plan (GEAP).  A draft GEAP has been prepared and will be presented to Executive Leadership Team for consideration and endorsement in November 2021 and the final GEAP including Audit data will be submitted to the Commission in December 2021.	ON TRACK
Development of the Affordable Housing Local Planning Policy.)	City Planning & Development	A policy planning research report has been prepared and the development of a community engagement plan has commenced.	ON TRACK

## **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Strategic Communications	Manages the production of Council publications, graphic design, media liaison, strategic communications plans and produces printed and electronic communications for the community, Councillors and the organisation.	As part of new vaccination requirements, customers are being provided with contact cards for interpreter services. Metrics on Council-initiated use of interpreter services will be gathered throughout the year.
Libraries	Represents Council's contribution to the Whitehorse Manningham Regional Library Corporation which provides public library services at four locations within the municipality.	The Draft Library Plan 2021 - 2025 was endorsed in principle by the Library Board on 25 August 2021. The draft plan was published for public consultation and will be submitted to the Library Board for final endorsement in October.  All libraries were closed for public access on 5 August 2021 due to the lockdown restrictions and will remain closed until 3 November 2021. Throughout this period of time click and collect services were provided, along with home delivery and online services and programs.  Enterprise Risk Status Report was presented to the Audit Committee and the Library Board on 25 August 2021.  5,704 attendances at online events and programs throughout the quarter 140,522 loans of physical items at Whitehorse Branches, with the majority of these done through Click and Collect.

#### Arts & Cultural F Services a

Provides a diverse and ongoing program of arts, cultural and heritage events as well as access to the Whitehorse Art Collection, meeting room hire and function services.

Box Hill Community Arts Centre:

The July School Holiday Program delivered in-person art classes with reduced attendees due to COVID density requirements. The program featured a range of activities for children and was positively received.

Term Three Programs were severely impacted by COVID lockdowns, however the September School Holiday Program pivoted online to enable children to remain connected and engaged.

Box Hill Town Hall (BHTH) & Community Halls:

Eastern Health established a COVID Vaccination Centre in the Lower Hall of the BHTH from August providing vaccination services for the community. The Community Halls network newsletter has enabled the many community groups

The Community Halls network newsletter has enabled the many community grou accessing the halls to share their activities during lockdown.

Whitehorse Festival Season:

The October Spring Festival was cancelled due to lockdown restrictions and a revised festival season plan in line with COVID requirements is being developed.

Heritage Services:

Heritage Week pivoted to 10 online programs from the 9<sup>th</sup> to 16<sup>th</sup> of September due to COVID restrictions. The heritage week theme - '1950s The Suburban Dream' celebrated the post war boom and culture of the 1950s in the municipality. The online program was well received with 895 views.

Whitehorse Artspace (Art Collection & Programs):

An exhibition titled Quarantine Castles was exhibited at Artspace for a brief period prior to COVID lockdowns and featured masked images of the resilient Whitehorse community during the 2020 lockdown. Council acquired four images for its Art Collection

Artspace also presented an online exhibition during this quarter titled Annie McCubbin's Return.

Strathdon House & Orchard Precinct:

Community consultation was undertaken this quarter to develop an annual Strathdon activation program for this new facility aligning with key focus areas including health and wellbeing, environment and sustainability and an educational kitchen garden.

Whitehorse Performing Arts Centre:

Season 2021 Part 2 of the performing arts program presented two theatre shows at One Community Blackburn and a children's show at BHTH. Due to the ongoing

Service	Description	Quarterly Service Highlights
		COVID restrictions there were limits on audience numbers and strict COVID safe measures in place: patron feedback was overwhelmingly positive and all attendees welcomed the opportunity to see live theatre in Whitehorse. Ongoing restrictions has resulted in the cancellation of a further four shows this quarter.

#### Strategic Direction 4: Our Built Environment, Movement and Public Places

#### **Annual Plan Major Initiatives and Initiatives Update**

Initiative	Responsible Department	Progress Comment	Progress Against Target
Capital Upgrade storm proofing paths project.	Parks & Natural Environment	Path design works are underway. Physical works will happen between Dec - April when the parks are drier and the works can be completed without damaging the parks.	ON TRACK
East Burwood Reserve Master Plan.	Leisure & Recreation Services	Consultant brief has been prepared for the development of the East Burwood Reserve Master Plan. Recruitment to on-board an Open Space Planner to coordinate this project is currently underway.	ON TRACK
Redevelopment of the Whitehorse Performing Arts Centre.	Major Projects	Council has been through a comprehensive procurement process to award the Novated Design and Construct Main Works Contract for the Whitehorse performing arts centre redevelopment. Council endorsed the appointment of Kane Constructions to deliver the Whitehorse performing arts centre redevelopment.  BKK KTA Architects have developed 80% of the Whitehorse performing arts centre design the balance of the design will be completed once BKK KTA have been novated across to Kane as the main works contractor.	ON TRACK
Redevelopment of Morack Golf Course.	Major Projects	The community engagement process for Morack Golf Course with golf members, local residents and wider community to seek feedback is currently in progress.	ON TRACK
Redevelopment of Sportlink.	Major Projects	The community consultation and engagement phase for the Sportlink redevelopment has been completed. Tender documentation is currently being finalised and works to proceed to tender in November 2021 as programmed.	ON TRACK
Refurbishment of Strathdon House and Orchard precinct.	Major Projects	The Strathdon House and Orchard Precinct redevelopment is currently in construction with practical completion of the building works scheduled for November 2021 and the landscaping and windmill restoration works scheduled for completion in December 2021.	ON TRACK

Initiative	Responsible Department	Progress Comment	Progress Against Target
Implement Sports field lighting improvement projects in line with the Sports field Lighting Policy.	Project Delivery & Assets	Sports field lighting construction tenders were awarded for Morton Park East and West Ovals and preliminary construction activities commenced with the ender being awarded for Box Hill Gardens MP Sports court lighting.  Detailed design and documentation completed for sports field lighting at Bennettswood South Oval, Sparks Reserve West and Mahoneys Reserve Soccer (additional SRV Grant project.)  Preliminary design work commenced on Ballyshannassy Reserve sports field lighting project.	ON TRACK
Energy efficient street lighting changeover.	City Services	The bulk changeover of 841 street lights on various local roads to more energy-efficient LED lighting was completed in July 2021.  Two further street lighting energy efficient LED upgrade projects commenced with project planning and the ordering for the replacement of 640 decorative-style street lights along Whitehorse Road and various streets mainly around Box Hill.  Collectively these projects will reduce Council's greenhouse gas emissions and save money on electricity bills.	ON TRACK
Pavilion Renewal - Implement Pavilion Redevelopment Program in line with the Pavilion Development Policy.	Project Delivery & Assets	Terrara Park Pavilion is in final stages of construction and is anticipated to be completed by mid-November 2021.  The construction tender for Heatherdale Reserve Pavilion has been awarded and construction is due to commence in November 2021.  Covid-19 restrictions - two week construction shutdown have had an impact on construction timeframes for these two projects. Heatherdale delayed two weeks due to late start on final site preliminaries, while Terrara has experienced a five week delay due to the shutdown and knock on impacts on sub-contractor availability and backlog of works.  Sparks Reserve West construction contract has been awarded and construction commencement is expected in October 2021.	ON TRACK

Initiative	Responsible Department	Progress Comment	Progress Against Target
Prepare Infrastructure Developer Contributions Framework for consideration by Council.	City Planning & Development	Stage 1 to prepare the Infrastructure and Development Contributions Framework has finished and culminated in a report that examined the infrastructure needs of the municipality and the anticipated growth of development over the next two decades. The report found that Council has a sound basis to support the introduction of an infrastructure mechanism and recommended that a municipal wide Development Contributions Plan (DCP) be prepared. Council endorsed the Stage 1 report on 20 September 2021, and preparation of a municipal wide DCP has commenced.	ON TRACK
Sportsfield safety and provision review.	Leisure & Recreation Services	LARS, provided usage data to assist Parks and Natural Environment Department to undertake a sports field audit. This audit will provide officers with detailed data on ground capabilities.	ON TRACK
Adopt updated Structure Plan and Urban Design Framework for Box Hill Metropolitan Activity Centre and implement planning controls.	City Planning & Development	A draft Structure Plan, draft Urban Design Framework and draft planning controls to implement the strategies were considered by Council in May 2020. Since this time, and following consultation with DELWP, Council has undertaken further work to finalise the draft planning scheme controls, including legal review of the proposed controls, and make associated updates to the draft Structure Plan and Urban Design Framework. A further report to Council to commence a planning scheme amendment for Box Hill will be considered at an upcoming meeting.	ON TRACK
Update the Nunawading, Megamile East and Mitcham Structure Plan.	City Planning & Development	Consultation material and a background Discussion Paper has been drafted in preparation to launch the project to the community in Q2. Commencement of consultation during the 2020/2021 year was significantly delayed due to COVID-19. Technical reports have also been drafted.	MONITOR
Progress implementation of the Residential Corridors Built Form Study.	City Planning & Development	Council received authorisation from the Minister for Planning in February 2021 for a planning scheme amendment to implement the Study. The conditions of authorisation were problematic when reviewed against the intent of the Study and Council considered a response to the conditions on 20 September 2021. Council has submitted a revised planning scheme amendment to the Minister for Planning for re-authorisation.	MONITOR
Implement the Streetscape Improvement Program in line with existing	Project Delivery & Assets	Brentford Square Shopping Centre Upgrade and Katrina St/Caroline Crescent streetscape renewal works have been completed.	ON TRACK

Initiative	Responsible Department	Progress Comment	Progress Against Target
structure and activity centre plans.		Britannia Mall Upgrade civil works have been completed. Outstanding items of light poles and street furniture have been held up due to Covid-19 related delays (global supply chain - poles and manufacturing backlogs - street furniture). These items are due to be installed by late November.	
		Resident and trader engagement has been undertaken for Cromwell St/ McIntyre St Streetscape renewal.	
Development and adoption of a ten year Assets Plan as per	Project Delivery & Assets	Overall principles for managing council assets were tested against community sentiments via a deliberative engagement process through the Shaping Whitehorse project. These principles will be referred to when developing the ten year Asset Plan.	<b>②</b>
statutory requirements of LGA2020.		A presentation on the proposed format and content of the Asset Plan was provided to Council's Asset and Risk Committee in September 2021.	ON TRACK
Development of Open Space Strategy 2022- 2037 including review further opportunities for use of Open Space Reserve funds in delivering open space priorities.	Leisure & Recreation Services	Recruitment of an Open Space Planner to coordinate this project is currently underway.	ON TRACK
Participate in development of guidelines by State government aimed at creating '20-minute neighbourhoods'.	City Planning & Development	There has been no engagement initiated by State government on guidelines for 20 minute neighbourhoods in Q1. The concept has however surfaced during DELWP engagement on the Draft Eastern Region Land use Framework Plan and the Suburban Rail Loop project and Council provided input.	Not started
Implement the Play Space Renewal Program in line with the	Project Delivery & Assets	Construction tenders have been advertised for Highbury Park, Thatcher Reserve and Blacks Walk play space renewals.	
Play Space Strategy.		Design tenders have been awarded for six other small local play spaces.  A community engagement matrix has been developed as a guideline to engagement methods and tools used for play pace renewal projects.	ON TRACK

Initiative	Responsible Department	Progress Comment	Progress Against Target
Review Play Space Strategy (Year 3).	Project Delivery & Assets	Preliminary work will commence in Q3 - February 2022.	Not started
Natural and built environment education programs.	City Planning & Development	Tree education program, number of seminars: 6 Tree education program, total number of participants: 333 Gardens for Wildlife, number of visits: 12 Gardens for Wildlife, number of active volunteers: 16	ON TRACK
Work co-operatively with Suburban Rail Loop to advocate for best implementation of State Planning regulations in Box Hill and Burwood.	Engineering & Investment	Council continues to strongly advocate for the best outcomes for the Whitehorse Community. Lobbying regarding matters including (but not limited to) transport, urban design, open space, vegetation, noise, air quality, heritage, impacts to residents and businesses, the Suburban Rail Loop Bill and precinct planning processes are ongoing.	ON TRACK
Replacement of Main Street bridge, Blackburn.	City Services	Works commenced on site on 2 August 2021 to replace the road bridge in Main Street, Blackburn. In the first quarter, alterations were made to the underground services in preparation for the works. The piles for the new bridge were constructed and the old bridge was demolished.	ON TRACK
North East Link Advocacy.	Engineering & Investment	The Victorian Government will be progressing designs for the section of the Eastern Freeway within the City of Whitehorse in 2022. Until this time, the planning focusses on sections that are outside the City of Whitehorse.	Not started
LXRP Major Transport Project.	Engineering & Investment	The Victorian Government has fast-tracked the removal of level crossings at Mont Albert Road, Mont Albert and Union Road, Surrey Hills with construction to commence in 2022 and completion expected in 2023.	
		Early works are due to commence this year. Council is working with Boroondara Council and the Mont Albert and Surrey Hills communities to develop a vision for the area. The vision will be used to advocate for positive outcomes from the level crossing removal project.	ON TRACK
		Council wants to hear from commuters, traders, residents and interested parties who use the precinct and its environs and are interested in contributing to the vision.	

Initiative	Responsible Department	Progress Comment	Progress Against Target
		Updated designs were posted on the Level Crossing Removals Project website in June. Council is concerned that the designs do not address community concerns.	
Implementation of Box Hill Integrated Transport Strategy.	Engineering & Investment	Continuing the Nelson Road Study. Workshop 2 is currently being organised Currently seeking quotations for the detailed design for several pedestrian improvements/traffic management devices including: Raised Threshold Treatment at Station St/Oxford St Raised Threshold Treatment at Station St/Ashted Rd Raised pedestrian crossing at Prospect St at Young St Raised pedestrian crossing on Prospect St, midblock between Young St and Nelson Rd Pedestrian improvements to the roundabout at Thurston St/Oxford St/Surrey Dr/Brougham St Investigating additional bicycle parking at the Box Hill Library Continuing to work with the Department of Transport on the Box Hill to Hawthorn Strategic Cycling Corridor	ON TRACK
Implementation of Easy Ride routes.	Engineering & Investment	<ul> <li>Installed footpath decals for Easy Ride Routes EW2 and EW4</li> <li>Seeking quotations from signage suppliers for the manufacture and installation of wayfinding signs for routes EW2 and EW4.</li> <li>Developing route options for NS2 for the section through Surrey Park. 4 concept options have been developed and are currently undergoing an internal review.</li> <li>Undertaking a high level feasibility study for a shared path bridge over the train line in Box Hill, as part of Easy Ride Route NS2. This study will also influence a nearby planning application.</li> </ul>	ON TRACK

# Quarterly Service Highlights

Service	Service Description	Quarterly Service Highlights
Major Projects	Responsible for the project management of capital building projects and the facilitation of major projects.	The Major Projects Team continued to deliver Council's high-priority projects as part of the capital works program. Project updates for the Whitehorse Centre redevelopment, Sportlink, Morack Golf Course and The Strathdon House and Orchard Precinct redevelopment can be seen above in the initiatives section.
Project Delivery & Assets	Responsible for the development, monitoring and reporting of Council's Capital Works Program, managing of design, construction and overall project management of capital building projects and the planning and implementation of strategic asset management initiatives. It also provides reactive and preventative maintenance, minor capital renewal of Council's buildings and structures and inspections and maintenance to satisfy Building Code Essential Safety Measures Regulations.	Extensive facilities maintenance services continue to be undertaken on Council's building network.  The department have undertaken a number of major tenders including Mechanical Services and Fire Equipment Servicing Contracts, Construction of Heatherdale Reserve Pavilion (Redevelopment) and Sparks Reserve West Pavilion (New).  Monitored implementation progress of Council's Capital Works Program and provided monthly update reports to Executive Leadership Team and the Capital Works Steering Committee.  Through the auspices of the Shaping Whitehorse project, assisted with the development of Asset Management community principles that will guide the future development of Council's Asset Plan.  Delivered a number of civil infrastructure projects including streetscape upgrades, drainage rehabilitation and undertook planning, community engagement and design for a number of landscape projects, including play spaces and open space improvements.
Property & Leasing	Manages Council properties, conducts property valuations, maintains the Geographic Information System and provides multi-level car parking facilities in Watts Street and Harrow Street, Box Hill.	<ul> <li>Centralised Leasing:</li> <li>Morack Golf Course Operator Tender EOI documented drafted.</li> <li>Audit of Council Lease Register (Post Organisational Review).</li> <li>Strategic Property Projects</li> <li>Commenced Retail Sustainability Assessment for Mont Albert Shopping Centre.</li> <li>Developed "Community Engagement Handbook" for land and leasing matters.</li> <li>As the Public Land Manager, assessed land access requests for two separate mobile base stations.</li> <li>Managed post-contract obligations relating to 517-521 Station Street Box Hill and 2-4 Bruce Street Box Hill.</li> <li>Provided valuations and compulsory acquisition advice to Council staff regarding the Suburban Rail Loop, the Mont Albert Road Grade Separation and North-East Link.</li> </ul>

Service	Service Description	Quarterly Service Highlights
		Provided ad hoc valuations for Public Open Space, Asset purposes and Rating purposes.
		GIS:     Transition to GDA2020, Australia's new official coordinate system, is complete with all spatial data, services and systems now operating in the GDA2020 environment.     Weave enhancements include upgraded security protocol and a number of new layers added to Weave to support the Waste Services Charge Project.
City Planning & Development	Provides statutory and strategic land use planning functions, ensuring compliance of land use and developments under the	Building Services: Swimming Pools and Spas: The units' communication campaign with our residents about the registration of their swimming pools and spas is ongoing to register with Council.
	Whitehorse Planning Scheme as well as the administration, education and enforcement of public safety, provision of a community-focused building permit service, maintenance of registers and	As a result of Covid-19, in late October the State Government extended the Registration period for pools and spas until 1June 2022. This means that owners who have not registered will be further communicated with to ensure registration occurs. The Building Services Swimming Pool Liaison Officer has now reconciled some 600 notifications to Council of removed or demolished pools.
	records as required by the Building Act 1993.	Building Permits and Certification: As a result of Covid- 19 lock downs, Building Permit applications have reduced but only slightly. Reports and Consent applications are now up to 600 plus for this calendar year.
		Building Enforcement: Building enforcement investigations were able to return to normal status, as a result of the reduced Covid restrictions. A new Building officer is being trained up on Councils systems to deal with the many complaints and case files to ensure they are responsibly maintained and managed. Whilst Building Permit numbers remain stable Builders are experiencing supply chain issues and unable to obtain the necessary timber and steel for residential and commercial construction and delays may be experienced
		Statutory Planning: The statutory planning team over the last quarter received 401 total new applications, of which 349 were new applications and 52 were amendments. This is significantly higher than the metro average of 307 total new applications, and an increase on the previous quarter. Further the team made a total of 423 decisions, which is an increase on the previous quarter of 60 decisions, and is significantly higher than the metro average of 272 decisions.

Service	Service Description	Quarterly Service Highlights
		While some of this is attributed to a higher number of VicSmart applications (many of which are SLO9) compared to other Council's, it is more a reflection on the consistency in high application and amendment numbers seen over the past 12-18 months.  Decision timeframes have remained consistent with 47.1% of decisions made within time, which has increased since last quarter (up from 45.7%), but still less than the metro average of 64.7%. This reflects the high level of commitment Whitehorse has to community consultation and the active community within Whitehorse. Objector participation and consultation forums all contribute to improved planning outcomes, but equally add time to the process.  Average gross days (112) and median processing days (59) however, are both less than the metro average which are 119 and 73 respectively.  VicSmart applications continue to be high with 144 applications received for the quarter and 145 decisions issued. This is more than double the metro average of 70 and 66 respectively. VicSmart decision timeframes have dropped down to just under 72% within time, however most of those decisions made out of time, missed the 10 day timeframe by only a few days.  In addition to the decisions made and received, through the last quarter over COVID lockdown, the team continued to deliver a full range of application and customer based services including 9 consultation forums, 5 appeal hearings and 5 compulsory conference and VCAT practice day hearings.
		Strategic Planning:  Applications for the 2021/22 round of the HAF closed on 29 September 2021 and 39 applications were received. Work to identify and prioritise future heritage work in the City of Whitehorse commenced in line with the actions of the Heritage Framework Plan adopted by Council at its meeting on 21 September 2020.  A review was undertaken of the Built Environment Awards and Education program that explored how to improve the Awards component to achieve the overall aims of the program.  Amendment C231 (rezoning of properties in Moore Road, Vermont) was exhibited between Thursday 19 August 2021 and Monday 20 September 2021. A report to Council will follow the exhibition period and provide an assessment of submissions received.  Amendment C232 (review of commercial 1 zone for Tally Ho Major Activity Centre) was formally submitted to the Department for authorisation on 5 July 2021. DELWP has since met with Council officers to discuss the amendment authorisation request that is still under consideration.  Council's Strategic Planning Unit, including the Heritage Advisor and Landscape Architect, have been involved in meetings convened by the Suburban Rail Loop Authority to determine the extent and implications of the project in Whitehorse and to raise concerns and opportunities.  Draft submission prepared in response to the State government's draft Eastern Region Land Use Framework Plan

Service	Service Description	Quarterly Service Highlights
		Draft Box Hill Structure Plan and Urban Design Framework, and draft planning controls were updated for further consideration by Council The Infrastructure and Development Contributions Framework Plan was endorsed by Council as the basis for implementation of a municipal wide development contributions mechanism. Council considered updated planning controls to implement the Residential Corridors Built Form Study.
City Services	Services are provided for the ongoing cleanliness and maintenance of Council's roads, footpaths, kerb and channel, storm water drainage pits and pipes, roadside furniture, bridges, path structures and shopping centres within the municipality including street sweeping, litter bin collection, removal of dumped rubbish and the provision of after-hours emergency response services. It also includes managing Council's fleet of vehicles, plant and equipment, workshop and the recycling and waste centre.	The Engineering Works and Cleansing teams continued to provide services for the inspection, maintenance, repair and cleansing of Council's civil infrastructure assets, including roads, pathways, drainage and townships.  Due to the COVID-19 restrictions, there was an increase in demand to respond to footpath requests, rubbish in parks requests and graffiti requests.  Orders were raised for 56 passenger vehicles as part of the ongoing renewal of the fleet of vehicles. Due to COVID-19 there is now significant lead times on the delivery of new vehicles. Quotations were sought for a number of major plant and commercial vehicles. There were five new mowers delivered.
Leisure & Recreation Services	Provides a range of leisure facilities including Morack Golf Course, Aqualink Box Hill and Aqualink Nunawading, Sportlink and Nunawading Community Centre. Manages community sport and recreation operations, use and development including the utilisation of sporting grounds and pavilions and provides support to community groups including club development opportunities. Provides planning and strategy development for open	Leisure Facilities: Leisure Facilities were closed for most of the quarter from the end of July due to the Covid-19 lockdown. The first easing of restrictions in late September enabled Morack Golf Course to reopen along with personal training activity at the Aqualink Centres.  Outdoor Personal Training was offered to Aqualink members and non-members in September with easing of restrictions. A total of 186 sessions were conducted with a strong uptake from members who have previously not completed personal training but were looking for expert assistance while the indoor facilities were closed.  Despite the constraints due to Covid-19 restrictions, the Kelly Sports school holiday program ran across all 10 days of the term 2 July school holidays at Sportlink. Primary school aged participants enjoyed a range of sport and arts/craft activities including Aussie rules, basketball, soccer, dance and 'crazy games'- a favourite amongst the younger participants.

Service	Service Description	Quarterly Service Highlights
	space and recreation facilities and infrastructure.	The program is run in partnership with Kelly Sports Blackburn and has experienced ongoing growth since being established in 2017. The term 2 program had an average of 52 participants per day, almost double that of the same time last year.
		Online bookings were introduced in September for outdoor court hire at Aqualink Box Hill enabling customers to book through the member portal once the Covid-19 restrictions enabled outdoor activity to recommence.
		The AQBH stadium courts were resealed in September ensuring the courts were in great condition for the reopening of the facility.
		Active Communities:  Due to COVID-19, winter 2021 season was interrupted with a 22 week season ending up only being 11 weeks. Officers continued to keep clubs updated on the current State Government Requirements.
		Recreation & Open Space Development: Community engagement on a number of high profile projects including Draft Strategic Partnerships Framework, Simpson Park Proposed Enclosed Dog Park and Sportlink Redevelopment. Funding submission was made to the Victorian Government as part of World Games Facilities Fund. Project commencement for RHL Sparks Reserve (Upper) Satellite Pavilion and Heatherdale.
Engineering Services	Provides strategic traffic and sustainable transport planning and traffic investigations and reports; capital works project scoping,	Transport Engineering: Temporary part and full road closures and work zones has now gone online. Awaiting Glenburnie Road trial 30km/h speed zone proposal approval from DoT. Burwood Highway shared user path now open to public.
	design and construction supervision; civil asset protection; and the strategic management of Council roads and drainage assets.	Engineering Approvals: It has been a busy period for Engineering Approvals Team. The summary of the service tasks listed below: • Processed a large number of applications related to the civil infrastructure. • Reviewed Planning applications and provided comments related to the proposed developments. • Heavy involvement with the Whitehorse Performing Arts Centre project. • Provision of comments and review of the internal and external major building projects for Whitehorse City Council. • Involvement with the insurance claims related to the damaged assets.

applications. nent of Council Assets once the it of assets. ntation of on-line applications has led approvals team now being on-line. Projects - meetings attendance, nawading which will commence 021 - there was 13,341 enquiries in Water - Flood Modelling for
1

## Strategic Direction 5: Sustainable Climate & Environmental Care

#### Major Initiatives and Initiatives Update

Initiative	Responsible Department	Progress Comment	Progress Against Target
Climate Response Plan 2030.	City Services	This will be developed throughout 2022, with extensive community consultation. Planning for this new strategy will commence next quarter.	Not Started
Develop the Climate adaptation Strategy.	City Services	<ul> <li>Planning in progress for street lighting energy efficient LED upgrade projects and the ordering for the replacement of 640 decorative-style street lights along Whitehorse Road and various streets mainly around Box Hill</li> <li>Designing of demonstration garden beds as part of Strathdon House Sustainable Living precinct</li> <li>Promotion of cycling and walking as active transport initiatives took place during lockdown.</li> <li>Continuing the final works for the Energy Performance Contract to make Council's largest buildings more energy efficient.</li> <li>Commencement of the VECO renewable electricity contract for 6 of Council's largest buildings, with electricity 100% generated by wind power.</li> <li>Planned a series of community workshops on energy efficiency, solar panels and batteries for Seniors' Month in quarter 2.</li> <li>Completed drafting and updated Urban Forest Strategy for consideration by Council in quarter 2.</li> </ul>	ON TRACK
Development of the Sustainability Strategy.	City Services	This will be developed throughout 2022, with extensive community consultation. Planning for this new strategy will commence next quarter.	Not Started
Implementation Urban Forest Strategy.	Parks & Natural Environment	Urban Forest Strategy adopted by Council in September 2021. Review into programmed actions currently being completed, with further program information to follow Quarter 2. Extensive street tree and park tree planting currently being undertaken.	ON TRACK
Adoption of landscape planting policy.	Parks & Natural Environment	Landscape planting policy draft currently in development	ON TRACK
Development of the Integrated Water Strategy and action plan.	Parks & Natural Environment	Draft Integrated Water Management Strategy developed, and second round of community consultation undertaken. Feedback will be reviewed in quarter 2 and final strategy developed.	ON TRACK

Implementation of a food and garden organics waste service.	City Services	Tender accepted for contractor to collect FOGO bins from 1 July 2022, including the supply and delivery of kitchen caddies and compostable liners in preparation for service commencement. Planning continued for the FOGO community education material and service promotion. Community engagement and awareness activities completed over August-September 2021 to help inform Council's FOGO education materials and approach and inform the community of service start from 1 July 2022.	ON TRACK
Implementation of Council's 'Rubbish to Resource' Waste Management Strategy 2018-2028.	City Services	<ul> <li>Tenders for Council's kerbside waste and recycling services were evaluated in detail and report recommending the acceptance of a new suite of kerbside waste and recycling contracts for 1 July 2022 onwards was considered and adopted by Council in September 2021.</li> <li>Work continued on development of a policy to support a ban on the use of single use plastics at Council facilities and events.</li> <li>Engaged Compost revolution from August to further support and engage the community around home composting in lead up to a FOGO service.</li> <li>Number of waste education and minimising activities delivered in Q1 including Plastic Free July, online Bike repair workshop and compost awareness week.</li> <li>Work commenced to support repair café in Whitehorse.</li> <li>Continued delivery of extra recycling points for e-waste and textiles through hubs and trailers.</li> </ul>	ON TRACK
Undertake a waste service charge review.	City Services	Works continued on the project to implement a waste service charge. The team continued auditing and updating Council's database of bins and commenced planning for community engagement.	ON TRACK
Continue to work with south east metropolitan Councils on the advanced waste processing project to divert waste from landfill.	City Services	On 28 June 2021, Council resolved to participate as a shareholder in the Special Purpose Vehicle of 16 south east metropolitan Councils for an advanced waste processing facility.  Works are continuing on setting up the governance and investigating the feasibility of the project.	ON TRACK
Develop a final Transition Plan to a 4- bin kerbside waste and recycling system, in line with the State Government's Recycling Victoria Policy.	City Services	• Successfully negotiated provision of two separate transition plans for FOGO and Glass bins and developed the final transition plan for FOGO to commence next quarter. The funding agreement with DELWP has been signed which will provide funding to support Council's Transition Plan. We were also successful in gaining SV grant funding to support education to 4 bin system with timelines and funding allocation being finalised.	ON TRACK

## **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Sustainability & Waste	Facilitates planning for energy and water reduction programs and waste management strategic planning. This service also includes contracts for waste collection including domestic garbage collection, kerbside recycling, and hard and green waste collection.	<ul> <li>Energy efficiency measures were installed in Council buildings include new integrated building monitoring systems and controls.</li> <li>Preliminary design completed for potential stormwater harvesting project, to enable viability to be assessed.</li> <li>Road resurfacing program tendered with requirement to use recycled asphalt on certain local roads.</li> <li>Council's new ESD Policy for Council Buildings and Infrastructure is progressively being integrated into the early planning for major projects.</li> <li>Collected total of 7,177 tonnes of garbage and disposed of in landfill.</li> <li>Collected total of 3,530 tonnes of recyclables.</li> <li>Collected total of 3,774 tonnes of garden organics processed for compost.</li> </ul>
Parks & Natural Environment	Responsible for the management of Council's bushland, open space and parklands including developing plant stock, landscaping, pruning, grass cutting and fire management. The service also provides an education program on ecological and environmental issues. Also responsible for the management of Council's street and park trees to meet community expectations as well as statutory and safety obligations and for the design, installation, maintenance and renewal of sports field infrastructure.	Completion of routine parks maintenance programs with high community satisfaction results. Extensive indigenous park planting programs completed using local indigenous plants from Councils Nursery.  NELP funded tree planting completed in Heatherdale Creeklands, Memorial Park, R E Gray Reserve and Slater Reserve.  Upgrade of park furniture and assets completed including Halliday Park, Schwerkolt Cottage, and Simpson Park.  Completion of landscaping at new Whitehorse Performing Arts Centre carpark.

## Strategic Direction 6: Whitehorse is an Empowered, Collaborative Community

#### **Major Initiatives and Initiatives Update**

Initiative	Responsible Department	Progress Comment	Progress Against Target
Development of the Whitehorse Community Engagement Handbook.		International Association for Public Participation (IAP2) training completed by Council officers during quarter one.  Internal and external engagement on the handbook completed and officers are preparing to commence drafting the handbook.	ON TRACK
5.3.1.1 Develop Council's Feedback or Complaints handling policy.		Community engagement has been undertaken and a draft policy written. It will be considered at Council for endorsement in December 2021.	ON TRACK

## **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Customer Service	Includes customer service provision at Council's three service centres and governance services; fostering international relations; and cleaning and maintaining the municipal offices.	It is Council practice to acknowledge feedback received via YourSay. Council's Community Engagement Handbook is under development, and it will emphasise the importance of closing the loop on feedback. Council routinely sends emails to stakeholders registered with YourSay to inform them of current engagements they may be interested in. Council's updated 'Complaints and Feedback Policy' will be considered by Council for endorsement in December.
Community Engagement & Development	Focuses on the development and implementation of policies, strategies, programs and initiatives to respond to community wellbeing needs. It also	Council Plan: The Council Plan draft was completed with input from the Community and Council Officers. Workshop sessions were facilitated with Councillors to finalise The Council Plan. The Council Plan will be endorsed in quarter 2.
	provides community grants to local not-for-profit groups and organisations.	Municipal Public Health and Wellbeing Plan 2021-2025: Conducted internal Council engagement sessions for Municipal Public Health and Wellbeing Plan (MPHWP). Conducted engagements with Whitehorse Disability Advisory Committee (WDAC) and Whitehorse Reconciliation Advisory Committee (WRAC) to feed into the MPHWP. Drafted the MPHWP including objectives, indicators, strategies and actions to be presented to and endorsed by Council in quarter 2.
		Neighbourhood and Community Houses: The Neighbourhood House was held in the past quarter with discussions focussed on marketing and return to operations.
		Community Satisfaction Survey: Findings from the 2021 Community Satisfaction Survey were released and presented to the Executive and Councillors and shared with the community via the corporate website.
		Engagement Consultations: Whitehorse City Council administered numerous consultations on its new Your Say Whitehorse platform between July and September including: • Whitehorse News Distribution Trial • Water Management Strategy • Programs and Education at Strathdon House and Orchard Precinct • LXRP Mont Albert - Masterplan Advocacy • Draft Strategic Partnerships Framework • Simpson Park Proposed Enclosed Dog Park

- Child and Young Person Engagement- Municipal Public Health and Wellbeing Plan 2021-2025
- Council's Meeting Cycle & Governance Rules
- · Sportlink Redevelopment
- Amendment C231 Rezoning of 34-40, 37-43 and 42-50 Moore Road, Vermont
- Community Engagement Handbook
- Food and Garden Waste Service

#### Community Grants:

Recommendations for the 2021/2022 Community Grants were adopted by Council at the July meeting. Council opened a second round of community grants in August 2021 to provide further financial assistance to support the return to operations post lockdown. 76 applications were received and assessed and recommendations were presented to a Councillor Panel on 30th September.

#### Volunteer Program:

Volunteer Management Internal Audit was finalised in September, following extensive consultation and input from the Community Engagement & Development team and the People & Culture team. A range of controls and measures will now be implemented and/or improved to strengthen Council's volunteer program.

In August, Council went to market via public tender to appoint a 4 year contract for the provision of Family. Youth and Children's Support and Counselling Services.

#### Culturally and Linguistically Diverse and Faith:

Council co-hosted two Racism Know Your Rights information sessions, presented by Victorian Equal Opportunity and Human Rights Commission (VEOHRC) and Victoria Police. Both sessions were online, one with Mandarin interpreter and registered over 50 people per session.

Council delivered a wellbeing session for our South Asian community to recognise and respond to trauma due to COVID-19 related death and illness of family overseas. 38 people participated in this online event hosted by IndianCare.

Council supported the ABS to promote the 2021 Census to residents who are culturally diverse and from a Non-English speaking background (NESB).

#### Healthy Ageing:

Tackling Ageism Together- EveryAGE Counts in Melbourne's East' project continues to roll out. Highlights included the delivery of ageism awareness training to staff, planning workshop with all 7 participating Councils, awareness raising in Community Groups and data evaluation.

Whitehorse Council submitted an application for a 2021 LGPro Active Ageing & Wellbeing Award. Due to the impacts of COVID 19, the successful intergenerational grant recipients have been offered a 12 month extension to implement their projects. The program will open in 2022 for further applications. The Whitehorse Seniors Festival 2021 Program was finalised in guarter 1. Council is facilitating an inter-agency group to discuss and implement strategies to assist those in Whitehorse who are not accessing or are unable to access digital mediums. First Nation's Peoples: A Council Report was developed formally recognising the Wurundjeri Woi Wurrung people of the Kulin Nation as the Traditional Owners of the land that includes the City of Whitehorse. A regional approach to promoting Indigenous history and engaging with Wurundjeri is the focus of a newly formed network connected to the Eastern Region Group of Councils. People living with a disability: National Priority Fund Application developed. The draft submission focused on introducing paid internships for people with disability. The research undertaken will be used to support future employment projects.

## Strategic Direction 7: Health and Wellbeing

#### Major Initiatives and Initiatives Update

Initiative	Responsible Department	Progress Comment	Progress Against Target
Development of the Municipal Public Health and Wellbeing Plan (MPHWP) 2025-2029.	Community Engagement & Development	The Municipal Public Health and Wellbeing Plan 2021-2025 (MPHWP) has been drafted and will be endorsed in quarter 2. Outcome measures from that plan will directly feed in to the planning of the next MPHWP 2025-2029.	ON TRACK
Development of the Whitehorse Community Participation and Volunteer Strategy 2022-2026.	Community Engagement & Development	Planning for the development of the Whitehorse Community Participation and Volunteer Strategy will commence in quarter 2.	Not Started
Activate Whitehorse placemaking initiative.	Investment & Economic Development	The Placemaking officer will join the team early in quarter 2. A review of the Activate Whitehorse program commenced, with a focus on "community lead" placemaking. Engagement with local community groups has commenced and initiatives will be facilitated from 2022 onwards.	ON TRACK
Development of the Whitehorse Youth Plan 2021-2025.	Health & Family Services	Development of the Whitehorse Youth Plan 2021-2025. Planning for the strategy to develop the plan has been undertaken. The strategy for development is as follows: • Stage 1 - Establish Steering Committee (31/12/21). • Stage 2 - Review of the key strategic information pillars (28/2/22) Demographic Review - Service Mapping - Government Policy Review - Existing community consultation Review • Stage 3 - Completion of the Consultation Plan (areas of gaps identified in stage 2) (31/3/22). • Stage 4 - Data Review (30/4/22). • Stage 5 - Development of the key action pillars and strategic actions that align with the council plan (31/5/22). • Stage 6 - Complete Plan and submit draft to ELT for adoption (June 22).	ON TRACK

Development of the Whitehorse Healthy Ageing Plan 2022-2026.	Community Engagement & Development	Planning for the development of the Whitehorse Healthy Ageing Plan 2022-2026 will commence in quarter 2.  The Working for Victoria Program has commenced at Whitehorse with 4 positions focusing on supporting older people with digital literacy and connection and developing Intergenerational programs. These positions will directly align with the Healthy Ageing Plan 2022-2026.	ON TRACK
Development of the Whitehorse Diversity Action Plan 2022-2026.	Community Engagement & Development	Planning for the Whitehorse Diversity Action Plan 2022-2026 has commenced with stakeholder engagement planning. Engagement for the Plan, and drafting, will commence in quarter 2. The Working for Victoria Program has commenced at Whitehorse with 2 Community Engagement Offices commencing in quarter 2 who will support the development of the Diversity Action Plan.	ON TRACK
Development of the Whitehorse Disability Action Plan 2022-2026.	Community Engagement & Development	Planning for the Whitehorse Disability Action Plan 2022-2026 will commence in quarter 2.	ON TRACK
Pandemic community support.	Finance and Corporate Performance	The COVID-19 pandemic has continued to have a significant impact for the community during the first quarter of 2021/2022, with metropolitan Victorian being in lockdown for most of that period. During quarter one, Council developed a proposal for a new round of hardship and stimulus support for the community of up to \$1.5 million value. The package includes a range of support measures to help ease the financial burden for ratepayers, tenants, local businesses and community groups. It is to be approved by Council early in the second quarter and implemented soon after that.	ON TRACK
Annual Emergency Management exercises conducted.	Community Safety	The annual Eastern Region Exercise (Exercise East) has been postponed until 2022 due to COVID.	žųž

## **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Home & Community Service	Provides home delivered and community-based meals, personal and respite care, transport, domestic and home maintenance, planned activities and social support.	The following services were delivered over the period July-Sept 2021  New services commenced - 640 Regional Assessment Service (RAS) – 552 assessments Shopping Assistance – 1,327 hours Occupational Therapy- 340 hours Domestic Assistance- 17,756 hours Personal Care- 5,760 hours Respite Care- 684 hours Home Modifications & Home Maintenance- 1,700 hours Food Services – 13,814 meals Assistance with food preparation – 543 hours Social Connections & Support – 1,233 hours Escorted Activities ( shopping, appointments etc) – 513 hours Transport- 996 trips
		The Whitehorse Home & Community Services (WHACS) department continued provision of holistic and diverse supports, information, referrals and practical assistance to 3,196 older residents during Q 1 to ensure vital needs were met within COVID19 restrictions  Received 79 compliments from consumers acknowledging the difference WHACS services made to their lives and how they were to remain living safely and independently at home  Over the last quarter WHACS has experienced Increase in complexity of assessment, increasing incidents of domestic violence and escalation of mental health issues. WHACS staff facilitated support and referrals to appropriate services to support wellbeing.  Increasing impact of pandemic on WHACS's ability to deliver full complement of home support services due to infection control & safety requirements, staff isolation and reduced availability. Experiencing difficulties recruiting staff across all positions including agency staff. Increased staff fatigue due the sustained challenge of delivering front line services during extended pressures of the lockdown  Facilitated safe attendance of the office duties by creating 'work bubbles 'to manage risks of infection spread and to support business continuity  Facilitated non-traditional delivery of services during the strict lockdown constraints including online grocery shopping and delivery, medication deliveries, activity packs, online banking and bill payments to ensure essential needs were met and independence is supported  Ensured continued provision of exceptional customer service by answering 13,797 calls at

		<ul> <li>89% Grade of Service ensuring timely and effective support to residents</li> <li>Facilitated 135 Home Care Packages supporting consumers with complex care needs to continue living at home and arranged over 7,535 hours of support services &amp; case management</li> <li>Regional Assessment Services (RAS) has achieved the required KPIs providing assessment services to 552 consumers, linking them with appropriate services to achieve their goals and aspirations for independent living. Satisfaction survey identified 96.11% people "Satisfied" or "very satisfied" above KPI requirement of 85%</li> <li>After extensive planning Social Support activities were facilitated from mid-July to early August 2021 and a following suspension due to COVID restrictions</li> <li>In collaboration with Eastern Region Local Government Aged and Disability Managers and Municipal Association of Victoria, advocated to the Commonwealth Government with a focus on service stability and sustainability during the COVID pandemic and needs for additional supports related to COVID response and recovery.</li> <li>Provided support to the Whitehorse residents through the COVID Relief project supporting people impacted by the pandemic by connecting residents to services, arranging food parcels &amp; alternative food options and assisting with practical tasks to support safety and wellbeing.</li> </ul>
Emergency Management	Implements Council's responsibilities as detailed in the Emergency Management Act 1986, the Municipal Emergency Management Plan and Business Continuity Policy.	<ul> <li>Continued work on refining the Eastern Region Municipal Emergency Management Plan template.</li> <li>Continued refining the Eastern Region Relief and Recovery Sub-Plan template.</li> <li>Commenced the Eastern Region Communication Sub-Plan Template</li> <li>Continued providing Support for the Pandemic Recovery Group with Community Safety monitoring Civic Centre staff attendance.</li> <li>Commenced Executive Officer support to the Pandemic Facility and Workforce and Policy Sub-Groups to the PRG.</li> <li>Tested the draft online post-COVID staff survey.</li> <li>Assisted the North and Western Region Regional Emergency Risk Assessment process.</li> <li>Continued attendance of the daily Department of Health COVID Comms and Community Engagement meetings</li> <li>Finalising the departmental Business Continuity Plan review process</li> <li>Continued lobbying to improve the locations where vulnerable people congregate data management occurs in the state.</li> <li>Finalised the content of "Are You Prepared" booklets developed by the Southern Metropolitan Region and adapted for the Eastern Metropolitan Region.</li> <li>Set up the permit system to allow people to travel to prepare their City of Whitehorse property for the 2021-22 fire season.</li> </ul>

Placemaking	Capitalises on the community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.	The Placemaking officer will join the team early in quarter 2 and commence planning a range series of activations to liven up business strips during the festive season.  In collaboration with Council's Sustainability Unit, new bin panels were designed and installed in the Box Hill precinct. Five different designs featured local wildlife, spend local and responsible litter disposal messages.
		To support traders during streetscape upgrades, two competitions (running for 10 weeks) were held in the Mitcham and Brentford Square precincts during August to encourage consumers to shop local.
		I&ED continued to liaise with the Rotary Mont Albert and Surrey Hills (MASH) to gather further information and progress the proposed monthly Car Boot sale in the Council car park at Hamilton Street. This has included the development of a consultation letter for stakeholders in the Mont Albert are.
		I&ED continues to promote the Think Local Buy Local message to residents and businesses within Whitehorse with a number of Facebook campaigns and articles in Whitehorse news during the quarter.
Health & Family Services	Provides centre-based childcare at Whitehorse Early Learning Services (WELS), integrated kindergarten, inclusion support, maternal and child health and youth support services as well as health education and protection services such as immunisations, food safety management, communicable disease surveillance, tobacco control and environmental protection.	<ul> <li>Maternal &amp; Child Health:</li> <li>Birth notifications are at their lowest in 24 years, with 387 being received for the quarter. Modelling is indicating that the expected birth notices for the year will be 1,515 which is the lowest for 24 years.</li> <li>Nearly 8,000 families were supported by the service with over 4,200 consultations being provided.</li> <li>COVID restrictions on service delivery became a feature during the quarter. MCH nurses returned to using telehealth (video) for consultations for children aged over 8 weeks old. A dedicated Covid response team was established, based at the Forest Hill Family Centre, with the MCH nurses working at this site able to provide a service to Covid positive families if required.</li> </ul>
		Early Childhood Services:     Lockdown 5 and 6 restricted access to Council's child care service (WELS) for all but authorised workers. This significantly impacted children actually attending WELS centres. In response, the Australian government authorised business continuity payments which enabled WELS to sustain a majority of bookings until child care services reopened on 1 November 2021.     Average YTD booked care for this quarter was 92.79% which was above the target of 90%.

- During this time orientations and tours could not be conducted and new families were unable to commence care. The 3 WELS centres provided various forms of Home Learning for children unable to access our centres.
- WELS continues to maintain a high standard of Health and Safety guidelines to minimise the risk of COVID-19 in our centres. Parents and carers continue to drop off and pick up children at the front door. This is to minimise the movement of adults in and out of the centre, to protect children who currently can't be vaccinated and staff.

#### **Community Programs:**

- Supported Playgroup sessions have continued each week via Zoom. Support/Resources provided to families during lockdown.
- Parenting Information Forums have been delivered on-line with healthy numbers and reduced operating costs.
- Emergency Management activation The Chen flood/building evacuation.
- Response to homelessness matters have continued referral directly to support agencies.
- Successful engagement/consultation with children and young people to inform the Municipal Public Health and Well-Being Plan.
- Continued involvement in the Child Friendly Cities and Communities Network co organised and facilitated the October Network meeting.

#### Youth Services:

- Youth Services delivered the music program "Beats, Rhymes and Life" a series of workshops held at the Youth Connexions drop in centre and facilitated by an experienced musician where a variety of young people, including some disengaged and at risk learnt to develop musical skills and produce their own music.
- The Outreach Program facilitated a NAIDOC Week 2021 Celebration in the Box Hill Mall. This event was a collaboration with Youth Services, each, headspace and Box Hill Institute Skills and Jobs Centre. Information about NAIDOC week, Aboriginal and Torres Strait Islander culture and history, and services was available. Wurundjeri Man Alex Kerr performed a smoking ceremony and talked with the community about Aboriginal culture.
- The Youth Team successfully managed closures and other impacts of lockdown restrictions and moved service delivery to online and remote formats. This included the continued online offering of the Whitehorse Study Support Program, offering online hangout spaces for young people Monday to Friday to connect with youth workers and other young people, increased social media activity to engage with young people and share information about services, activities and opportunities. This also included offering remote support to vulnerable young people such as information and referral to relevant services.

- The continued delivery of School Focused Youth Service supported programs in local schools where possible to support young people during lockdown and also planning of future programs and organising the postponing of lockdown impacted programs to be delivered when possible at schools.
- Care packs were created and offered to young people via social media promoted through other services to their clients. This was a way of reaching out to disconnect and disengaged young people to raise their spirits, offering some support, kindness and information.

#### **Environmental Health:**

Council's statutory requirements under the Food Act and Public Health & Wellbeing Act: -

- 328 Mandatory Assessments/Inspections consisting of: -
  - 267 Food Premises
  - 18 Prescribed Accommodation
  - 43 New and Transfers
- · 36 Complaint Inspections
- 44 Routine Inspections
- 94 Non Compliance/Follow Up inspections
- 26 Formal Orders/Notices issued which includes PINs and Seizures
- 28 Food Samples collected consisting of: -
  - Statutory 16
  - Investigatory 12
- The EH unit met the targets under MAV Service Agreement for Tobacco control activities including conducting assessments/education visits and responding to complaints
- A total of 2,438 vaccinations were administered to 1,081 children for the quarter as part of Council's public childhood immunisation program
- A total of 547 vaccinations were administered to 547 students as part of Council's school immunisation program. The program was significantly disrupted due to Covid lockdown resulting in rescheduling of schools to later in the year.

#### Emergency Management - Relief & Recovery:

• COVID-19 relief activities continued during the quarter with approximately 1 dozen food support and psycho social support requests being responded to by the team.

## Strategic Direction 8: Governance and Leadership

#### Major Initiatives and Initiatives Update

Initiative	Responsible Department	Progress Comment	Progress Against Target
Council's Values and Behaviours are Embedded in the Performance Appraisal & Development Plans.	People and Culture	Values and behaviours were embedded in the 2020/21 PADP, effective 1 September.	<b>3</b> 23
Development of Workforce Plan.	People and Culture	We have commenced work on the development of Council's Workforce Plan WHICH will be delivered in accordance with the legislative requirements under the Local Government Act 2020.	ON TRACK
Implementation of the Gender Equity Action Plan 2021-2025.	People and Culture	Action Plan to be endorsed by ELT in November 2021 Implementation to commence from December 2021 Annual review of the GEAP strategies & measures to be conducted, with Progress Reports due to be provided to the Commission, ELT & staff end 2023 & 2025; to be provided to ELT & staff end 2022 & 2024. Training options are being finalised to deliver training to support staff to conduct Gender Impact Assessments in December 2021. There is 1 GIA process in progress (Customer Service – Complaints and Feedback Policy review) and 11 other pieces of work identified for a GIA following staff training.	Not Started
Development of the Integrated Strategic Planning and Reporting Framework.	Community Engagement & Development	The Integrated Strategic Planning and Reporting Framework continues to be under development.  Development workshops were undertaken with the working group through quarter 1.	ON TRACK
Development and review of Financial Plan, Budget and Revenue & Rating Plans.	Finance and Corporate Performance	Council has developed its first Financial Plan under the Local Government Act 2020. The Financial Plan 2021-2031 provides a high level outlook of Council's projected financial performance, position and sustainability over the next 10 years. The Plan was adopted by Council on 18 October 2021 and is publicly available on Council's website.  Commencement of the next Budget process will commence in quarter two.	ON TRACK

Development of investment strategy.	Finance and Corporate Performance	This initiative has not yet commenced. It is planned for the 2022/23 financial year (year 2 of the Council Plan 2021-2025).	Not Started
Conduct audits and reviews on legislative requirements for compliance - Implement agreed recommendations and processes - Conduct review and update of Instruments of Delegation	Governance & Integrity	The memorandum of audit planning scope document for the Cyber Security - Essential Eight internal audit was presented at the August 2021 Audit and Risk Committee meeting. The Management of Food and Health Services and Volunteer Management internal audit reports were presented at the September 2021 Audit and Risk Committee meeting.	ON TRACK
Engage with Local Government Victoria and sector network groups on legislative reform or interpretation.	Governance & Integrity	The Governance & Integrity Team continue to participate with its various networks. Council along with other council's has engaged with the MAV to look into external mediation options for Councillor Code of Conduct matters. There is currently no new legislative reform planned.	ON TRACK
Review of the Risk Management Framework.	Governance & Integrity	Review of the Risk Management Framework documentation has commenced. This includes reviewing the Risk Management Policy, redefining our Strategic Risk Context and Risk Management Procedure. Consult with internal stakeholders.	ON TRACK
Develop an Information Management Governance Strategy.	Governance & Integrity	Initiated internal discussions to confirm funding sources for the development of the Information Management Governance Strategy.	žuž
Establish agreed timelines for Council meeting agenda and minutes within.	Governance & Integrity	Council meeting agenda and minutes are published on Council's website by COB the Wednesday prior to a Council meeting (meetings are held on Mondays unless Monday is a public holiday, when the meeting will revert to the Tuesday immediately following the public holiday). This is an informal commitment to ensure that the public have early and transparent access to Council's public meeting agenda and minutes. The informal nature of the commitment will be reviewed with a view to formalising.	ON TRACK
Investigate expanding live streaming of Council meetings to	Governance & Integrity	Council currently live streams and records its public Council meetings. Public meetings are available for the public to view in real time (ie live) and also to view recording of a meeting at the convenience from our archive of Council meetings on Council's website. We will look to expand	ON TRACK

include social media (e.g. Facebook).		live streaming of Council meetings to include Facebook, and seek advice from Strategic Communications and Marketing team in relation to this. It is expected this will commence in Q3.	
Review Council's live streaming platform against other available products for view ability and accessibility.	Governance & Integrity	Whilst the current platform used for the live streaming of Council meetings is sound, efficient and reliable, a review of the streaming platform against other available products will be undertaken to ensure suitability, accessibility and fit for purpose. It is expected the review will commence in Q3.	
Review the public participation components of Council meetings and online registration processes.	Governance & Integrity	A comprehensive review of Council's meeting cycle and structure, inclusive of Council's Governance Rules which governs the operation of Council meetings has been undertaken. An enhanced public participation element at Council meetings has been included in the proposed meeting cycle and model, in addition it is proposed that two Council meeting be held each month, thereby providing two opportunities each month for members of the public to participate in Council meetings. Council will consider a report on the meeting cycle at its Council meeting to be held on 22 November 2021.	ON TRACK

# **Quarterly Service Highlights**

Service	Description	Quarterly Service Highlights
Human Resources	Provides human resource management services including staff recruitment, corporate training and development, industrial relations and volunteer advisory services.	The HR Team has continued to support the organisation throughout the first quarter with activities related to recruitment processes related to the Organisational restructure; and the appointment of Working for Victoria team and subsequent recruitment activities; support for Covid related actions during the lockdown period including assisting with the allocation of alternate duties. The Team have facilitated the commencement of the negotiation of the Collective Agreement process and developed draft policies related to the Local Government Act implementation requirements that are currently out for consultation.
Health, Safety & Wellbeing	Administers Council's Occupational Health and Safety Program, ensures compliance with occupational health and safety legislation.	Health, Safety and Wellbeing has again played a significant role in ensuring the organisation continues to meet COVID related obligations and operational requirements, assessing and adapting to identify risks and ensuring areas adjust in a COVIDsafe manner to the changing levels of restrictions. Vaccination requirements is a key element of this, significant effort has be made in this area to ensure we maintain an environment reflective of our commitment to the health of staff and the community. Whilst COVID has taken priority, key project delivery continues with a substantial review and upgrade of Council's Incident, Hazard Identification and Risk Management program undertaken and is currently being implemented across the organisation.
Finance & Corporate Services	Manages Council's corporate planning and reporting, financial management, payroll, and procurement, tendering and contract administration as well as undertaking rate revenues and Fire Services Property Levy collection.	The F & CP department achieved the successful completion and unqualified audit opinion on the 2020/2021 annual financial statements with no high risk issues identified.  The Financial Plan 2021-2031 was developed following a significant broad and deliberative community engagement process through the Shaping Whitehorse campaign. The Plan was adopted by Council in October 2021.  The Annual Report 2020/2021 was successfully submitted to the Minister for Local Government in September. The Annual Report was adopted by Council in October 2021.  Additional pandemic hardship relief and stimulus support package was developed for the Whitehorse community up to the value of \$1.5m and endorsed by Council in October 2021.  A new Procurement Policy 2021-2025 was developed in line with the changes to the LG Act 2000 and endorsed by Council in October 2021. Procurement were actively involved in a number of significant tenders including the Construction of the Whitehorse Performing Arts Centre, the Annual Waste, Kerbside and Recycling Collection and the Enterprise Resource Planning system.  The F & CP department also successfully transitioned the Revenue and Rates Department as part of the recent organisational structure.

		The Revenue & Rates team implemented the new Revenue and Rating Plan and have received and processed 196 Rates Hardship Applications
Governance & integrity	Manages Councils governance services, corporate record system and information, compliance and controls, manages Council's insurance program and implements the risk management framework.	Reviewed the Governance Rules to consider a change to the cycle of Council meetings and include opportunities for public participation. The review included community engagement. Council will consider a report in December. Review of Operational risks undertaken for two directorates. Held two Audit & Risk Meetings and completed four internal audits.

# Section 2 – Performance against Customer Service Targets

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.

Performance Indicator	Target	Actual	Status
Percentage of calls answered within 20 seconds	80%	87.02%	ON TRACK
Percentage of total calls answered	95%	96.11%	ON TRACK
Enquiries resolved at first call	70%	68.70%	MONITOR
Records management actions completed within allocated timeframes* (Records Manager)	95%	97.28%	ON TRACK

<sup>\*</sup> Although Council's standard written correspondence response timeframe is seven working days, there are a number of processes which require longer response timeframes such as Freedom of Information requests. These timeframes have been built into the calculation.

The data is an indicator of system actions performed on correspondence during this time. Not all correspondence generates an action while other correspondence generates multiple actions. As some correspondence could require more than one action, actions recorded against each department may not reflect the actual amount of correspondence dealt with. Another exception in relation to this report is if correspondence goes directly to an officer or no action is attached but the action officer responds to the incoming enquiry.

## Section 3 – Continuous Improvement

### **Continuous Improvement Program**

Our Continuous Improvement Program aims to provide a consistent customised methodology to support an engaged organisational culture of continuous improvement with reportable benefits for our Community.

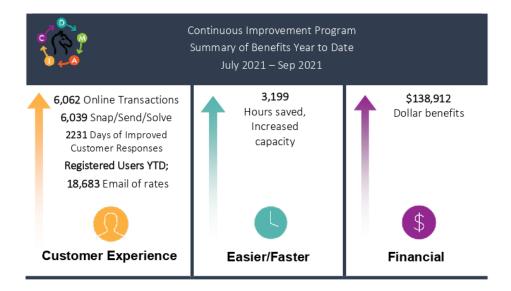
Our Continuous Improvement Program offers training to staff customised for Whitehorse based on primarily Lean Principles that provide a consistent methodology and framework adaptable to the diversity of services Council offers.

The existing 31 Whitehorse improvement champions have an active ongoing commitment to our Continuous Improvement Program to identify and improve processes, embed the technology made available through the Digital Strategy, increase capacity through hours saved and overall improve the customer experience. This approach increases our capacity to deliver ongoing business improvements embedded within business units with reportable benefits to our community.

As part of Council's Transformation establishment, two continuous improvement project specialists have been recruited to help expand the existing Continuous Improvement function. This will help drive larger scale innovation projects and achieve greater business improvements, improved customer experience and financial benefits over the next five years.

Ongoing improvement to service delivery for our community continued to see positive benefits as it relates to our three types of efficiencies: improving customer experience; making the process easier and faster; and financial savings.

Improvement benefits for the July to Sep 2021 period are shown in the summary diagram.



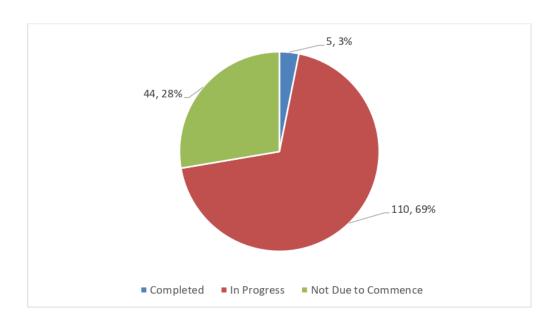
Quarterly Performance Report for the quarter ended 30 September 2021 Page 48

CONTINUOUS IMPROVEMENT PROJECTS STATUS
Index: 🗼 Improvement Champion 🐽 Customer Experience 🕒 Easier/Faster 🚯
Financial
24 PROJECTS IN PROGRESS & 05 ON HOLD PROJECTS 2021/2022
<ol> <li>Merchant Fees – Stage II – Black Belt Project </li> </ol>
2. Construction Permit Process Review ★
<ol> <li>Asset Protection Process Review ★</li> </ol>
<ol> <li>Attendance Registers Process ★●</li> </ol>
<ol> <li>Procurement Vendor Process Review ★●</li> </ol>
6. Parking Optimisation – Black Belt Project ★ 🧶 🚯
<ol> <li>Intelligent Invoice Processing – Phase II ★●⑤</li> </ol>
8. Utilities Invoices – Phase II 🐧
9. Bonds Refund Process★@ On hold
10. Improved First Call Resolution★@●
11. Optimise Senior Citizen Engagement Process★─
12. Optimise Staff on Boarding Process★●
13. Project Business Case Template Review★●❸
<ol> <li>Reduce Organization's Corporate Catering Cost★⑥</li> </ol>
15. Childhood Immunisation Process Review ★●● On hold
16. Club Request for Works Process Review★@●
17. Residential Parking Permits Overall Review ★●
18. Debt Collection for Rates Arrears ★ ● ⑤ On hold
19. Early Childhood Services WELS software program ★ 🕕 🕒 On hold
20. Postage Cost Process Review ★動
21. Better Approval Process ★ 🕕 🚭 🐧
22. Shared Fencing Project ★⊕● On hold
23. Transport Applications Project★ (0 個)
24. Aqualink Membership On-boarding and Retention ★ (0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
25. Whitehorse Centre Online Subscriptions ★ () (a)
26. Building data for inspections and works on-site ★ ⊕ ●
27. Project Management Dashboard ★ 🕛 🕒
28. Improve Digital Asset Management Process ★ ● ● ● ●
29. Fees Review – Processing forms (WH Home & Community Service) ★   8. COMPUTED PROJECTS 2009/2004
08 COMPLETED PROJECTS 2020/2021
01. Optimise Projects Benefits Reporting Process*  On Optimise Advantage Membership Consultant Process*
02. Optimise Aqualink Membership Consultant Process★ (1) (3) 03. Online Planning Pre-app Process★ (1) (6)
04. Online Forms and Payments – Planning Department * 0
05. 15 Online Forms and Payments – Community Safety Department ★ (1)
06. Meals on wheels service – Online documents ★⑥ ◎
<ul> <li>07. Merchant Fees – Stage I ★ (§ (80%))</li> <li>08. Standardized Pre Start Vehicle Plant Inspections ★ (§ )</li> </ul>
39 PRIOR COMPLETED PROJECTS BEING MONITORED WITH REPORTED
BENEFITS

## Section 4 – Capital Works Report

The 2021/22 Capital Works Program includes 159 projects and programs to be delivered over the financial year with an adopted budget of \$78.22M. As at 30 September the total available capital funding is now \$90.25M following the inclusion of 2020/21 carry forward projects (\$12M) and capital income adjustments from operating budgets (\$0.03M)

## Capital Program Project Status Snapshot:



# Capital Program Expenditure Snapshot:

	At 30 September 2021
Actual Expenditure	\$7.80M (9%)
Outstanding Orders	\$12.40M (14%)
Remaining funding for commitment / expenditure	\$70.05M (77%)

## **Finance Report September 2021**

ASSET CATEGORY	PROGRAM CATEGORY	YTD BUDGET 000's	YTD ACTUAL 000's	YTD VARIANCE 000's	ANNUAL BUDGET 000's	NEW ANNUAL FORECAST 000's	THIS PERIOD FORECAST MOVEMENT 000's	Notes
	Bridges	185	268	83	1,850	2,031	-	
	Drainage	374	452	78	2,779	2,902	-	
	Footpaths & Cycleways	348	639	291	4,428	4,466	-	1
	Off Street Car Parks	20	20	()	460	1,557	-	
	Other Infrastructure	-	-	-	70	70	-	
INFRASTRUCTURE	Parks, Open Space & Streetscapes	592	1,675	1,083	5,904	8,863	-	2
	Recreational, Leisure and Community Facilities	340	616	276	3,329	5,037	(14)	3
	Roads	224	188	(35)	6,800	6,811	-	
	Waste Management	-	-	-	120	120	-	
	INFRASTRUCTURE	2,082	3,857	1,775	25,740	31,857	(14)	
	,							
	Computers & Telecommunications	410	51	(359)	2,627	3,245	-	4
PLANT &	Fixtures, Fittings & Furniture	68	38	(30)	494	494	-	
EQUIPMENT	Plant Machinery & Equipment	92	81	(10)	3,770	3,820	-	
	PLANT & EQUIPMENT	569	170	(399)	6,891	7,559	-	
PROPERTY	Buildings Improvements	915	538	(377)	4,991	5,653	-	5
	Buildings	2,222	3,237	1,014	37,601	42,225	40	6
	Land	-	-	-	3,000	3,000	-	
	PROPERTY	3,138	3,775	638	45,592	50,878	40	
								ı
	TOTAL	5,789	7,803	2,014	78,223	90,295	26	

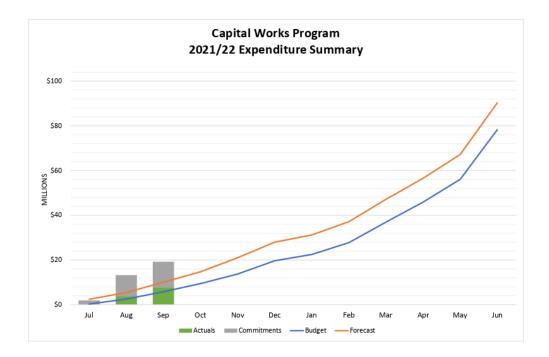
#### Notes:

- 1. The overall favourable variance of \$291K to YTD budget is related to footpath renewal works expenditure being higher than YTD budget. This is due to planned works progressing ahead of schedule.
- The Parks, Open Space and Streetscapes asset class favourable variance of \$1.08M to YTD budget is due
  to works progressing on several carried forward projects from 2020/21 including Britannia Mall,
  Brentford Square and Caroline Crescent streetscape works.
- The Recreational, Leisure and Community Facilities asset class \$276K favourable variance to YTD budget is due to works progressing on carry forward projects from 2020/21 including RHL Spark Reserve Floodlighting.

- 4. The overall unfavourable variance of \$359K is largely due to budget profiling / timing of payments.
- 5. The overall unfavourable variance of \$377K is largely due to budget profiling / timing of payments.
- The Buildings asset class \$1.015M favourable variance to YTD budget is largely due to works
  progressing on carry forward project from 2020/21 Strathdon House (\$478k) as well as budget profiling
  / timing of payments.

# **Capital Expenditure**

At 30 September year to date expenditure is \$7.80M, which is behind the forecasted expenditure of \$10.06M for September month end. This variance is partly due to the impact of the COVID-19 construction lockdown and timing for commencement of works. At 30 September there is \$20.20M in project commitments, indicating that the program is progressing despite these challenges.



The blue line indicates the forecast cumulative budget expenditure, totalling \$78.22M (adopted budget). The orange line indicates the revised (forecast) cumulative expenditure which includes carryover funding from 2020/21 and other adjustments, resulting in a revised expected end year forecast figure of \$90.25M.

# **Quarter 1 Program Highlights**

## **Boroondara Scout Hall**

Completion of refurbishment works at Boroondara Scout Hall form part of the ongoing Privately Constructed Buildings on Council Land Renewal Program. Works commenced in 2020/21 and funds were carried forward with completion in August 2021 at a cost of \$470k. Works to the building included

- Reclad of exterior walls
- Construction of accessible compliant ramp, stairs and landing servicing the building
- Installation of new interior flooring
- Construction of unisex toilet
- Asbestos removal and rectification of water damage and drainage issues to the building

#### **Before**







#### After







## Main Street, Blackburn Road Bridge Renewal

Renewal of the two lane Main Street, Blackburn road bridge is in progress and anticipated to be completed by January 2022. The road bridge renewal works are funded by the Federal government Local Roads and Community Infrastructure (LRCI) COVID-19 grant program at a cost of \$1.47M. Scope of works include

- removal of the existing bridge
- rerouting of utilities
- Construction of new bridge abutments, plank, deck and handrails

## In Progress





## **Wembley Park Sportsfield Lighting**

Completion of the upgrade of sportsfield lighting at Wembley Park to 200 lux lighting level. Works commenced in 2020/21 and funds were carried forward with completion in August 2021. The project was funded from the State government Community Sports Infrastructure Stimulus grant program at a cost of \$447k. Works included

- removal of the existing light poles and associated lights
- Installation of new footings, light poles (2\*28m, 2\*25m), lights and associated items (conduits and cabling) in order to deliver a durable and high-quality 200 Lux LED lighting system.





After:



## Section 5 - Financial Report

## **Executive Summary**

The year to date financial result at 30 September was a surplus of \$105.20m, \$2.02m favourable to budget. Income was \$1.84m unfavourable to budget reflecting lower user fees (\$3.61m) and statutory fees and fines (\$1.19m), partly offset by higher operating grants (\$2.36m) and capital grants (\$0.50m). Expenditure was \$3.86m favourable to budget mainly driven by lower employee costs (\$2.33m) and material and services (\$1.34m). These variances are primarily due to service closures and reduced demand as a result of the ongoing COVID-19 pandemic restrictions, as well as some impact from timing differences and vacant positions, and additional government funding. The year to date impact of the pandemic on Council's net result at 30 September was \$2.43m which brings the inception to date impact to \$15.80m.

Council has reviewed its full year projection to take into account the impact of COVID-19 and other changes that have arisen since the Budget was adopted. The full year forecast is now showing a surplus of \$8.22m, \$8.39m unfavourable to budget. This is made up of a reduction in income of \$8.5m and a reduction in expenditure of \$117k. This forecast will be used as the new baseline for variance reporting for future reports presented during this financial year.

### Year to date result

As noted above, the year to date result at 30 September was a surplus of \$105.20m, \$2.02m favourable to budget. The significant variances were:

- (1) Statutory Fees & Charges were \$1.19m unfavourable to budget driven predominantly by reduced parking infringements (\$1.31) and planning permit application fees (\$81k) during COVID-19 pandemic restrictions, offset in part by an increase in animal infringements relating to non-registration of pets (\$102k).
- (2) User fees were \$3.61m unfavourable to budget relating to the following major variances which are all driven by the impact of COVID-19 restrictions:
  - a. Leisure and Recreation Services were \$2.19m unfavourable due to service closures for the majority of the first quarter, particularly for Aqualink Box Hill (\$1.15m) and Aqualink Nunawading (\$699k), Morack Golf Course (\$212k) and Sportlink (\$134k). There was also a \$138k reduction in income relating to the waiver of winter sports ground seasonal fees under Council's COVID-19 hardship support package,
  - b. Community Safety was \$443k unfavourable mainly due to lower meter money collections (\$348k) and local laws infringements (\$112k), driven by the reduction in demand for parking and reduced enforcement activity during the COVID lockdown restrictions,
  - c. Arts and Cultural Services were \$441k unfavourable primarily relating to the service closures and restrictions for the Whitehorse Centre (\$208k), Box Hill Community Arts Centre (\$141k), Minor Halls (\$44k) and Box Hill Town Hall (\$44k),
  - **d.** Recycling and Waste Centre was \$249k unfavourable with lower than expected income from account customers (\$347k) partly offset by higher income from casual customers (\$99k),
  - e. Health and Family Services were \$207k unfavourable primarily due to service restrictions and reduced demand for Council's childcare centres (\$223k); and

- f. Property and Leasing were \$168k unfavourable with both Watts St (\$138k) and Harrow St (\$29k) carparks significantly underutilised as COVID restrictions continue.
- (3) Grants operating were \$2.36m favourable to budget largely reflecting the carry forward of unspent prior year grants including Working for Victoria funding (\$793k), Home and Community Care Program for Younger People funding (\$260k), various grants for Health and Family Services (\$279k), outdoor dining funding (\$250k), local government business support grants (\$170k) and funding for Phase 2 of the Nunawading/Megamile West structure plan review (\$100k). Further additional funding received in the current year includes a \$178k COVID relief grant and \$127k of additional home care package subsidies for Home and Community Services, and a \$154k increase in funding for Council's Children's Services Centres.
- (4) Grants capital were \$504k favourable to budget reflecting funding related to projects carried forward from the previous year, most significantly Sparks Reserve sports field lighting (\$176k), Britannia Mall streetscape upgrade (\$175k) and the Main Street, Blackburn bridge replacement (\$130k).
- (5) Contributions monetary were \$155k favourable to budget predominantly reflecting capital contributions (\$241k) for Morton Park Pavilion that were originally expected in the previous year, offset partially by timing differences on public open space contributions (\$85k).
- (6) Employee costs were \$2.33m favourable to budget primarily relating to the following significant variances:
  - salaries were \$1.99m favourable primarily reflecting variances across many departments, most significantly in Leisure and Recreation Services (\$661k), Community Safety (\$327k), Transformation (\$276k), Home and Community Services (\$233k), City Services (\$188k), City Planning and Development (\$122k) and Arts and Cultural Services (\$121k). Contributors to these variances were vacant positions and reduced staffing in response to service closures as a result of COVID restrictions, and
  - training and development costs were \$209k under budget due to a combined impact of timing differences and the COVID-19 restrictions, and
  - Workcover costs were \$101k lower than budget reflecting a lower than expected increase in Council's 2021/22 premium.
- (7) Materials and services were \$1.34m favourable to budget reflecting variances spread across most departments, many of which are driven by the ongoing impact of COVID pandemic restrictions. The largest variances were:
  - Leisure and Recreation Services were \$486k favourable with service closures due to COVID
    restrictions impacting many costs across the department. The most significant of these include
    lower contracts and services costs (\$198k), utilities (\$139k), materials and supplies (\$72k),
    maintenance costs (\$52k), and merchandise (\$41k),
  - Community Safety was \$369k favourable predominantly due to lower Fines Victoria lodgement fees (\$136k), in-ground sensor contract costs (\$109k), contracts and services (\$54k), bank

- charges (\$27k) and registration searches (\$20k) in line with the reduced parking enforcement activity during the lockdown period,
- Arts and Cultural Services were \$340k favourable to budget with the most significant variances
  relating to the Whitehorse Centre (\$152k), Box Hill Community Arts Centre (\$62k), Events (\$55k)
  and Box Hill Town Hall (\$51k) primarily due to the ongoing impact of COVID restrictions,
- Information Technology was \$186k favourable primarily reflecting timing differences on hosting/support expenses (\$138k) and contracts and services (\$47k),
- Project Delivery and Assets were \$145k favourable, mainly due to delays in CCTV/security maintenance (\$67k) and essential services maintenance (\$21k) during the COVID-19 lockdown period, as well as lower regular and reactive maintenance (\$43k),
- Engineering and Investment was \$128k favourable primarily relating to timing differences on North East Link expenses (\$62k), Investment and Economic Development programs (\$42k) and energy efficient street lighting changeover works (\$50k), and
- City Services were \$483k unfavourable primarily reflecting \$349k of earlier road and pathway
  maintenance costs due to the focus on essential maintenance works during the COVID lockdown
  restrictions, a \$126k increase in kerbside garbage collection costs and a \$90k increase in tipping
  costs due to higher tonnages disposed at the Recycling and Waste Centre. These were offset
  partially by lower kerbside green waste disposal costs (\$78k).
- (8) Other Expenses were \$251k favourable to budget mainly relating to timing differences on community grants (\$185k) and lower bad and doubtful debts (\$81k) in line with the reduced parking infringement income.

## Projected year-end result

Council adopted the 2021/2022 budget at its Ordinary Meeting held on 28 June 2021, projecting a surplus of \$16.61m for the year. With the ongoing impact of the COVID pandemic still in effect, Council has completed a revised forecast with full year projections now showing a surplus of \$8.22m, \$8.39m unfavourable to budget. This is made up of a reduction in income of \$8.50m and a reduction in expenditure of \$117k. The significant forecast changes compared to budget were:

- (9) Statutory Fees and Fines were reduced by \$4.71m compared to budget almost entirely relating to parking infringement income (\$4.72m), due to the continued impact of COVID restrictions including reduced enforcement and traffic activity and the delayed installation of additional parking sensors.
- (10) User Fees were reduced by \$8.19m compared to budget also due to the impact of COVID restrictions on the availability of services and demand. The main variances were:
  - Leisure and Recreation were \$4.97m unfavourable mainly relating to Aqualink Box Hill
    (\$2.67m), Aqualink Nunawading (\$1.50m), Morack Golf Course (\$387k) Sportlink (\$220k) and
    the waiver of winter season sports ground rental income under Council's pandemic hardship
    package (\$144k),

- Community Safety was \$1.39m unfavourable made up primarily of lower parking meter collections (\$1.11m) and local law infringement income (\$249k),
- Arts and Cultural Services were \$937k unfavourable with Box Hill Community Arts Centre (\$307k), Whitehorse Centre (\$284k) and Box Hill Town Hall (\$203k) the main venues impacted,
- Health and Family Services were \$573k unfavourable with the biggest impact coming from
  the childcare centres (\$445k) and lower food and health act registration renewals (\$168k)
  due to discounts to be provided under Council's pandemic hardship package. Vaccine income
  has been increased (\$67k) in relation to a surge in demand for Meningococcal B vaccinations,
  offsetting this slightly,
- Property and Leasing was \$247k unfavourable reflecting a reduction in Watts Street carpark income due to reduced demand during the COVID lockdown periods during the first quarter.
- (11) Grants operating were increased by \$3.00m to reflect additional funding expected and unspent grants carried over from the previous year, the most significant changes relating to:
  - People and Culture were \$1.20m favourable reflecting Working for Victoria grants,
  - Home and Community Services were \$364k favourable made up of carried forward Home and Community Care Program for Younger People funding (\$260k), increased home care package subsidies and an unbudgeted \$178k COVID relief grant,
  - Health and Family Services were \$356k favourable primarily made up of increased childcare centre funding (\$238k) and carried forward early learning (\$119k) and MCH sleep settling (\$119k) grants,
  - City Services were \$201k favourable in relation to funding to support the implementation of the new food and garden organics kerbside waste service, which will commence in 2022/23,
  - Engineering and Investment was \$193k favourable made up predominantly of carryover funding to provide additional support to local businesses (\$170k); and
  - Community Safety was \$172k favourable primarily relating to the carry forward of funding for the extended outdoor dining program (\$160k).
- (12) Grants capital were increased by \$1.80m relating to the carry forward of unspent prior year grants. The main projects impacted include Britannia Mall streetscape improvements (\$355k), Sparks Reserve pavilion (\$346k), Sparks Reserve sports field lighting (\$328k), Morton Park sports field lighting (\$255k), Elgar Park Masterplan implementation (\$250k) and the replacement of the Main Street, Blackburn bridge (\$181k).
- (13) Other Income was decreased by \$568k predominantly reflecting a reduction in swim school income at the Aqualink facilities due to the significant impact of COVID-19 restrictions on their operations (\$569k).
- (14) Employee costs were decreased by \$2.53m primarily reflecting positive management of resources as services are closed or reduced through the COVID restrictions and delayed recruitment of vacant positions and new initiatives. The most significant variances relate to:

- Leisure and Recreation were \$1.36m favourable predominantly relating to the reduced staffing at the Aqualink centres during the lockdown periods (\$1.42m),
- Digital and Business Technology was \$679k favourable reflecting a reclassification of budget for the implementation of the Enterprise Resource Planning system project from salaries to materials and services,
- Community Safety was \$592k favourable reflecting a \$267k reduction in school crossing supervisor salaries during COVID lockdowns and a \$324k decrease relating to unfilled vacant positions in parking services to help mitigate the lower revenue,
- Arts and Cultural Services were \$449k favourable again reflecting lower salary costs across
  most venues due to the impact of COVID restrictions, most significantly for the Whitehorse
  Centre (\$213k) and Box Hill Town Hall (\$161k),
- Transformation was \$396k favourable due to delayed recruitment of new roles introduced to help implement Council's transformation strategy; and
- City Planning and Development was \$311k favourable reflecting savings made through vacant positions.
- These were partly offset by a \$1.14m increase relating to the Working for Victoria scheme providing temporary employment to unemployed people in areas that require additional support due to the impacts of COVID, which is fully funded by the state government.
- (15) Materials and services were increased by \$2.13m reflecting variances across a number of departments, the main ones being:
  - Digital and Business Technology increased by \$2.07m, \$1.99m of which relates to the
    Enterprise Resource Planning project due to a difference in timing of payments across the
    two financial years of the project. This increase is partly offset by a \$679k budget reallocation
    from salary costs and a reduction in the capital works program,
  - COVID-19 Emergency Response costs increased by \$1.03m including an \$800k allowance for
    yet to be determined pandemic response initiatives, and \$234k for approved hardship
    support measures and other ongoing costs to maintain a COVID-safe workplace,
  - Engineering and Investment increased by \$845k mainly reflecting an additional \$700k of
    costs for Suburban Rail Loop advocacy, which was approved by Council in October, and
    \$170k of expenditure associated with funding received to provide additional support to local
    businesses,
  - City Planning and Development increased by \$260k with \$145k added to Statutory Planning contractor costs to backfill vacant positions, in line with year to date spend, and a carryover of \$100k unspent 2020/21 budget for the Developer Contribution Framework initiative,
  - Community Safety decreased by \$935k primarily in parking services in line with the reduction in infringement and parking fee income,
  - Arts and Cultural Services decreased by \$704 across most programs including Festivals (\$222k), Whitehorse Centre (\$210k), Box Hill Town Hall (\$98k), and Box Hill Community Arts Centre (\$82k),

Leisure and Recreation decreased by \$528k with reductions in utilities (\$136k), merchandise
and promotions (\$124k), contracts and services (\$94k) and materials and supplies (\$81k)
spread across all facilities.

## **Cash Position**

Total cash and investments (including other financial assets) totalled \$235.63m at the end of September 2021 representing a \$14.47m decrease since the beginning of the year.

## **Debtors**

Council collected \$18.84m or 14.9% of 2021/22 rate debtors as at 30 September 2021. Other debtors (net of doubtful debt provisions) outstanding at 30 September amounted to \$2.29m of which \$235k has been outstanding for more than 90 days.

Income Statement for the period ending 30 September 2021

	Year-to-Date			Full Year				
	Actual \$'000	Budget \$'000	Variance \$'000	Notes	Reforecast \$'000	Budget \$'000	Variance \$'000	Notes
Income								
Rates	126,426	126,504	(78)		126,889	126,896	(7)	
Statutory fees and fines	1,807	2,997	(1,190)	1	7,418	12,132	(4,714)	9
User fees	10,127	13,739	(3,612)	2	35,249	43,438	(8,189)	10
Grants - operating	7,555	5,191	2,364	3	22,876	19,874	3,002	11
Grants - capital	504	0	504	4	8,293	6,504	1,789	12
Contributions - monetary	1,468	1,313	155	5	5,241	5,000	241	
Interest income	265	270	(5)		1,166	1,166	0	
Other income	826	740	86		2,879	3,447	(568)	13
Net gain / (loss) on disposal of assets	37	101	(64)		100	156	(56)	
Total income	149,015	150,855	(1,840)		210,111	218,613	(8,502)	
Expenditure								
Employee costs	18,045	20,374	2,329	6	86,270	88,805	2,535	14
Materials and services	14,580	15,924	1,344	7	75,104	72,974	(2,130)	15
Depreciation	7,608	7,541	(67)		31,190	30,856	(334)	
Finance Costs - Leases	9	9	0		33	31	(2)	
Other expenses	3,575	3,826	251	8	9,291	9,339	48	
Total expenditure	43,817	47,674	3,857		201,888	202,005	117	
Net surplus / (deficit)	105,198	103,181	2,017		8,223	16,608	(8,385)	

# Balance Sheet as at 30 September 2021

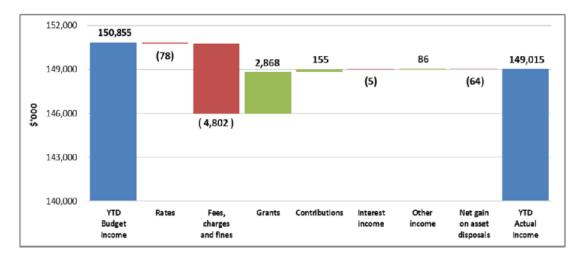
	2021/22	2020/21
	30-Sep-21	30-Jun-21
	\$'000	\$'000
ASSETS		
Current assets		
Cash and cash equivalents	15,949	21,363
Trade and other receivables	138,287	15,474
Other financial assets	219,681	228,739
Other assets	441	1,366
Total current assets	374,358	266,942
Non-current assets		
Trade and other receivables	427	475
Investments in associates	6,361	6,361
Property, infrastructure, plant & equipment	3,565,794	3,565,618
Intangible assets	684	775
Total non-current assets	3,573,266	3,573,229
Total assets	3,947,624	3,840,171
	3/54//024	5,040,171
LIABILITIES		
Current liabilities		
Trade and other payables	37,815	35,883
Trust funds and deposits	13,230	12,973
Provisions	19,054	18,839
Lease Liabilities	526	565
Total current liabilities	70,625	68,260
Non-current liabilities		
Provisions	1,745	1,745
Other liabilities	2,697	2,697
Lease Liabilities	1,002	1,114
Total non-current liabilities	5,444	5,556
Total liabilities	76,069	73,816
Net assets	3,871,554	3,766,355
EQUITY		
Accumulated surplus	1,579,070	1,473,870
Reserves	2,292,485	2,292,485
Total equity	3,871,554	3,766,355

# Cash Flow Statement for the period ending 30 September 2021

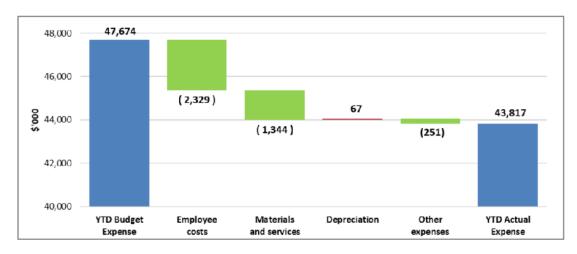
	2021/22	2020/21
	30-Sep-21	30-Sep-20
	Inflows/	Inflows/
	(Outflows)	(Outflows)
	\$'000	\$'000
Cash Flows from Operating Activities:		
Rates	20,564	19,928
Statutory fees and fines	1,807	1,240
User fees	8,648	4,369
Grants - operating	5,631	5,852
Grants - capital	-	336
Contributions - monetary	1,468	2,061
Interest received	265	662
Other receipts	826	396
Fire Services Property Levy collected	3,050	2,622
Employee benefits	(19,501)	(18,086)
Materials and services	(25,750)	(26,141)
Other payments	(3,574)	(3,316)
Fire Services Property Levy paid	-	-
Net cash from operating activities	(6,566)	(10,077)
Cash Flows from Investing Activities:		
Payment for property, infrastructure, plant and equipment	(7,803)	(7,599)
Proceeds from sale of property, infrastructure, plant and equipment	145	102
(Purchases)/sales of financial assets	9,058	13,154
Repayment of loans and advances from community organisations	(89)	(59)
Net cash used in investing activities	1,311	5,598
Cook Flavor from Financina Activities		
Cash Flows from Financing Activities		
Repayment of lease liabilities	(150)	(240)
Interest paid	(9)	-
Net cash used in financing activities	(159)	(240)
Net Increase/(decrease) in cash and cash equivalents	(5,414)	(4,719)
Cash and cash equivalents at 1 July	21,363	24,658
Cash and cash equivalents as at end of period	15,949	19,939

## **Operating Income and Expenditure**

Graph 1.1: Year-to-date Operating Income Variance

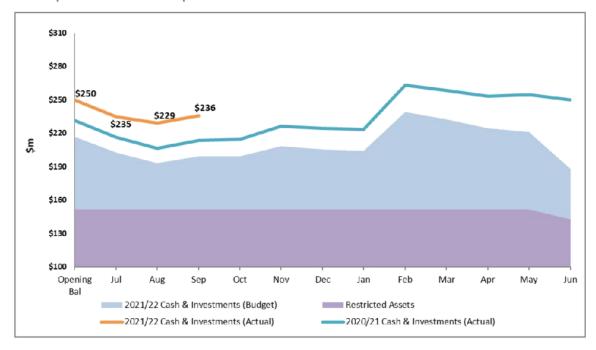


Graph 1.2: Year to Date Operating Expenditure Variance



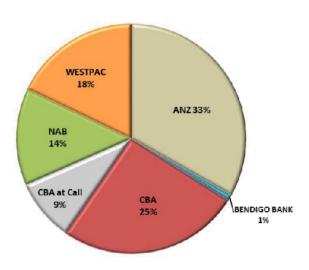
## **Cash and Investments**

Graph 2.1: Cash Flow Comparison

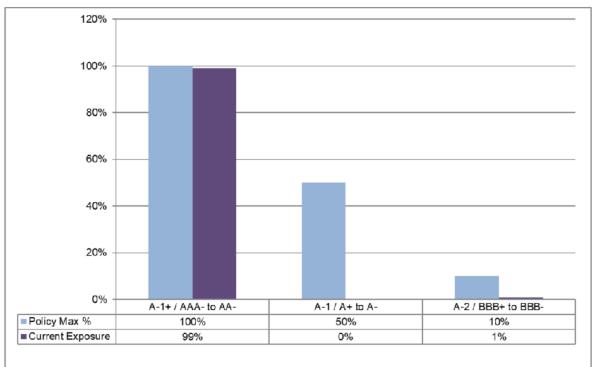


Note: Restricted Funds includes cash that is subject to external restrictions such as trust funds and deposits, Public Open Space Reserve and the Car Parking Reserve. It also includes funds allocated for specific future purposes such as the Aged and Disability Reserve, Community Development Reserve, Waste Management Reserve, Art Collection Reserve and the Energy Fund Reserve.

Graph 2.2: Investment by Institution

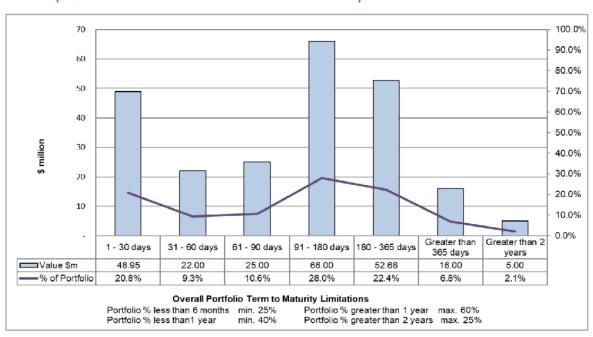


Quarterly Performance Report for the quarter ended 30 September 2021 Page 66

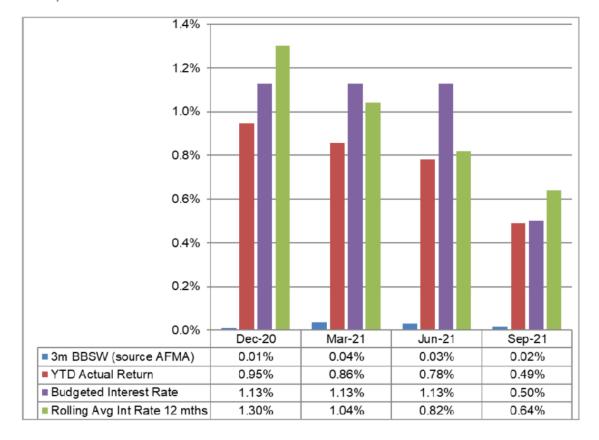


**Graph 2.3: Cash and Investment Credit Ratings** 





Graph 2.5: Investment Benchmark Indicator



## **Rate and Other Debtors**

**Table 3.1: Current Rates Collected** 

	30-Sep-21	30-Sep-20	31-Aug-21
	\$'000	\$'000	\$'000
YTD Current Rates Collected	18,840	15,087	2,270
% Current Rates Collected	14.91%	12.48%	1.80%

Graph 3.1: Percentage of Current Rates Collected

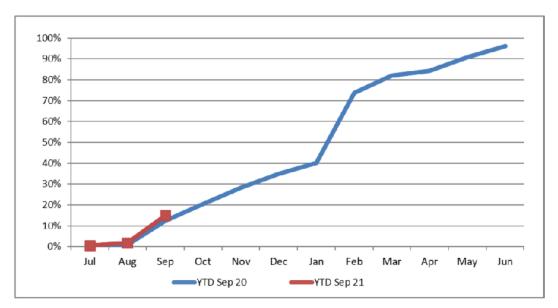
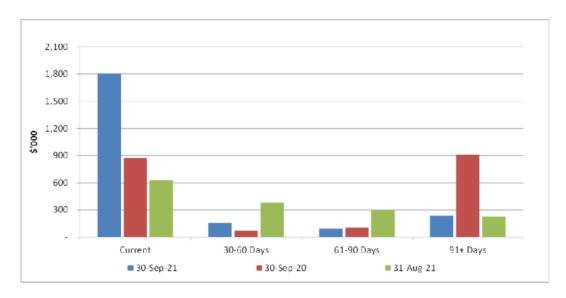


Table 3.2: General and Sundry Debtors

	30-Sep-21	30-Sep-20	31-Aug-21
	\$'000	\$'000	\$'000
Current	1,804	875	627
30-60 Days	156	70	379
61-90 Days	93	103	297
91+ Days	235	911	226
Total Owing	2,288	1,959	1,529
Total over 60 days	328	1,014	523
% over 60 days	14.3%	51.8%	34.2%
Total over 90 days	235	911	226
% over 90 days	10.3%	46.5%	14.8%

Graph 3.2: General and Sundry Debtors – Aged Comparison

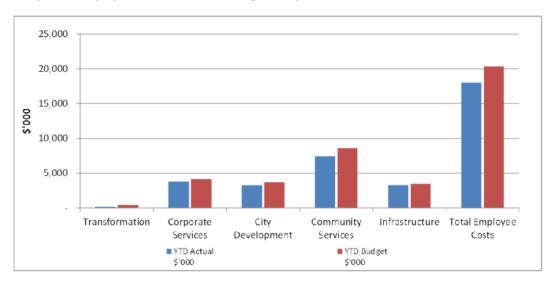


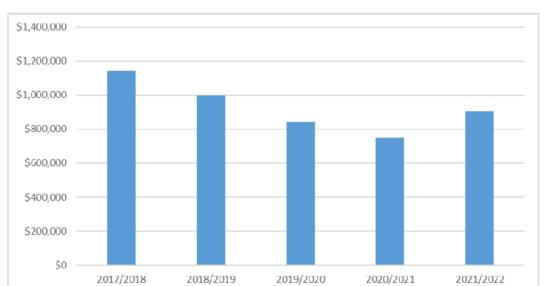
# **Employee Costs**

Table 4.1: Employee Costs by Division

Division	YTD Actual \$'000	YTD Budget \$'000	YTD Variance \$'000
Transformation	205	446	241
Corporate Services	3,845	4,137	292
City Development	3,248	3,689	441
Community Services	7,484	8,617	1,132
Infrastructure	3,263	3,486	224
Total Employee Costs	18,045	20,374	2,329

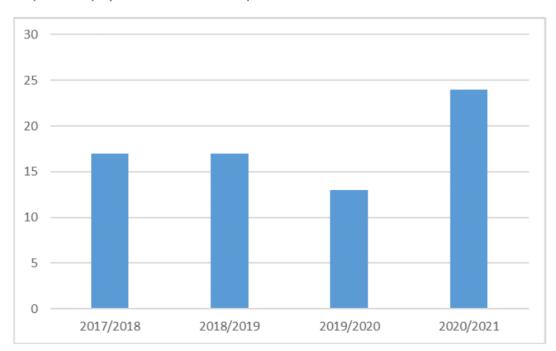
Graph 4.1: Employee Costs – Actual to Budget Comparison

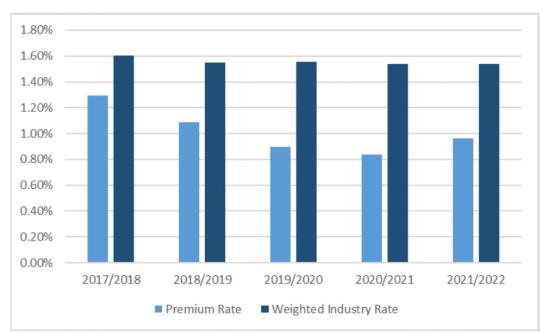




**Graph 4.2: Workers Compensation Claim Costs** 

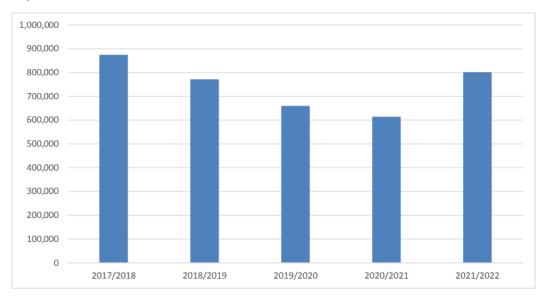






**Graph 4.4: Premium Rate Vs Industry** 





## 9.3.1 - ATTACHMENT 2. Agualink Proposal:Non-member 10 Pack

#### PERSONAL TRAINING 10 PACK AVAILABLE FOR NON-MEMBERS

FILE NUMBER: 21/67467

#### SUMMARY

Aqualink offer multi-visit passes to non-members for swim, aquatic, occasional care and group fitness class use. People purchasing these passes get a 10% discount on standard one visit rates for these areas.

The introduction of two new multi-visit pass fees are proposed for the Aqualink Leisure Centres to encourage continuity and retention of non-members undertaking personal training (PT) sessions. The proposed fees are 10 pass option for either a 30 minute or 60 minute PT session at a 5% discount based on the existing non-member single session fee. Multi-visit pass PT fees are already in place for Aqualink members and the proposed new fees are in line with the existing multi-visit pass fee structure.

Analysis of PT session purchases between January 2019 to February 2021 show that approximately 30% of all purchases are made by non-members. We recommend offering the 5% discount on the non-member PT price and offer these users the option to purchase a 10 pack. Although not members, they are regular clients meaning a 10 pack will provide an incentive to take on more sessions, and retain the clients for a longer period of time leading to an additional income stream. Benchmarking has shown that 3 of 4 Council facilities that offer non-member 10 packs give a 10% discount.

It is recommended that Aqualink offer multi-visit personal training 10 packs for non-members with a 5% discount, keeping consistent with the current member offer.

#### RECOMMENDATION

That Council approves the adoption of new Aqualink personal training multi-visit pass fees for non-members priced at a 5% discount based on the single session fees.

## BACKGROUND

Aqualink offer multi-visit passes to non-members for most of the Centre except personal training. Occasional care multi-visit passes are available to non-members.

Aqualink offer PT multi-visit passes for members at a 5% discount to the normal one-on-one price.

Analysis of PT purchases January 2019 to February 2021 show that 28.97% of all purchases are made by non-members. Due to the reporting of PT purchases through Links it is not able to be determined how many clients are non-members or how often they are returning clients, however anecdotally the percentage of returning non-member clients is high.

	AQBH	AQN	OVERALL
Non-member PT purchases	214	38	252
% of all PT purchases	28.34%	33.04%	28.97%

## DISCUSSION

Non-member personal training accounts for a third of all PT purchases. Perfect Gym Solutions (PGS) allows online purchases which would allow a non-member to purchase a 10 pack upfront. Although not members, they are regular clients meaning a 10 pack will provide an incentive to take on more sessions,

## 9.3.1 – ATTACHMENT 2. Aqualink Proposal:Non-member 10 Pack

and retain the clients for a longer period of time leading to an additional income stream. It is recommended the 10 pack have a 5% discount to provide an incentive to purchase in bulk rather than per session as with no discount there is no reason to purchase multiple sessions. The benefit to the patron is only one transaction for 10 sessions, making it easier for them. The 5% discount is consistent with the current PT 10 pack offered to members.

## CONSULTATION

Benchmarking has shown that 3 of 4 Council facilities that offer non-member 10 packs give a 10% discount. Hawthorn Aquatic and Leisure Centre (HALC) are the only other similar Centre benchmarked that have the same set up as Aqualink with non-members doing PT without the option of a 10 pack.

Benchmarking completed by phone and web:

			Leisurelink		
	Aqualink	Maroondah	Aquapulse	Geelong	HALC
Offer PT	YES	YES	YES	NO	YES
Offer PT to non-members	Yes	YES	ИО		YES
Offer 10 packs to non-members	ИО	YES			ИО
-		10%			
Price offer		discount			

		Melbourne City Baths	Yarra Leisure	Banyule
Offer PT	ИО	YES	YES	YES
Offer PT to non-members		YES	YES	YES
Offer 10 packs to non-members		YES	YES	YES
Price offer		10% discount	10% discount	No discount

## FINANCIAL IMPLICATIONS

Proposed new PT model

1 Toposou How I I Hloudi			
	60min	30min	
One-on-one (member)	\$73.50	\$46.50	Current Fee
One-on-one (non-member)	\$698.25	\$441.75	Current Fee
Multipass (member) 5% discount	\$92	\$60	Current Fee
Multipass (non-member) 5% discount	\$874	\$570	NEW Fee
Small Group PT	\$100	\$68	Current Fee

Aqualink average 157 PT sessions each month (Jan 2019 – Feb 2021). 30% of all PT purchases are made by non-members which is approximately 43 sessions a month. We anticipate that the 5% discount will be offset in the income budget by an expected increased number of non-member PT sessions sold.

9.3.2 Whitehorse Complaints and Feedback Policy

Attachment 1 Whitehorse Complaints and Feedback Policy 2021

## 9.3.2 - ATTACHMENT 1.

## Whitehorse Complaints and Feedback Policy 2021



# Whitehorse Complaints and Feedback Policy

#### 1. PURPOSE

Whitehorse City Council's **Complaints and Feedback Policy** provides a framework for how we manage all forms of customer feedback, including customer compliments and complaints.

#### 2. OBJECTIVES

To support Council's aim of providing excellent customer experiences and service delivery, Council is committed to:

- · Enabling customers to provide feedback and complaints to Council with ease
- Ensuring we respond and take action to resolve complaints
- · Providing a process of review if customers are unsatisfied with the outcomes of their complaint
- Identifying opportunities to learn from feedback and improve our services.

#### 3. SCOPE

The policy applies to customer feedback, compliments and complaints received verbally or in writing via communication channels including phone, in person, via mail or online. It also includes feedback and complaints submitted on a customer's behalf with the assistance of a frontline staff member or other specialised translation/advocacy service.

The policy covers feedback and complaints regarding Council's services, actions and decisions, including decisions made at Council meetings. It covers complaints about Council staff, including the CEO, Council volunteers and Council's contractors. It does not cover complaints against individual Councillors.

Whilst feedback can relate to all Council interactions, requests for service are not considered as complaints or feedback in the first instance. Requests for service or enquires not regarded as complaints or feedback under this policy include:

- · A request for works or services to be provided
- A request for information or explanations about policy or procedure
- Reports of damaged or faulty infrastructure (e.g. a road pothole)
- Reports of hazards (e.g. a fallen tree branch)
- Reports about neighbours or neighbouring property (e.g. noise or unauthorised building works)
- The lodgement of an appeal or objection in accordance with a standard procedure or policy

## 9.3.2 - ATTACHMENT 1. Whitehorse Complaints and Feedback Policy 2021

## 4. HOW TO MAKE A COMPLAINT

Any member of the public may make a complaint or provide feedback. Complaints or feedback can be made by:

Phone: 03 9262 6333

Email: <u>customer.service@whitehorse.vic.gov.au</u>
Website: <u>www.whitehorse.vic.gov.au/contactus</u>

Webchat: www.whitehorse.vic.gov.au

In Person: Whitehorse Civic Centre

379-399 Whitehorse Road Nunawading VIC 3131

Box Hill Customer Service Centre

Box Hill Town Hall 1022 Whitehorse Road Box Hill VIC 3128

Forest Hill Customer Service Centre

Shop 275, Forest Hill Chase Shopping Centre

270 Canterbury Road Forest Hill VIC 3131

Mail: Whitehorse City Council

Locked Bag 2

Nunawading Delivery Centre VIC 3131

Complaints, compliments and feedback will be accepted by direct messages via Council-owned social media channels.

Comments on Council's social media pages will not be treated as feedback or complaints under this policy. Comments will not necessarily receive a personal reply.

Council monitors comments on its social media pages. If themes emerge or specific suggestions are made, these are passed on to the relevant departments.

## 9.3.2 – ATTACHMENT 1. Whitehorse Complaints and Feedback Policy 2021

#### 5. DISCRETION NOT TO CONSIDER A COMPLAINT

Council has a discretion not to consider certain matters under this policy. If a matter is more appropriately considered under a different process, policy or by another agency or jurisdiction, Council will advise the customer it is not considering the matter under this policy. Council will provide suggestions as to the alternate appropriate process and how to access it, where relevant.

Examples of such matters include:

- Complaints relating to a planning application or decision
- · Complaints relating to infringements
- · Complaints relating to building, health and food services
- · Complaints alleging fraud, corruption or other criminal behaviour
- · Freedom of information request
- · Work related grievances from our staff (i.e. complaints relating to their employment).
- Complaints already reviewed by an external agency
- Complaints about services provided by another agency, government department or 3<sup>rd</sup> party, independent of Council (eg, Parks Victoria, water or utilities providers, transport agencies)
- A matter more appropriately addressed under Council's Child Safe policy or the Child Safe Standards.

#### 6. **DEFINITIONS**

**CEO** - is the Chief Executive Officer of Whitehorse City Council **Complainant** – a person or organisation that makes a complaint.

Complaint - an expression of dissatisfaction with

- the quality of an action taken, decision made, or service provided by a member of Council staff, a Council volunteer or a contractor engaged by the Council; or
- the delay by a member of Council staff or a contractor engaged by the Council in taking an action, making a decision or providing a service; or
- a policy or decision made by a member of Council's staff, or a contractor engaged by Council, including decisions made at Council meetings

**Compliment** – unsolicited praise or appreciation for a Council service, action or facility; but does not include routine thanks or expression of appreciation in the course of a transaction.

Contractor - is any third-party engaged by the Council to carry out functions on the Council's behalf.

**Council staff, Council employee** - is any person employed by the Council to carry out the functions of the Council including the Council's CEO

**Customer** – any party that uses or is affected by Council services, facilities, programs or regulatory functions, including making enquiries about those functions.

The Council - means the body of elected Councillors

**Frontline Staff** — all Council staff members whose primary role is to have regular interactions with customers and who are often the initial point of contact of Council for customers

**Reviewer** – a manager or senior officer of Council who will investigate and respond to a matter when a customer is not satisfied with the resolution of their complaint at first instance and seeks an internal review. The Reviewer will be independent of the initial decision or action and will not be the same person who handled the original complaint.

Page **3** of **9** 

#### 7. POLICY PRINCIPLES

Council encourages customers to make complaints, provide feedback, offer suggestions and express their opinion or concerns about the services it provides. Council is committed to resolving the complaints it receives and considers effective complaint handling to be a part of its core business. Council will listen to and value feedback as opportunities to find service improvements.

The Complaints and Feedback Policy is underpinned by the following principles:

#### Commitment

Council values customer feedback and is committed to resolving service failures, listening to suggestions and considering opportunities for service improvements.

#### Accessibility

Customers are encouraged and enabled to provide feedback about our services through a wide range of mediums. Should a customer require additional assistance in recording the details of their complaint, our frontline customer service staff can assist in documenting the details of their concern or providing access to the relevant translation/advocacy or other services to ensure a matter is captured and recorded accurately. This Policy will also be readily accessible and available to all staff electronically or in hard copy format.

#### Transparency

Council's Policy sets out how to complain, where to complain and how a complaint will be handled. The processes taken in investigating and responding to a complaint are also clearly documented to ensure a consistent approach is taken towards managing complaints across the organisation.

#### **Objectivity and Fairness**

All complainants will be treated with respect and courtesy, with Council aiming to provide a complete, fair and just outcome on all matters in the first instance. Similarly, Council requires the respect, cooperation and assistance of complainants in providing further information to Council staff if requested, to ensure expediency in resolving an issue.

## **Privacy**

All information provided by a customer will be handled sensitively to ensure confidentiality and personal privacy are protected. Council staff will only consult on or be referred matters that are appropriate to their areas of expertise during the investigation process and in accordance with Council's Privacy Policy. Complaints referred anonymously will also be investigated, but it may be difficult to resolve an issue if a customer does not provide their contact information.

#### Accountability

Council is accountable, both internally and externally for its decision-making and complaint handling performance. All complaints and feedback will be acknowledged (unless the customer says they do not wish or need to be contacted on the matter), allocated a reference number and responded to promptly within Council's established service standards. In responding to a complainant, Council will provide a clear explanation and reasons for any decisions reached and ensure its decisions are subject to appropriate review processes.

#### **Continuous Improvement**

Council regularly analyses complaint data to ensure that opportunities for service improvement are highlighted and implemented. Suggestions will be routinely passed on to the relevant areas of Council for consideration.

Page **4** of **9** 

#### 8. ROLES AND RESPONSIBILITIES

# 8.1 All Employees

All employees are required to familiarise themselves with this policy, their responsibilities under the policy and to participate in relevant training. They are to recognize and facilitate feedback when a customer wishes to provide it.

#### 8.2 Managers and Coordinators

All Managers and Coordinators are responsible for supporting employees and ensuring employees are aware of and comply with the policy. Managers are responsible for ensuring complaints are managed in accordance with the policy.

#### 8.3 Directors

Directors may be required to act as a reviewer when a customer is not satisfied with the resolution of their initial complaint.

# 8.4 Chief Executive Officer (CEO)

The CEO is responsible for encouraging an environment where complaints are handled seriously and thoroughly and ensuring effective complaint management practices are being adhered to and opportunities for service improvements are identified.

Page **5** of **9** 

# 9. PROCESSES FOR RESPONDING TO FEEDBACK

# 9.1 Suggestions and General Feedback

Suggestions and general feedback other than complaints will be acknowledged and passed to the relevant department for consideration.

#### 9.2 Compliments

Compliments will be acknowledged and passed to the relevant department for consideration. Compliments about individual officers will be communicated to the officer and their manager.

Page **6** of **9** 

#### 9.3 COMPLAINT HANDLING PROCESS

The Complaint Handling Framework is a 4-tier model which aligns with the Victorian Ombudsman's Councils and Complaints: A Good Practice Guide 2<sup>nd</sup> edition July 2021.

# Tier 1 – First contact complaint resolution, where possible

#### Council will:

- Listen and clarify the complaint at hand
- Identify the desired outcome
- Attempt to resolve the issue immediately
- Outline the complaint process
- Provide a reference number
- Communicate who will respond to them
- Advise response and/or resolution timeframe

#### Responsibility: T

Frontline staff and officers who directly can receive feedback

#### Time Frame:

- Immediately if possible, and within the scope of authority
- Acknowledgement within 2 business days
- Resolution within 7-10 business days

#### Tier 2 - Investigation, if required (as alternate to Tier 1)

#### Council will:

- Allocate the matter for further investigation to the relevant department
- Advise complainant of process
- All relevant notes concerning the matter will be investigated, analysis will be undertaken and the applicable standards / procedures / policies identified and if they have been adhered to
- Provide progress updates for more complex issues
- Communicate the estimated time required for resolving the matter
- Communicate outcome

#### Responsibility:

Relevant
 Departmental
 Manager
 and/or
 Coordinator

#### Time Frame:

- Acknowledgement within 2 business days
- Resolution within 7 to 30 business days
- If we need more time to investigate we will keep complainants informed

# Tier 3 – Internal Review (following a Tier 1 or Tier 2 resolution)

#### Council will:

- Review will be conducted including details of all investigations undertaken
- Provide progress updates
- Advise the complainant in writing of their findings
- If the Complainant is not satisfied with the resolution or outcome of an internal review, advice will be then made to seek alternate avenues

# Responsibility:

Relevant
Departmental
Manager,
Director or
CEO (where
not involved
in the original

complaint)

- Acknowledgement within 2 business days
- Resolution within 7 to 30 business days
- If we need more time to investigate we will keep complainants informed

#### Tier 4 – External Review

# Responsibility: Victorian Ombudsman or other relevant review body.

Page **7** of **9** 

# 9.3.1 External Review

If complainants remain dissatisfied an internal review, they can refer their complaint to an external organisation. The following organisations deal with different types of complaints.

Ombudsman Victoria	<ul> <li>Provides an impartial service for anyone who believes they have been treated unfairly</li> </ul>
Office of the Victorian Information Commissioner ('OVIC'):	<ul> <li>Responsible for regulating Victorian Government agencies and local councils in regards to information access, information privacy, and data protection</li> </ul>
Dispute Settlement Centre (Victorian Department of Justice)	<ul> <li>Provides an informal, low cost and impartial service that can be used for private disputes between neighbours</li> </ul>
Health Complaints Commissioner (HCC)	<ul> <li>An independent statutory body that resolves complaints about healthcare and the handling of health information in Victoria. They can also investigate health service providers who may pose a serious danger to the public.</li> </ul>
Independent Broad-Based Anti-corruption (IBAC)	<ul> <li>Investigates complaints regarding the improper conduct of public officers and public bodies</li> </ul>
Victorian Equal Opportunity and Human Rights Commission	<ul> <li>Responsible for eliminating discrimination in Victoria. Offers information, education and consultancy services, conducts research and provides legal and policy advice</li> </ul>
Local Government Inspectorate Investigates	<ul> <li>Complaints concerning breaches of the Local Government Act by Victorian councils</li> </ul>
Victorian Civil and Administrative Tribunal (VCAT)	<ul> <li>Tribunal that hears and decides civil and administrative legal cases in Victoria</li> </ul>
Victorian Electoral Commission	Council elections

#### 10. HOW WE LEARN FROM COMPLAINTS AND FEEDBACK

Complaints, suggestions and other feedback from people who use or who are affected by our services provide us with valuable feedback about how we are performing and how we might improve our services.

We regularly analyse our complaint data to identify trends and potential issues that deserve further attention. We use this information to improve our services.

#### 11. YOUR PRIVACY

We keep your personal information secure. We use your information to respond to your complaint, and may also analyse the information you have provided for the purpose of improving services that relate to your complaint. Where we publish complaint data, personal information is removed.

#### 12. REPORTING FRAMEWORK

All customer complaints will be formally recorded by Council.

Complaints and other feedback will be reported on annually, particularly to ensure we are complying with the service standards set out in the Complaints Handling Process above.

#### 13. RELATED POLICIES & LEGISLATION

- Charter of Human Rights and Responsibilities Act 2006
- Whitehorse City Council Customer Service Charter
- Whitehorse City Council Dispute Resolution Policy
- Whitehorse City Council Employee Conduct Policy
- Whitehorse City Council Equal Opportunity and Human Rights Policy
- · Whitehorse City Council Information Management Policy
- Whitehorse City Council Information Privacy Policy
- Whitehorse City Council Protected Disclosure Procedure
- Whitehorse City Council's Child Safe Policy (in draft at time of endorsement) and the Child Safe Standards

# Internal Use Only

# 14. REVIEW

Responsible Manager: Director Corporate Services

Date Adopted: TBC

Date of Next Review: [TBC – 3 years from date of adoption]

This policy has been reviewed for Human Rights Charter compliance.

A Gender Impact Assessment has also been undertaken. The policy is not expected to impact people of different genders in different ways.

Page **9** of **9** 

9.3.4 Chief Executive Officer (CEO)
Employment and Remuneration
Policy

Attachment 1 CEO Employment and Remuneration Policy



# CEO EMPLOYMENT AND REMUNERATION POLICY

#### 1. Purpose of Policy

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:
- 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 1 January 2022.

#### 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:

2|Page

4.3.1

# 9.3.4 – ATTACHMENT 1. CEO Employment and Remuneration Policy

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.
- 6.4 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;

**4** | Page

- 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.
- 6.6 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 6 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;
  - 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 within 12 months of its adoption by Council.
- This Policy will thereafter 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.