

5.3.2 Planning Scheme Amendment C271 Rezoning of Mernda Regional Recreation Reserve - Exhibition Outcomes

Responsible Officer Director Planning & Development

Author Strategic Planner

In Attendance Manager Strategic Futures

Attachments

1. Attachment 1 - Zoning Plan [5.3.2.1 - 1 page]
2. Attachment 2 PPRZ Schedule [5.3.2.2 - 1 page]
3. Attachment 3 HO Schedule [5.3.2.3 - 1 page]

Purpose

The purpose of this report is to inform Council of the outcomes of the exhibition of Amendment C271 and recommend that Council adopt the Amendment and submit it to the Minister for Planning for approval.

The exhibition resulted in one submission being received which has been resolved without changes to the Amendment. Amendment C271 seeks to rezone land in Council ownership in Mernda from General Residential Zone to Public Park and Recreation Zone to facilitate the use and development of the land for the Mernda Regional Aquatic and Sports and Centre project (RASC).

Brief Overview

Amendment C271 seeks to rezone land in Council ownership in Mernda, located on the north-western corner of Plenty Road and the future Everton Drive intersection, from General Residential Zone to Public Park and Recreation Zone (PPRZ). The amendment also seeks to enable prohibited land uses to be permitted at the Preston Hall heritage place (HO68).

The subject site has been set aside for regional open space in accordance with the Mernda Strategy Plan and is the proposed location for the Mernda Regional Aquatic and Sports and Centre. Given its designation as a Regional Open Space site, the application of the PPRZ represents the appropriate underlying zone for the site and will better facilitate the delivery of the Mernda Regional Aquatic and Sports Centre project when compared with the existing General Residential Zone.

Amending the heritage controls relating to Preston Hall to allow for prohibited uses subject to a planning permit will provide greater flexibility as to the options available for the future use of the building.

Amendment C271 was exhibited between 9 May 2023 and 12 June 2023. This included notice in the local newspaper (Northern Star Weekly) and the Government Gazette as well as notification to adjoining property owners and occupiers, prescribed Ministers and relevant government agencies.

Following exhibition one submission was received which has been resolved without any changes required to the Amendment. Therefore, as there are no outstanding issues and no need to appoint a Planning Panel to consider any unresolved submissions, it is recommended that the Amendment be adopted and submitted to the Minister for Planning for approval.

Recommendation

THAT Council:

- 1. Adopt Amendment C271 to the Whittlesea Planning Scheme as contained in Attachments 1 - 3 of this report.**
- 2. Submit Amendment C271 to the Whittlesea Planning Scheme as proposed in 1. above to the Minister for Planning for approval.**

Key Information

Background

The Mernda Regional Recreation Reserve (MRRR) site was identified in the Mernda Strategy Plan (MSP), which was originally incorporated in the Whittlesea Planning Scheme in 2004. The reserve land, comprising a number of landholdings, is now entirely in Council ownership.

The MRRR site is the proposed location of the Mernda Regional Aquatics and Sports Centre (RASC) project which will ultimately comprise a sports and aquatic centre, outdoor courts, outdoor playing fields and associated infrastructure. It is a significant regional project to service the broader Mernda/Doreen area.

It is now considered appropriate that the ultimate zoning of the land reflect its public ownership and intended use as a regional recreation facility, as identified in the MSP.

Council resolved on 15 August 2022 to seek Authorisation of Amendment C271, which was conditionally granted by the Minister for Planning on 29 December 2022. Consent to exhibit was granted on 28 March 2023.

Site Context

The subject land is located at 1470 (part of land to the west of Plenty Road), 1475W, 1485 and 1485W Plenty Road, Mernda, and 15A and 55A Everton Drive, Mernda.

The MRRR is approximately 23 hectares in size and has been identified as a large regional active open space in accordance with the MSP. The MRRR is a regional recreational node that is central to its regional catchment and located close to the Mernda Town Centre.

The MRRR is adjoined by the future Everton Drive extension and residential development to the south, the Mernda Primary School to the west, Plenty Road to the east and conservation/drainage reserves and residential development to the north. The MRRR will integrate with the passive open space, conservation and drainage reserves located in proximity to the site.

The site also contains the historic Preston Hall, which is of local heritage significance. The Preston Hall and its curtilage is affected by a Heritage Overlay (HO68) in the Whittlesea Planning Scheme. The heritage property is owned by Council and leased as a private residence. The future use of the heritage building will be explored as part of the future planning for the recreation reserve by Council.

Access to the MRRR will be via Everton Drive and a new intersection to be constructed at Plenty Road and Everton Drive.

Planning Assessment

The subject site is currently affected by the General Residential Zone – Schedule 1 (GRZ1). Under GRZ1, a permit is required to use the land for a range of purposes, including minor sports and recreation facilities.

The subject sites are also affected by the following overlays:

- Development Contributions Plan Overlay – Schedule 7
- Development Plan Overlay – Schedule 5
- Incorporated Plan Overlay – Schedule 1
- Heritage Overlay – HO68; and
- Vegetation Protection Overlay – Schedule 1

In addition to the above, one of the subject sites, 1470 Plenty Road Mernda, is also affected by the following Overlay controls:

- Public Acquisition Overlay 15;
- Public Acquisition Overlay 4;
- Development Contributions Plan Overlay – Schedule 9; and
- Development Plan Overlay – Schedule 15.

Schedule 1 to the Incorporated Plan Overlay incorporates the MSP. The MSP is the primary strategic plan guiding the development of the Mernda precinct. The MSP strategically identifies the land required for the MRRR.

Development Contributions Plan Overlay Schedule 7 relates to Mernda Precinct 3 Development Contributions Plan. The MSP Development Contributions Plan (MSPDCP) identifies land for acquisition and allocates funds for construction of the MRRR project and nominates Council as the delivery agent for the project.

Planning Scheme Amendment Proposal

The proposed Planning Scheme Amendment seeks to amend the planning controls in the Whittlesea Planning Scheme to facilitate the future use and development of the site as a regional recreation reserve.

Specifically, the Amendment seeks to:

- Rezone part 1470, 1475W, 1485, 1485W Plenty Road, Mernda and 15A, 55A Everton Drive, Mernda to a Public Park and Recreation Zone;
- Amend Planning Scheme Map No. 13 by applying the Public Park and Recreation Zone to the aforementioned properties (*refer Attachment 1*);
- Amends schedule to clause 36.02 Public Park and Recreation Zone to apply a permit exemption for use and development on the subject land in accordance with the Mernda Strategy Plan (amended December 2016) (*refer Attachment 2*); and
- Amends the column relating to prohibited uses in HO68 (Preston Hall) from “no” to “yes” (*refer Attachment 3*).

Under the existing GRZ1, planning permits will be triggered for use of the site and for construction of RASC. This risks delays in the planning and delivery of the project on land that has been specifically set aside for this purpose.

The PPRZ permits the land to be used for a range of uses, and buildings to be constructed and works carried out without the need for a planning permit, provided they are carried out by or on behalf of the public land manager (such as Council).

This would mean that the future use of the MRRR and development of the RASC project would not require planning permits (except where development triggers a planning permit due to an Overlay such as the Heritage Overlay) for most uses, buildings or works in relation to this project. The application of this zone reflects the underlying purpose of the land identified in the MSP and will provide greater certainty for the project and to the community in respect to the long-term use of the reserve.

In addition, updating the Schedule 68 to the Heritage Overlay in respect Preston Hall (HO68) to enable prohibited uses will allow for a wider range of uses to be considered. This will provide greater flexibility in respect to options available for its future use which will be determined as part of future planning for the site to be undertaken by Council.

Community Consultation and Engagement

Amendment C271 was placed on exhibition for approximately five weeks from 9 May 2023 to 12 June 2023.

Letters were sent to the owners and occupiers of adjacent land, prescribed Ministers, and relevant government agencies. The letters contained the Amendment notice and information about where the amendment documentation could be accessed.

A notice appeared in the Northern Star Weekly on 9 May 2023 and the Government Gazette on 12 May 2023. A notice was also published on the City of Whittlesea website and Amendment documentation was made available for viewing at the Council Offices.

One submission was received during the exhibition period. The basis of the submission was to seek further information about the Amendment and did not propose any changes to the Amendment.

Specifically, the submission sought to understand the uses allowed without a permit under the PPRZ if they are carried out by, or on behalf of, the public land manager and the uses permitted subject to a planning permit under the proposed amendment to the HO68. Council Officers provided additional information to the submitter and the submitter has subsequently withdrawn their submission.

Therefore, the submission is considered resolved and there is no need to appoint an independent Planning Panel to consider the submission.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Liveable neighbourhoods

Our City is well-planned and beautiful, and our neighbourhoods and town centres are convenient and vibrant places to live, work and play.

The Amendment supports Goal 2 of Whittlesea 2040 – Liveable neighbourhoods - and the recommended actions which involve building health and recreational facilities and providing more public amenities.

Planning Policy Framework (Whittlesea Planning Scheme)

The amendment is supported by the following clauses of the Planning Policy Framework:

- Clause 02.03-9 – Infrastructure – Community Facilities
Council supports the development of multi-purpose community facilities that are adaptable and encourage integrated service provision, [and] Council aims to: enhance community wellbeing through building social and physical infrastructure that: facilitates community wellbeing through building social and physical infrastructure that: facilitates community connections, generates social capital, [and] enables residents of all ages to undertake daily activities.
- Clause 02.03-9 – Infrastructure – Open Space
Council aims to facilitate an appropriate range and proportion of open space types to reflect community expectations for nature conservation, formal and informal recreation.

Considerations

Environmental

The MRRR will integrate strongly with the passive open space, conservation and drainage reserves located in proximity to the site.

Social, Cultural and Health

The Mernda Regional Aquatics and Sports Centre will be a key facility in Council's sports and leisure network and is a significant investment into social and health infrastructure to support healthy and active lifestyles across the municipality.

Economic

The Mernda Regional Aquatics and Sports Centre will deliver an economic benefit to the municipality through job creation, operational income, consumer surplus (when consumers value attending the facility more than its entry/membership cost), travel time benefits and social value (improving quality of life and reducing the burden on the health care system).

Financial Implications

The cost of preparing and resourcing the Amendment is covered in Council's current budget.

Link to Strategic Risk

Strategic Risk Service Delivery - Inability to plan for and provide critical community services and infrastructure impacting on community wellbeing.

The Planning Scheme Amendment is necessary to facilitate the Mernda Regional Aquatics and Sports Centre (RASC) project. The project will be an important facility for the community and community wellbeing.

Strategic Risk *Community and Stakeholder Engagement* - Ineffective stakeholder engagement resulting in compromised community outcomes and/or non-achievement of Council's strategic direction.

Exhibition of the amendment was undertaken in accordance with the requirements of section 19 of the *Planning and Environment Act 1987*.

Implementation Strategy

Communication

The decision will be published in the Council Minutes.

Critical Dates

- 29 December 2022 – Authorisation received from the Minister of Planning
- 9 May 2023 – Exhibition Commencement
- 12 June 2023 – Exhibition Completed

Declaration of Conflict of Interest

Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Conclusion

Amendment C271 applies the Public Park and Recreation Zone to the land identified within the Mernda Strategy Plan as a regional recreation reserve. Application of the Public Park and Recreation Zone better reflects the underlying strategic intentions for the site and will streamline the approval process for the RASC project once the Planning Scheme Amendment process has been finalised.

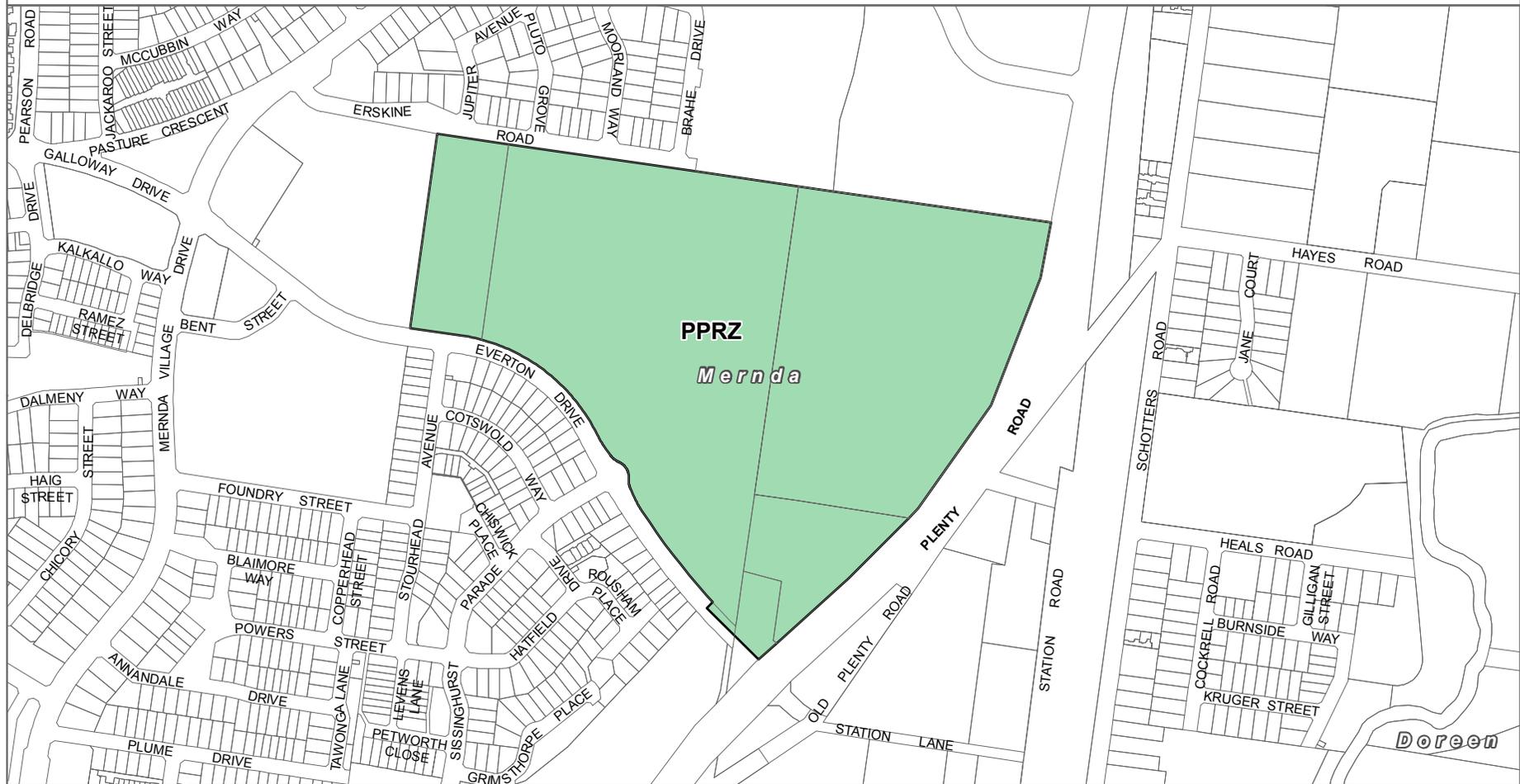
The Amendment also seeks to amend the heritage controls relating to Preston Hall to allow for potential consideration of a wider range of uses, which will assist with the long term preservation and use of this heritage place.

Any future use will be determined as part of future planning for the site and will consider the suitability of the use in the context of the surrounding area.

Council has undertaken the exhibition process in accordance with the requirements of the *Planning and Environment Act 1987*.

The exhibition resulted in one submission being received which has been resolved without changes to the Amendment and therefore it is recommended that Council adopt the Amendment and submit the Amendment to the Minister for Planning for approval.

WHITTLESEA PLANNING SCHEME - LOCAL PROVISION
AMENDMENT C271wsea



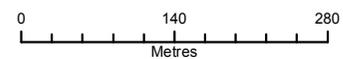
LEGEND

- PPRZ - Public Park and Recreation Zone
- Local Government Area

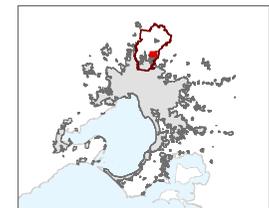
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Part of Planning Scheme Map 13



WHITTLESEA PLANNING SCHEME

30/07/2018 **SCHEDULE TO CLAUSE 36.02 PUBLIC PARK AND RECREATION ZONE**

1.0 Permit exemptions and conditions

30/07/2018	Public land	Use or development	Conditions
	Land located at 1470 (part of the land to the west of Plenty Road), 1475W, 1485 and 1485W Plenty Road, Mernda and 15A and 55A Everton Drive, Mernda.	Use or development associated with the facilities identified in Plan 3.12 in the Mernda Strategy Plan (amended December 2016).	Must be conducted by or on behalf of the public land manager and must be associated with the public land use.

2.0 Sign requirements

30/07/2018	Land	Sign Category
	None specified	None specified

3.0 Use and development of land specified in an Incorporated Plan

30/07/2018 No permit is required for the use and development specified in the Mernda Strategy Plan (amended December 2016). Must be conducted by or on behalf of the public land manager or other relevant land manager having responsibility for the care or management of the land.

WHITTLESEA PLANNING SCHEME

23/01/2020 **SCHEDULE TO CLAUSE 43.01 HERITAGE OVERLAY**

1.0 Application requirements

30/07/2018

Where no requirements are specified insert “None specified.”

or

Where application requirements are specified insert “The following application requirements apply to an application under Clause 43.01, in addition to those specified elsewhere in the planning scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- ...”

2.0 Heritage places

23/01/2020

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 permitted?	Aboriginal heritage place?
HO68	<p>Preston Hall</p> <p>1485 Plenty Road, Mernda – Bluestone house, drystone walls, quarries.</p> <p>Section of land defined by the eastern boundary (facing Plenty Road), set back a distance of 84 metres from the northern property boundary, 107 metres from the southern property boundary and 15 metres from the western property boundary.</p>	No	No	Yes Mature trees	Yes Drystone walls	No	Yes	No

Notes: Insert Interim control Expiry Date: dd/mm/yyyy if interim controls apply
 See 43.01 for relevant provisions and scope.
 Where the heritage place is included on the Victorian Heritage Register under the Heritage Act 2017 some controls in the table are not applicable. Insert a “-” Dash instead of “No”.

5.3.3 Epping Central Structure Plan for Endorsement

Responsible Officer	Director Planning & Development
Author	Senior Strategic Planner
In Attendance	Senior Strategic Planner

Attachments

1. Local Context Plan [5.3.3.1 - 1 page]
2. Summary of Key Issues and Officer Recommendations [5.3.3.2 - 8 pages]
3. Epping Central Structure Plan [5.3.3.3 - 84 pages]

Purpose

This report considers the feedback received from the public exhibition of the draft Epping Central Structure Plan conducted in late 2022. A number of updates to the draft Structure Plan have been made in response to the community feedback. The purpose of this report is to seek Council endorsement of the refreshed Epping Central Structure Plan. Subsequent to the endorsement of the Structure Plan, it is proposed to prepare a planning scheme amendment to give effect to the updated Structure Plan.

Brief Overview

The review of the Epping Central Structure Plan is identified as a key action in Council's Community Plan. Epping Central has seen a significant amount of change to land use and transport infrastructure since the existing Structure Plan was adopted 2011. The Epping Central Structure Plan review project seeks to review and update the existing *Epping Central Structure Plan (2011)* with a key aim to better align the document with the goals contained in the Community Vision *Whittlesea 2040: A Place for All*, to increase local employment, provide more diverse housing and create a more vibrant and attractive activity centre.

Epping Central is a designated Metropolitan Activity Centre (MAC) and is a key location for employment, housing and higher order health, retail and education services within the City of Whittlesea (refer to Attachment 1 for local context / Structure Plan area).

The Epping Central Structure Plan Review is being undertaken over 4 stages. Stage 1 comprising the background review and issues analysis and Stage 2 being the development of a 'Future Directions Paper', which presented potential directions for the Activity Centre for public review and comment, have been completed.

The preparation of a draft Structure Plan comprises Stage 3 of the Epping Central Structure Plan Review.

The Structure Plan has been informed by the outcomes of the first two stages including community consultation undertaken in respect to the 'Future Directions Paper'. The Structure Plan establishes a long-term vision for the precinct and sets out a policy, development and implementation framework to ensure that Epping Central continues to grow as a liveable, diverse and thriving Metropolitan Activity Centre.

The Structure Plan provides direction for the future planning and development of the Epping Central area and will be used to guide and manage future planning and decision making over the next 20 years.

The draft Structure Plan was placed on public exhibition for a period of 6 weeks between 24 October to 4 December 2022. Some 264 contributions were made as part of the broader community engagement process.

In addition, seven individual submissions were also received from community members and key stakeholders which have now been reviewed by Council officers. As a result, a number of changes have been made to the Structure Plan. A summary of the key issues raised in the written submissions together with the officers' response and proposed changes to the Structure Plan is included in Attachment 2.

Attachment 3 comprises the final Epping Central Structure Plan and which incorporates the changes detailed in Attachment 2.

Subject to Council endorsing the refreshed Structure Plan, the next stage of the project will include an amendment to the Whittlesea Planning Scheme to give effect to the Structure Plan. The draft planning controls will be formally presented to Council at a later date for the purposes of seeking authorisation from the Minister for Planning to prepare and exhibit an amendment to the planning scheme. This will include a review of the existing planning controls relating to the Epping Central Structure Plan area including Schedule 1 to the Activity Centre Zone – Epping Central Metropolitan Activity Centre (ACZ1).

Recommendation

THAT Council:

- 1. Endorse the refreshed Epping Central Structure Plan (refer Attachment 3).**
- 2. Notify submitters of Council's decision to endorse the Epping Central Structure Plan.**
- 3. Commence the review of the planning controls for the purpose of preparing a planning scheme amendment to give effect to the Epping Central Structure Plan in the Whittlesea Planning Scheme.**

Key Information

Background

Epping Central is the City of Whittlesea's largest Activity Centre. It is a key location for employment, housing and higher order health, retail and education services including the Northern Hospital, the new Northern Private Hospital (currently under construction), Northern Centre for Health, Education and Research (NCHER), Pacific Epping Shopping Centre and Melbourne Polytechnic (refer to Attachment 1 for local context).

Epping Central is strategically placed between the City of Whittlesea's southern established suburbs of Thomastown, Lalor, Bundoora, and Mill Park, and the growth areas corridor to the north comprising the suburbs of Epping North, Wollert and Donnybrook.

Epping Central is identified as a MAC by the State Government's Metropolitan Planning Strategy, *Plan Melbourne 2017-2050*. MACs are designated as an important focus for business, housing and a broad range of services and facilities that are well serviced by public transport. They also provide communities with good access to a range of major retail, community, government, entertainment, cultural and transport services. Epping Central is recognised for its role in supporting Melbourne's continued urban growth and development.

The preparation of Structure Plans for Activity Centres is a key priority of the previous and current metropolitan planning strategies for managing growth and change in metropolitan Melbourne. Plans for MACs need to accommodate significant growth and infrastructure, while increasing amenity and connectivity for a regional catchment.

The *Epping Central Structure Plan* was adopted in 2011, following a comprehensive Structure Plan preparation process. The Structure Plan was given effect through the preparation and subsequent adoption of Amendment C130 to the Whittlesea Planning Scheme (gazetted 19 March 2015), which among other things introduced the Activity Centre Zone and associated Schedule 1 – Epping Central Metropolitan Activity Centre (ACZ1) together with the application of the overlays including the Parking Overlay (PO), Development Contributions Plan Overlay (DCPO), Environmental Audit Overlay (EAO) and Special Building Overlay (SBO).

The Epping Central Structure Plan Review seeks to review and update the existing *Epping Central Structure Plan* (2011) to better align with current policy and respond to emerging issues and opportunities.

Since its adoption there have been a number of significant land use and transport infrastructure changes in the Epping central precinct and surrounds, which have not only strengthened its role as a MAC, but also provide new opportunities to build on these strengths and support further investment in the centre. These include:

- construction of Stage 1 of the Epping Renewal Site incorporating 151 affordable dwellings within three multi-storey apartment buildings and the new Northern Private Hospital (currently under construction);
- planning for the development of the Epping Renewal for a mix of commercial, residential and some limited retail uses;
- the expansion of the Northern Hospital;
- the expansion of the Pacific Epping Shopping Centre;
- Construction and occupation of the of the Melbourne Wholesale Fruit, Vegetable and Flower Markets in Cooper Street, Epping;
- Provision of the Epping Services Hub in High Street;
- Development of the Costco Supermarket and Quest Serviced Apartments;
- development of the new Epping Train Station and extension of the train line to Mernda; and
- connection of Deveny Road between High Street and Edgars Road.

Key aims of the project are to increase local employment, provide more diverse housing opportunities and create a more liveable and vibrant Activity Centre consistent with Whittlesea 2040.

The Epping Central Structure Plan review project is being undertaken across four stages, with each stage involving consultation with the community (see Figure 1).



Figure 1: Epping Central Structure Plan Project Plan

Stage 1 of the project comprising the background review and issues analysis together with Stage 2 comprising the development of a 'Future Directions Paper' have been completed.

The preparation of a draft Structure Plan forms Stage 3 of the project. The Structure Plan has been informed by, and responds to, community feedback about the Epping Central precinct. The draft Structure Plan was placed on public exhibition for a six-week period between 24 October to 4 December 2022. A total of seven individual submissions were received during the exhibition period.

In addition, some 264 contributions were received as part of the broader consultation. A summary of the community engagement activities and the key issues raised as part of the consultation is included in the Community Consultation and Engagement section below. Consideration of community feedback and endorsement of the final Structure Plan completes this stage of the project.

Preparation of a planning scheme amendment to give effect to the updated Structure Plan forms Stage 4 of the project and is subject to endorsement of the final Structure Plan by Council. It is anticipated that the amendment will incorporate the review and update of the Activity Centre Zone Schedule 1 (ACZ1 - Epping Central Metropolitan Activity Centre) and other related policies and controls within the Whittlesea Planning Scheme. A report on the planning scheme amendment seeking approval to request authorisation from the Minister for Planning to prepare and exhibit an amendment to the Whittlesea Planning Scheme will be presented to Council at a later date.

Epping Central Structure Plan

The refreshed Epping Central Structure Plan (Attachment 3) has been informed by the outcomes of an extensive community consultation program. An outline of the community engagement activities undertaken, as well as an analysis of the community feedback received, is discussed further below. A summary of the Epping Central Structure Plan Engagement activities and community feedback is also available on Council's 'Engage' website.

The refreshed Structure Plan is comprised of the Strategic Vision together with broad Objectives and Strategies falling under five key themes aligned with the goals of *Whittlesea 2040* to deliver:

- Urban Living – diverse, affordable attractive housing;
- Movement and Transport – Accessible, safe and sustainable transport;
- Employment and Investment – Thriving and resilient local businesses and jobs;
- Community facilities and Services – Community facilities that build and strengthen communities; and
- Public Realm and the Natural Environment – Connected and valued streetscapes, open space and creek networks.

Section 3 of the Structure Plan comprises the individual Precinct Plans within Epping Central, comprising six core precincts and three contributory precincts.

The boundaries of each precinct have been determined by the existing and future land use directions, preferred built form outcomes and their role in realising the shared vision for Epping Central. Each of the Precinct Plans provides detailed directions in respect to land use, built form and design considerations for future development.

Section 4 Implementation recognises that the successful delivery of the Structure Plan will require support from all levels of government and collaboration across the whole organisation as part of the integrated approach to Council action planning. This section also highlights some of the future strategic work opportunities to help realise key aspects of the Structure Plan.

Community Consultation and Engagement

The Structure Plan has been informed by a comprehensive community consultation program. The Epping Central Structure Plan Review is being undertaken across several stages, with each stage involving consultation with the community and key stakeholders.

Stage 1 of the project being the background review and issues analysis also included a review of previous community engagement undertaken through the initial preparation of the original Structure Plan and of other Council strategic plans including *Whittlesea 2040*, which was used to help develop the Future Directions Paper.

Future Directions Paper – Stage 2

Community engagement on the Future Directions Paper (Stage 2) was undertaken between 15 June – 17 October 2020. A range of communications and engagement activities was undertaken to inform, consult and involve participants across the community on the proposed key directions and to enable the community to share their lived experiences and ideas for Epping Central. Feedback was structured around thirteen broad Activity Centre wide key directions as they related to key themes including housing, employment and business, transport and movement, streetscapes, open space and public realm and services and facilities. In addition to feedback on the key directions, the community were asked broad questions designed to capture lived experiences and to identify places that are valued within Epping Central and opportunities for improvement.

In summary over 3000 businesses and households were notified about the Future Directions Paper. There were 387 website visits, and 137 contributions were received in response to the Future Directions Paper as part of the community consultation and engagement process.

Refreshed Draft Epping Central Structure Plan – Stage 3

As part of the third phase of consultation, the refreshed draft Structure Plan was placed on public exhibition for a period of six weeks between 24 October and 4 December 2022. The aim of the Stage 3 community engagement was to inform and consult with the community on the vision, objectives and strategies contained within the draft Structure Plan to ensure that the activity centre continues to meet the current and future needs of the people who live, work and visit Epping Central.

Broad promotion of the community engagement occurred across Council’s various communication channels and community networks including:

- Council’s website
- Council’s Engagement Platform – Hive
- Social media promotion via Facebook, LinkedIn, Twitter
- Direct mailout to owners and occupiers of land within Epping Central
- Email notification to key stakeholder groups including schools, kindergartens, aged care facilities.
- Direct notice to government departments / agencies
- Email notification to business owners via Business Newsletter
- Pop-up stalls within Epping Central
- Meeting with key stakeholders

Table 1 below details the specific activities undertaken as part of the Stage 3 community consultation and engagement process for the public exhibition of the draft Epping Central Structure Plan.

	How We Engaged	Who We Engaged
City of Whittlesea – Engage Page (Hive)	https://engage.whittlesea.vic.gov.au/epping-central-structure-plan <ul style="list-style-type: none"> • Links to engagement platform (letters, flyers, emails) • Overview of project, links to project resources, FAQs’ 	<ul style="list-style-type: none"> • 618 unique visits (1,845 total views)
<u>Engagement Platform Activities</u>	Activities designed to provide feedback on the key strategic directions, key vision/proposed changes within individual precincts and the Structure Plan more broadly	<ul style="list-style-type: none"> • 59 contributions • 37 contributions • 14 contributions
Structure Plan Survey Precinct Plans - Quick Poll Strategic Direction priorities		
Social Media Promotion	Used to promote the project and direct people to the Engage Website (via LinkedIn, Facebook, Twitter and Instagram)	<ul style="list-style-type: none"> • 7 posts • 66 Likes
Direct Mailout	Letters and Fact Sheets delivered via post to all owners and occupiers within Epping central Boundary	Approx. 2900 letters sent

	How We Engaged	Who We Engaged
Community Groups, Service Providers and previous participants to Stage 2	<ul style="list-style-type: none"> Email/Flyer sent to local community groups, schools, early learning centres, government agencies and advisory groups (for inclusion in school/group newsletters) Email and Fact Sheet sent to Phase 2 survey respondents 	<ul style="list-style-type: none"> 80 emails sent 59 emails sent
Local Businesses	<ul style="list-style-type: none"> News Article promoting the project and directing people to the Engage Website included in e-Business News. Presentation and workshop conducted at the Business Advisory Panel. 	<ul style="list-style-type: none"> Emailed to 2500 businesses
Key Stakeholders	Individual targeted meetings held with landowners and government agencies including Departments of Transport and Health	<ul style="list-style-type: none"> 7 meetings
Pop-up stalls	Pop-up stalls were conducted at High Street Village, Pacific Epping and South Morang Market to engage with the broader community in relation to the project during November.	<ul style="list-style-type: none"> 4 pop-ups 154 contributions

Table 1 – List of Engagement Activities

The online community ‘Engage’ Website offered a range of activities for the community to provide feedback. In addition, four-pop up stalls were also conducted, with community members encouraged to vote for their top 2 strategic land use themes as contained in the Plan and to provide additional comments on why these themes are important and/or to identify any other matters that should be considered within the Epping Central area. In total 264 contributions were received through the various engagement activities, and which highlight the key priorities for the community. A summary of the findings from this consultation is included under the Considerations section below.

An additional seven individual submissions were made to the Structure Plan. Three of the submissions are from public agencies or community groups (EPA, Department of Health and Darebin Creek Management Committee). The remaining submissions were made by or on behalf of landowners within Epping Central. The individual submissions whilst largely supportive of the Structure Plan tend to focus on site specific matters. A summary of the key issues raised within the written submissions together with the officer’s response and recommended changes to the Structure Plan is included as Attachment 2.

All submissions and associated key issues raised through the broader community consultation have been considered and where appropriate changes made to the Structure Plan. Individual submitters will be notified of Council's decision.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Liveable neighbourhoods

Our City is well-planned and beautiful, and our neighbourhoods and town centres are convenient and vibrant places to live, work and play.

Strong local economy

Our City is a smart choice for innovation, business growth and industry as well as supporting local businesses to be successful, enabling opportunities for local work and education.

The Epping Central Structure Plan aligns with the goals of *Whittlesea 2040* with a strong focus on economic investment, job creation, public realm improvement and residential growth to support and facilitate the future vision of Epping Central as an attractive, welcoming and sustainable urban centre.

This report completes the 2022/23 Community Plan Action Plan item to:

Finalise a draft of the Epping Central Structure Plan for community consultation.

It also progresses the following action:

Progress planning and development of key activity centres and employment precincts including Cloverton Metropolitan Activity Centre and the Plenty Valley and Epping Central structure plans.

Epping Central is identified as a priority area for health, education, employment and transport related investment and will offer a range of civic, retail, commercial and community services and facilities supporting its designation as a MAC. It also builds on the regional importance of the health precinct anchored by the Northern Hospital and NCHER.

The plan focusses on improvements to the public realm and open space; high quality sustainable built form; improved pedestrian connections and movement; and a diversity of housing opportunities to create an interesting and exciting neighbourhood where people want to live, work, play and visit.

The Structure Plan sets out a policy, development and implementation framework for the future development of Epping Central providing an integrated and strategic vision to guide the growth and development of the centre.

Considerations

Response to submissions

Community Comments

As noted previously, a range of consultation activities were undertaken as part of this stage of the community consultation. The online community 'Engage' Website offered a range of activities for the community to provide feedback. Community members were encouraged to have their say by completing a survey to help identify the level of support for key aspects of the Structure Plan, voting for their top three strategic directions and completing a poll on any of the nine precincts highlighted on the precinct map.

Forty-five surveys were completed with 78% liking or liking a lot the shared vision for Epping Central. Of those people who didn't like the vision, some of the key concerns related to the proposed location of the train line between the Northern Hospital and Pacific Epping contributing to traffic congestion in this vicinity and additional parking pressure on existing car parking; and the need for greater police presence/security.

Several respondents also commented on the need for greater prioritisation of walking and cycling throughout the whole of Epping Central and supporting infrastructure including appropriate lighting e.g. along Darebin Creek, dedicated bicycle lanes, prioritised crossings and more clarification of what streetscape improvement/path upgrade works entail.

The above comments were also reflected in the key priorities, with the top two priorities under the Movement and Transport theme being:

- Enhanced pedestrian paths between key destinations (Epping Station, Epping Hub, Pacific Epping and the Northern Hospital) with wider footpaths, seating, lighting and wide footpaths; and
- Provision of the Wollert Rail Corridor and new station within Epping Central.

Several comments were also made in respect to the need for more tree planting and greening of Epping Central which was also reflected in the top two priorities under the Public Realm theme which were to:

- Encourage significant greening including planting of canopy trees along streets and as part of the re development of large privately owned sites; and
- Provide new opportunities for open space and urban squares.

Other priorities voted as being important by survey respondents include:

- Provision of new built form guidelines that encourage high quality development that provide an attractive outlook to the street and provide for landscaping (Urban Living);
- Provide frontages at ground level that add interest and encourage activation of the street (Urban Living);
- Support the centre’s role as an expanded Health Hub building on the Northern Hospital (Employment); and
- Support a broad range of business, industries and jobs. (Employment).

14 contributions were made in response to the quick poll on which of the ten strategic directions listed were considered important to respondents with Direction 1 and 2 attracting the most votes with 9 each:

- Strategic Direction No 1 relates to – Supporting the ‘urban core’ by encouraging the intensification of development and a greater diversity of uses; and
- Strategic Direction No 2 Supports the development of an expanded health precinct anchored by the Northern Hospital.

At the community pop ups community members were encouraged to vote for the two key strategic land use themes they consider most important to them (refer to Figure 2 below for the Strategic Land Use Themes). We had 122 people nominate their top two themes and captured 32 additional comments.



Figure 2 - Vote it – Strategic Land Use Themes

Movement and Transport ranked the highest with 61 contributors nominating it as being important followed by Community Facilities and Services attracting 51 nominations.

Many of conversations were general in nature and focussed on support for improved public transport, including more bus routes/services/infrastructure together with better road infrastructure. Several residents identified site specific transport improvements including the continuation of Memorial Street and provision of a round-a-bout at Houston Street.

In respect to the theme of 'Community Facilities and Services', comments provided by the community indicate support for additional services, support and/or activities for older people in addition to younger people. Several people commented on the need to provide more affordable or free services for people who are financially disadvantaged such as young people or people with a disability. Providing opportunities for people to congregate within their community was also considered important. The provision of a library in Epping was identified as a specific need by several respondents.

A summary of the feedback received through the online platform, surveys and face-to-face pop-up sessions has been made available on the City of Whittlesea Engage online page:

[Epping Central Structure Plan | Engage City of Whittlesea](#)

As noted, a summary of the key issues raised in the individual submissions together with the officer's comments and recommendations is found at Attachment 2. The following section summarises the overarching key strategic issues raised as part of this process and includes the officer response and proposed changes to the Structure Plan.

Delivery of Open Space/Urban Squares

Two of the landowner submissions raised concerns in respect to the open space/urban square opportunities identified in the Structure Plan. Issues raised included future ownership/management of open space/urban squares; the proposed size of urban squares/open spaces; and timing of delivery.

Officer response: It is anticipated that any open space and urban squares required as part of the future development of strategic sites, where the developments incorporate a residential use as part of a broader redevelopment and the open space services the precinct, would ultimately be transferred to the City of Whittlesea, who would be responsible for ongoing maintenance responsibilities. The provision of any residential activity as part of the development/redevelopment of large strategic sites would be dependent on the proposed development providing high levels of amenity including the provision of open space, particularly where gaps have been identified in the open space network as part of Council's Open Space Strategy (2016). To provide greater clarity around the timing for the delivery of identified open space opportunities, it is proposed to add a new Strategy in the Structure Plan to the effect that open space is required to be delivered at the time the land is redeveloped for mixed use purposes.

It is anticipated, however that new open spaces/urban squares opportunities identified which are not otherwise required to support residential development (namely those within the Pacific Epping site) are anticipated to remain in private ownership, however this would be subject to further negotiation with the landowners at time of planning and delivery in the future.

Council officers are willing to consider a potential reduction in the size of nominated urban squares as they relate to the Pacific Epping Shopping Centre site noting the context of the development and purpose of the urban squares. It is proposed to support an increased range by reducing the minimum size of urban squares from 750sqm to 400sqm (for those urban squares to be located in proximity to the future train station) subject to masterplanning and detailed design. It is proposed to expand the size range for the urban square referred to as Market Square from 500sqm to 1500sqm to better align with the proposed urban square at the Epping Renewal Site.

Officers do not support a reduction in the size range proposed for identified open spaces, noting that these have been designed to address gaps identified in the open space network as part of the Open Space Strategy. The provision of adequate open space in Epping Central is paramount in ensuring that adequate open space is planned for and provided to support the significant population and employment growth anticipated in Epping Central.

It is noted however, that further detail in respect to the location, size and timing of delivery of open space/urban squares should be addressed as part of masterplanning for key sites.

Proposed Wollert Rail alignment/new Epping Train Station

Whilst the individual submissions and community feedback indicate strong support for the extension of the train line through Epping Central to Wollert, the Department of Health (DH) and landowners for Pacific Epping, both raised some concern around the proposed alignment of the train line and station location.

In particular, the uncertainty this creates for the future planning and development of the interfacing land, in the absence of detailed planning and an agreed position on the mode of transport and location of future rail infrastructure by the State Government.

Officer response: Whilst noting that no formal decision has been made in respect to the mode of transport or final design of a transport corridor, the extension of rail from Lalor to Wollert via Epping Central is a key investment advocacy initiative of the City of Whittlesea.

Preliminary investigations undertaken for the rail corridor indicate that an elevated rail line through Epping Central would be the most cost effective and practical approach with the existing ACZ1 incorporating guidelines to facilitate the provision of an elevated railway and associated infrastructure, including car parking.

Whilst noting that any development of the Northern Hospital is exempt from a planning permit pursuant to Clause 36.01 (Public Use Zone), Council officers would encourage both land-owners to include the Department of Transport and Planning (DTP) in any discussions regarding future planning for the adjacent sites to ensure that the siting of any future buildings and sensitive uses and building design considers the overall vision and site specific outcomes for Epping central. This may also help avoid costly mitigation measures needing to be implemented as part of any future construction of transport infrastructure.

It is noted that both parties have indicated their intention to meet with DTP to discuss these issues. Officers also understand that the owners of Pacific Epping Shopping Centre are also working with DTP to achieve greater certainty in respect to their site.

It is noted that Council officers have also met with DTP to both present Council's preference for a rail line within the designated corridor and to discuss improvements to bus services, including the frequency of service and routes covered until the railway line is constructed. Preliminary discussions have also indicated that there may be some flexibility in how and where the designated car spaces are provided. Whilst a formal submission was not received from DTP in respect to the Structure Plan, Council officers will seek further clarification on the existing requirements for the Epping North Public Transport Corridor as currently contained in the ACZ1 to ensure that any requirements comply with current standards with a view to protect the future transport corridor from inappropriate development which may prejudice or have an impact on future delivery of the train line.

It is important to acknowledge however, that any proposal to develop adjoining sites to the transport corridor should seek to minimise the impact of any building and associated uses on the rail corridor and must be approved and endorsed by Public Transport Victoria (DTP).

Pedestrian Priority Movement Corridors / Pedestrian Links

Several of the submissions indicated the need for some flexibility in respect to the proposed designation of the Pedestrian Priority Movement Corridors with one submitter suggesting that diagrams better reflect the aspirational nature of the strategic intent of these corridors and associated connections. One submission also queried who would ultimately be responsible for maintaining the paths.

Officer response: Whilst Council Officers support some flexibility in terms of the ultimate alignment of the Priority Pedestrian Movement Corridors, this needs to be balanced with the public benefit of planning for the delivery of a high amenity pedestrian network through Epping Central which aims to prioritise pedestrian movement in a safe and efficient manner. The Pedestrian Priority Movement Corridors are aligned along key desire lines between key services and facilities with a view to connecting residents and commuters and key services in a high amenity environment.

A key purpose of showing the network on the Structure Plan is to ensure the network is considered as part of future planning and detailed design of affected properties and it is important that future master planning for strategic sites adequately provides for these corridors. To address concerns around the need for greater flexibility it is proposed to include a note on all plans incorporating the Priority Pedestrian Movement Corridor to note that the alignment is indicative only. Future ownership and maintenance responsibility is likely to be a combination of Council and private landowners.

Other Changes to the structure Plan

A number of other changes have been made to the Structure Plan in response to the submissions received. Some of these changes are more general in nature and include changes to text to better address climate change adaptation in the Strategic Vision and relevant strategies whilst some of the other changes are more site specific such as identifying Pacific Epping as a strategic development site; designating the new Northern Private Hospital as currently under construction rather than proposed; and updating the Epping Renewal Site Precinct Plan to only retain key pedestrian connections. Other changes to the Structure Plan made in response to submissions include:

- Adding additional text in the Employment and Investment Key Theme to provide more context in respect to the urban core as the focus for intensification of development and provision of a greater diversity of uses and which is also anticipated to have a high level of amenity and prioritise pedestrian movement.
- Inclusion of a new Strategy in the Movement and Transport Key Theme to advocate for improvements to the pedestrian network that provides for safe and efficient pedestrian movement and local connections including prioritisation of pedestrian movement across major roads.
- Amending the Strategic Vision to include reference to the broader vision of a Health, Wellness and Knowledge Precinct anchored by the Northern Hospital and Northern Centre for Health, Education and Research (NCHER).

A number of minor changes and corrections have also been made to ensure greater clarity.

A copy of the final Structure Plan incorporating all of the changes as recommended by officers at Attachment 2 is included as Attachment 3.

Matters for Consideration as part of the Review of the ACZ1

Several of the submissions raised matters which are considered better addressed through the review of the ACZ1, which will occur as a subsequent stage in the process following approval of the Structure Plan. Some of the comments sought changes made directly in response to the schedule. It will therefore be important to ensure that due consideration is given to relevant submissions as part of the next stage to review the planning controls and changes made to the schedule as appropriate.

Some of the specific issues raised include:

- Changes to precincts/sub-precincts and associated implications on permitted land-uses;
- Updating wording in the Schedule as it relates to land contamination, noise pollution and land-use compatibility;
- The proposed provision of affordable/social housing within Epping Central;
- Proposed controls associated with the future Wollert Rail Corridor and associated train station in Epping Central; and
- Support for refinement of the ACZ1 objectives and removal of repetition of matters within the schedule.

The submission relating to the Pacific Epping Shopping Centre, also requested further flexibility in respect to the preferred scale/height currently permitted pursuant to the ACZ1. Whilst the preferred character for Precinct 4 including the Shopping Centre is a high change mixed-use precinct with integrated development in 3-8 level buildings, the submitter contends that the preferred height of 25m (approximately 6-7 storeys) is significantly less than that permitted on the Epping Renewal Site, which provides for development of up to 12 storeys across parts of the site.

It is acknowledged that the Pacific Epping site has the potential to support more intensive development, particularly within the urban core beyond eight storeys. Whilst officers are willing to consider allowing heights of up to 42m (12 storeys) on parts of the site, additional urban design analysis is required to justify and proposed change to the current preferred heights. Officers will work with the proponent and will also seek to obtain independent urban design advice as part of the next stage in progressing changes to the planning controls. This should include providing an increased height for the ground floor level to increase flexibility in the types of uses at ground level over the life of the building.

Planning Assessment

The refreshed Epping Central Structure Plan has been prepared with consideration to the following policies and guidelines:

- Planning Practice Note 58: Structure Planning for Activity Centres.
- 'Activity Centres Toolkit: Making it Happen' (former Department of Planning and Community Development).
- Urban Design Guidelines of Victoria.

The Structure Plan implements the following strategies and policies:

- Plan Melbourne 2017-2050, which identifies Epping as a Metropolitan Activity Centre (MAC).

- The Municipal Planning Strategy including Clause 02.03-1 Settlement, Activity Centres, which recognises that Epping Central provides a significant opportunity to respond to the City's housing, employment and service needs at a regional scale within an established urban context. Council aims to support activity centres by Facilitating the development of Epping central as a Metropolitan Activity Centre.
- The Planning Policy Framework including:
 - Clause 11.01-1R Settlement – Metropolitan Melbourne which includes a strategy to Focus investment and growth in places of state significance, including: Metropolitan Activity Centres and Health and Education Precincts.
 - Clause 11.03-1S Activity Centres – Metropolitan Melbourne which includes a strategy to support the development and growth of Metropolitan Activity Centres by ensuring they:
 - Are able to accommodate significant growth for a broad range of land uses.
 - Are supported with appropriate infrastructure.
 - Are hubs for public transport services.
 - Offer good connectivity for a regional catchment.
 - Provide high levels of amenity.
 - Clause 11.03-1L Activity Centres which aims to reduce the amount of escape expenditure by encouraging a range of employment and entertainment activities in higher order centres.
Encourage activity centres to provide:
 - Activated street-based environments that are pedestrian friendly.
 - A mix of retail, commercial and community facilities with opportunities for residential or business on upper levels.

Plan for the delivery of a Health and Wellbeing Hub within the Epping Metropolitan Activity Centre in a location that facilitates a relationship with the existing health services in Epping Central.

Financial Implications

A high priority outcome of the Structure Plan is the preparation of a planning scheme amendment to review the existing controls and policies including the existing Activity Centre Zone Schedule 1 (ACZ1) to give effect to the updated Structure Plan. It is anticipated that the planning scheme amendment will be implemented using some of the funds allocated to this project a part of the budget process for the 2023-2024 financial year.

It anticipated that some of the other actions will also be implemented within existing resources. Where there is a need for additional resourcing, this will be considered as part of the annual budget process, and where possible via external government grant funding and exploration of potential partnership opportunities with government agencies and key stakeholders.

Link to Strategic Risk

Strategic Risk *Community and Stakeholder Engagement* - Ineffective stakeholder engagement resulting in compromised community outcomes and/or non-achievement of Council's strategic direction.

The detailed community engagement plan used to engage with and inform the community on the draft Structure Plan was prepared in consultation with Council's Communications and Engagement Teams. A range of activities was undertaken as part of the engagement program designed to maximise stakeholder engagement.

It is anticipated that additional community engagement will be undertaken as part of key strategic projects to implement the Structure Plan. A key outcome of the Structure Plan Review is the preparation of a planning scheme amendment to give effect to the refreshed Structure Plan. Further community consultation will be undertaken via the statutory exhibition as part of this process.

Implementation Strategy

Communication

A summary of the consultation undertaken, and key issues raised as part of the Stage 3 Community engagement has been made publicly available on Council's Engage platform.

All submitters who provided their contact details to Council will be notified of Council's decision in respect to the Structure Plan.

Relevant submissions will also be referred to the next stage of the Project being the review of the planning controls to give effect to the Structure Plan via a planning scheme amendment. As noted in the discussion, whilst some of the issues raised in submissions were not directly relevant or were too specific to be addressed through the Structure Plan, they are matters that should be considered as part of the review of the planning controls.

Critical Dates

The Epping Central Structure Plan is a 2020-2021, 2021-2022, 2022-2023 Community Plan Action Item. The draft Structure Plan was placed on public exhibition for a period of six week from 24 October to 4 December 2022.

The 2022-2023 Council Plan Action Plan contains two actions relating to the Structure Plan noting that the release of the draft Structure Plan for community consultation completes the action item relating to the preparation of a draft Epping Central Structure Plan.

Next Steps

Pending adoption of the final Structure Plan by Council, it is anticipated that Council officers will commence the preparation of a planning scheme amendment to give effect to the Structure Plan, comprising Stage 4 of the review project. A report on this matter is expected to be presented to Council in early 2024 seeking approval to request the Minister for Planning to authorise Council to prepare and exhibit an amendment to the Whittlesea Planning Scheme. It is noted that further community consultation will be undertaken via the statutory public exhibition requirements as part of this process.

Declaration of Conflict of Interest

Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Conclusion

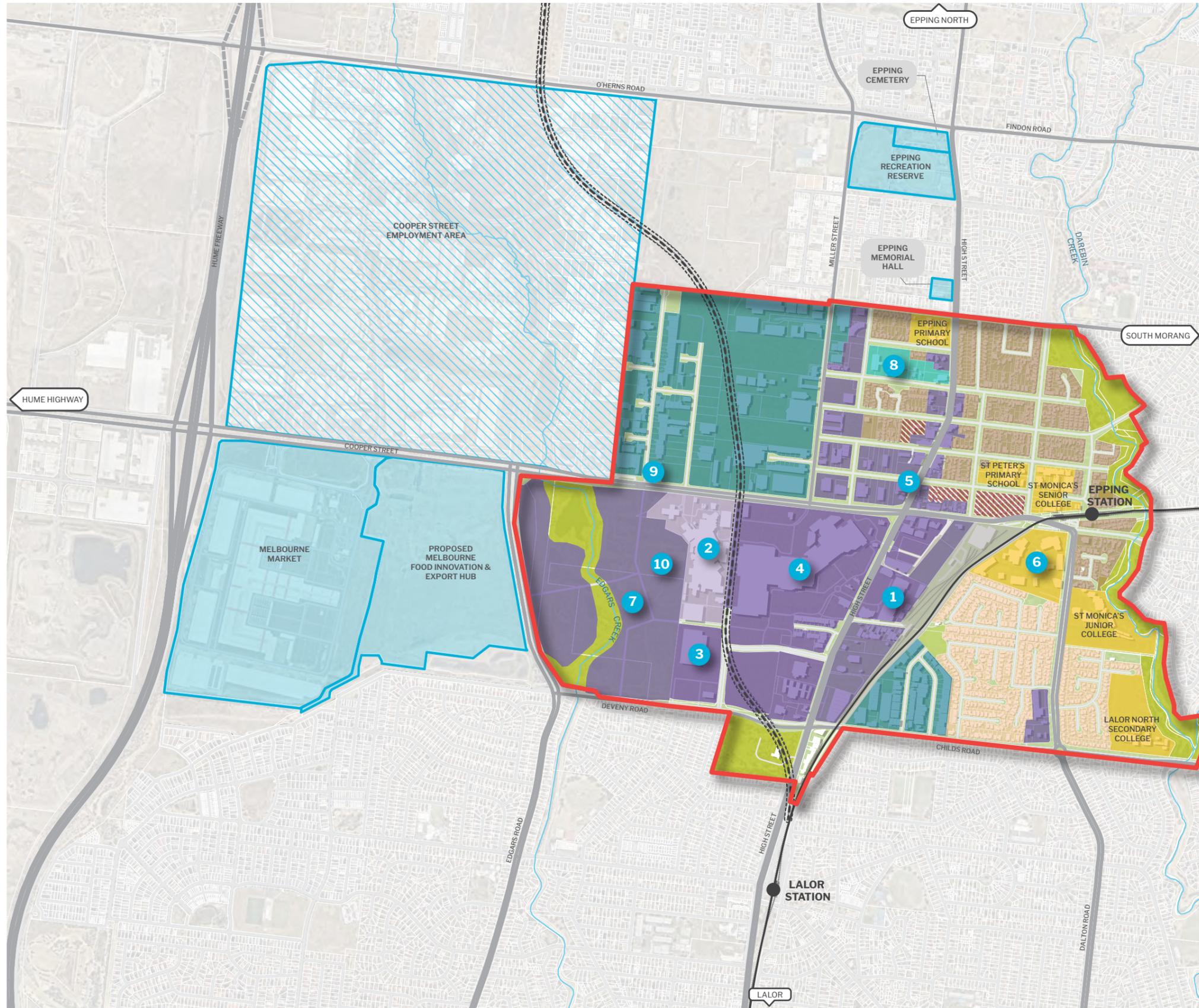
The Epping Central Structure Plan review project updates the existing Epping Central Structure Plan 2011 to better align with current policy, to reflect and consider major land use and transport changes that have occurred within the Epping Central area and surrounds since the original Structure Plan was endorsed in 2011 and to respond to emerging issues and opportunities.

There has been substantial community engagement undertaken as part of the development of the refreshed Epping Central Structure Plan and which has informed the final Structure Plan. Whilst community feedback and individual submissions were generally supportive of the Structure Plan, a variety of issues were raised for consideration and inclusion in the Structure Plan. These addressed both general issues applying to the whole activity centre together with precinct and site-specific matters.

Feedback from the community and key stakeholders has now been reviewed and where appropriate changes have been incorporated into the Epping Central Structure Plan in response to the feedback.

Should Council endorse the final Epping Central Structure Plan, the next stage will be to review the planning controls, including Schedule 1 to the Activity Centre Zone to give effect to the refreshed Structure Plan and ensure that the controls guiding development in Epping Central are current and appropriate.

It is therefore recommended that Council endorse the refreshed Structure Plan as included at Attachment 3 which incorporates all the changes detailed in the officer's recommendations at Attachment 2. It is then proposed to commence the review of the planning controls for the purpose of preparing a planning scheme amendment to the Whittlesea Planning Scheme to give effect to the refreshed Structure Plan. All submitters to the draft Structure Plan will be notified of Council's decision in respect to this matter.



- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- RIVERS & CREEKS
- ROAD NETWORK
- EXISTING RAIL NETWORK
- EXISTING STATION
- - - FUTURE WOLLERT RAIL LINE CORRIDOR
- MIXED USE
- NORTHERN HOSPITAL HEALTH PRECINCT
- EMPLOYMENT
- COOPER STREET EMPLOYMENT AREA
- COUNCIL DEPOT SITE
- EDUCATION
- OPEN SPACE
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL

- 1 EPPING HOMEMAKER CENTRE
- 2 NORTHERN HOSPITAL
- 3 COSTCO SUPERMARKET
- 4 PACIFIC EPPING SHOPPING CENTRE
- 5 EPPING SERVICES HUB
- 6 MELBOURNE POLYTECHNIC
- 7 EPPING RENEWAL SITE (NEW EPPING)
- 8 COUNCIL DEPOT SITE
- 9 EPPING MEDICAL CENTRE/PRIVATE HOSPITAL
- 10 PROPOSED PRIVATE HOSPITAL

LOCAL CONTEXT PLAN

N
0 150 300 750m
SCALE: 1:15,000 @ A3
30.03.2022 V5

EPPING CENTRAL REVIEW

PATCH.
DESIGN+PLAN

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
<p>Boundaries</p> <p>Impacts of changes to precinct boundaries and associated land use implications. Note that Pacific Epping Shopping Centre site is not currently identified as a Strategic Development site.</p>	<p>There will be some land use changes as a result of precinct and sub-precinct boundary changes proposed by the refreshed Structure Plan. Specific changes will be considered as part of the ACZ1 review and which will be subject to further consultation.</p> <p>Officers do however, support inclusion of the QIC landholding as a strategic development site.</p> <ul style="list-style-type: none"> • Update Precinct 4 Regional Demand Plan (pg 63) to identify the QIC landholding as a strategic development site.
<p>Environment</p> <p>The EPA raised a number of matters in respect to environmental health including contaminated land, noise, air quality and land use compatibility.</p>	<p>It is considered that the issues raised in the submission are more appropriately addressed as part of the review of the ACZ1.</p>
<p>Open space</p> <p>Issues raised in submissions included concerns over the provision of and specific requirements for site specific open space opportunities including size allocation of open space; timing for delivery of open space.</p>	<p>Refer to 'Delivery of Open Space/Urban Squares' section of main report for detailed discussion. The following changes are proposed in response to issues raised in the submissions as they relate to open space/urban squares:</p> <ul style="list-style-type: none"> • Add new Strategy under Public Realm and Open Space (pg 41) to add the following words 'Delivery of new open spaces and urban squares to be provided as part of the redevelopment of strategic sites transitioning to mixed use development.' • Update the Potential and New Open Space and Urban Squares Table (pg 46) to make the following modifications and corrections. <ul style="list-style-type: none"> ○ US2 should correctly refer to Market Square and US3 should refer to Transit Square. ○ Under Potential Elements modify the size range of: US1 and US3 to 'Approx. 400-1000sqm in size (subject to masterplanning and detailed design)'; US2 to 'Approx. 500-1500sqm in size (subject to masterplanning and detailed design)' ○ Add a new reference US5 – Epping Central Train Station Forecourt (public realm opportunity). Opportunity: Small forecourt/urban square to be developed alongside Wollert Rail project and integrated into future stages of development of the Northern Hospital and Pacific Epping Shopping Centre as a gateway and forecourt to the hospital, shopping centre and the train station. Potential elements: (same wording as US3 – however delete 'trees for canopy shading'). ○ Add a note to the table that 'the design, location and opportunities of US3 and US5 will need to consider location of the future train station and interface with civic uses which will ideally located in proximity to the future station.'

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
	<ul style="list-style-type: none"> ○ Delete US6 from the Open Space Plan (at Epping Station) and include as existing open space No 10 Epping Station Forecourt as an existing open realm/focal point. ● Update Potential New Open Spaces and Urban Squares table (pg 45) for OS6 Epping Renewal Site (Living Quarter) to refer to 'Approximately 3000sqm in size'.
<p>Wollert Rail</p> <p>Implications of the proposed Wollert Rail alignment and train station on the development and use of adjoining sites.</p>	<p>Refer to 'Proposed Wollert Rail alignment / new Epping Train Station section of main report for detailed discussion. The provision of the Wollert Rail is a priority advocacy matter for Council. Council encourages the adjoining landowners to engage with DTP on any proposed development to ensure that appropriate consideration is given to the future rail corridor and station.</p> <p>Council will seek further clarification from DTP on any updated requirements as they relate to the rail alignment and associated train station as part of the review of the ACZ1. It is however noted that any application for new development abutting the 'Epping North Public Transport Corridor' must be approved and endorsed by Public Transport Victoria (DTP). Any application for subdivision or development also requires referral to the Head, Transport for Victoria. Some minor changes are proposed to the Development principles and Guidelines to provide some clarity around transit orientated urban regeneration:</p> <ul style="list-style-type: none"> ● Amend the development principles/guidelines as they relate to the 4th dot point under the Proposed Epping Central Station (pg 29) as follows: <ul style="list-style-type: none"> ○ Delete 'increased setbacks 'and replace with 'Provide appropriate setbacks based on context.' ○ Add an additional principle 'Ensure active frontages / human scale at ground level where required'.
<p>Pedestrian Priority Movement Corridors</p> <p>Concern in respect to the alignment of the Pedestrian Priority Movement Corridors as shown on relevant plans and potential impact on future development of impacted sites.</p>	<ul style="list-style-type: none"> ● Whilst acknowledging some flexibility in the ultimate location of these pedestrian paths, there also needs to be a level of transparency and certainty for the broader community in identifying the preferred location of a high amenity pedestrian network providing connections between key services and facilities within Epping Central. Such flexibility needs to be balanced against the public benefit in locating these paths along key desire lines and which provide a high level of amenity and are provided with appropriate infrastructure such as wayfinding signage, seating and appropriate lighting to provide safe access 24 hours a day ● In the legend of all plans incorporating the Pedestrian Priority Movement Corridor (pg 19, 27 and 63) add the words '(indicative alignment)'. ● Amend the above plans to also shift the Pedestrian Priority Movement Corridor to align with the existing traffic lights on High Street.
<p>Climate Change</p>	<p>The vision for Epping Central as a sustainable urban place continues to be reflected in the refreshed Structure Plan, however there is an opportunity to build on this outcome by detailing how the Structure</p>

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
<p>Ensure Structure Plan gives greater consideration to climate change adaptability and building community resilience.</p>	<p>Plan will consider climate change adaptation and build community resilience. The following changes are proposed to the Structure Plan:</p> <ul style="list-style-type: none"> • Update Section 1: Strategic Vision (pg 16) to add “Ensuring Epping Central remains a sustainable urban place into the future means ensuring its communities, businesses and built and natural environments are resilient to the changing climate. This means planning, encouraging and supporting efforts to embed place-based climate change adaptation into housing, business, urban and public realm developments. • Add a new Strategy under streetscapes (pg 41) to the effect of ‘Increase community, business and environmental resilience to the changing climate by supporting and implementing State Government climate change initiatives and policy.’
<p>Urban Core Note that the proposed Activity Centre Urban Core does not align with associated property boundaries and associated implications for future development on affected sites.</p>	<p>The Strategic Directions (SD 1) identifies the urban core as being the centre of activity and regional facilities. The boundary has been centrally located to incorporate the key anchors in the centre, with these areas expected to provide for the highest level of change and intensification with more diverse range of uses with development to be of a lower scale to the north and south to transition to surrounding development.</p> <ul style="list-style-type: none"> • Amend the introductory section to the Investment and Employment Key Theme (pg 31) to add “The urban core is proposed to be the centre of activity and regional facilities incorporating The Northern Hospital, NCHER, new Northern Private hospital (under construction), Pacific Epping Shopping Centre and Epping Homemakers Centre. It will be the focus for intensification of development and provision of a greater diversity of uses with a focus on the provision of high level regional services and facilities. A high level of amenity, focus on the public realm including prioritisation of pedestrian movement is also paramount in the urban core. Whilst surrounding land to the south and west of the urban core also offers opportunity for medium to high levels of mixed use development, it is anticipated that development will transition at the interfaces to integrate with surrounding residential development.” • Amend the Strategic Framework Plan (pg 19) to extend the ‘Activity Centre – Urban Core’ further south to incorporate the Epping Renewal Site Neighbourhood Centre and the southern most Pedestrian Priority Movement Corridor.’ • Amend the Urban Living Plan (pg 25), to delete reference to the ‘Activity Centre – Urban Core’ noting that there are no specific strategies relating to the urban core within this section of the Structure Plan. • Amend Strategies Employment – Commercial (pg 32) to add a new strategy ‘Encourage the location of regional level government and non-government facilities, services and office developments in the Activity Centre Urban Core.’

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
	<ul style="list-style-type: none"> • Amend the Open Space Plan (pg 44) to add the revised extent of the ‘Activity Centre – Urban Core’. • Add a new Strategy under Public Realm and Open Space (pg 41) ‘Enhance the public realm within the Activity Centre Urban Core to prioritise pedestrian movements, create new public spaces and placemaking opportunities commensurate with a city centre environment.’
<p>Design Guidelines</p> <p>Concern around some of the broader objectives together with the design principles and guidelines particularly as they relate to the Pacific Epping Shopping Centre including provision of End of Trip (EoT) facilities, sustainable road pavement materials; screening of at grade car parking, fencing, provision of active frontage, car parking requirements.</p>	<p>The submission received on behalf of the Owners of Pacific Epping sought a range of changes and/or greater flexibility as it relates to both some of the broader objective contained in the Structure Plan and the Development Principles and Guidelines’ relating to Precinct 4 within which the site is located. It is important to recognise that the objectives and strategies contained within the key themes are largely intended to apply to the whole of Epping Central and noting that more specific requirements are included in the ACZ1 as they are relevant to individual precincts. It is considered that the Structure Plan together with the planning controls adequately provides for some flexibility. Any application for use and develop will be considered on its merits and as such no additional site specific changes are considered necessary to the Structure Plan.</p> <p>Further review of the ACZ1 is proposed to be undertaken pending endorsement of the updated Structure Plan which will include further refinement of the existing controls and which will allow further community consultation on the proposed changes.</p> <p>Some changes to strategies are supported however, where this will contribute to enhancing the vision for Epping Central:</p> <ul style="list-style-type: none"> • Amend Strategy 5 under Roads (pg 28) ‘Support the use of sustainable material selection and/or construction process for new road pavements which achieves improved environmental outcomes including less greenhouse gas emissions or a reduction in waste generation.’ • Amend Employment Development Principles and Guidelines, Facades and articulation – 4th dot point (pg 34) After the words ‘Create a sense of multiple buildings rather than a single street wall add ...’, where possible.’ In addition, add the words ‘Sleeve larger stores with small scale buildings and/or uses along the street.’
<p>Main Roads</p> <p>Two of the submissions raised the need to recognise the importance of Cooper Street as a main arterial road and to ensure that traffic movement through this corridor is not impeded by the vision for Cooper Street as a tree lined boulevard with high pedestrian amenity until alternative transport initiatives are implemented.</p>	<p>The Road and Public Transport – Transport Movement Plan identifies Cooper Street as a main east-west arterial road. The Structure Plan also recognises that road upgrades and the implementation of other transport initiatives are required in order to reduce congestion through Epping Central including the duplication of Childs Road and the E6 Outer Metropolitan Ring Road. However, Council officers do not support the notion that the arterial nature of the road and associated traffic volumes will or should impact the provision of a high quality built form and active street frontages to these main road and which promote more active travel options including walking and cycling and passive surveillance of the street.</p>

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
<p>Pedestrian / Road Connections</p> <p>Future road and /or pedestrian opportunities to improve connectivity and movement. Consider that intersection improvements and/or new pedestrian crossing locations etc should be shown on the Structure Plan.</p>	<p>A potential future opportunity to provide a connection from Fullarton Street to Yale Drive which would improve connectivity and ensure a more appropriate built form outcome to the Council Reserve. Officers have also identified a potential opportunity to include a connection through the Council Reserve located at 22W Fullarton Drive.</p> <ul style="list-style-type: none"> • Include a new opportunity on the Precinct 6 Plan (pg 69) ‘D – Opportunity to provide a road connection and/or pedestrian path from Fullarton Drive to Yale Drive adjacent to the Council Reserve. Encourage activities and built form which activates the rail corridor and provides passive surveillance of the rail corridor and Council Reserve.’ • Amend the Precinct 6 Plan (pg 69) to depict 22W Fullarton Drive as a drainage reserve. Include a new opportunity ‘E - Opportunity to provide a pedestrian connection from Fullarton Drive through to Miller Street’. • Amend strategies under Roads (pg 25) to add the following new strategies to improve vehicular and pedestrian connectivity within Epping Central: <ul style="list-style-type: none"> ○ Construct Duffy Street between Wedge Street and Coulstock Street and Coulstock Street between Duffy Street and Miller Street ○ Extend Memorial Avenue to Miller Street. • Amend the Road & Public Transport Plan (pg 30), Precinct 5 Plan (pg 66) and Precinct 6 (pg 69) to depict Memorial Avenue as a ‘proposed road’ and Duffy/Coulstock Street construction as a new icon ‘urbanisation of road’ accordingly. <p>Council’s Walking and Cycling Plan 2022-2027 aims among other things to improve walking and cycling conditions and increase the level of walking and cycling in the municipality. Key Direction 3 of the Plan is ‘Build and maintain a high-quality network which includes the delivery of missing footpath links and crossing points to improve local connections. As High Street and Cooper Street are both designated arterial roads, for which VicRoads is the Coordinating Road Authority, any changes to the road network including new pedestrian crossings, would require support from DTP.</p> <ul style="list-style-type: none"> • Add an additional strategy under Walking and Cycling (pg 26) ‘Advocate for improvements to the pedestrian network that provides for safe and efficient pedestrian movement and local connections including prioritisation of pedestrian movement across major roads ‘
<p>Building Heights</p> <p>The preferred character for Precinct 4 is as a high change mixed use precinct with integrated development in 3-8 level buildings. Under the ACZ1 the preferred maximum building height over the main areas of the subject site is 25 metres or</p>	<p>The Development Plan prepared for the Epping Renewal Site, located to the west of the site, provides for a preferred building height of up to 12 storeys across parts of the site. It is also recognised that Pacific Epping like the Epping Renewal Site, has the potential to support more intensive development (including the potential for an increased height beyond 8 storeys), particularly within the urban core. Whilst officers may be willing to consider allowing greater heights of in certain locations, additional urban design analysis is required to justify any proposed change to the</p>

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
<p>about 6 levels. Request consideration for permitting buildings of up to 10-12 storeys similar to Epping Renewal Site precinct.</p>	<p>current preferred heights. It is noted that the heights at the Epping Renewal Site also reflect the unique ground conditions and affordable housing contribution being made. Officers will work with the proponent as part of the next stage on progressing the planning controls. If considered appropriate, changes can be incorporated to the Structure Plan prior to Council adopting the Structure Plan.</p> <p>Whilst no specific height changes are proposed at this stage, it is proposed to amend the Structure Plan to note that the preferred height of 3-8 storeys in Precinct 4 is under review in response to the submission. Officers will continue to work with the proponent as part of the review of the ACZ1 with a view to reviewing the height controls, noting that the Structure Plan does include guidance in respect to development exceeding the preferred building height. Officers also propose to seek independent advice on height and massing as it relates to the subject site to help inform any future work.</p> <ul style="list-style-type: none"> • Amend the Preferred Character as is relates to Precinct 4 (pg 61) to the effect that the preferred heights of 3-8 storeys are under review.
<p>Health</p> <p>Recognition of the growing health economy anchored by the Northern Hospital within the Structure Plan. Minor comment to refer to the new Northern Private Hospital as underway (or similar) rather than proposed.</p>	<p>It is considered appropriate to recognise the significant employment role of the Northern Hospital and its contribution to the Health Economy. It is also considered appropriate to better the reflect that the new private hospital is under construction.</p> <ul style="list-style-type: none"> • Under Economic Snapshot (pg 13) add the following text, ‘The Northern Hospital operates one of the state’s busiest emergency departments and treats more than 100,000 patients each year. With the Northern Hospital catchment incorporating the northern growth corridor, there is significant opportunity to build on the health economy generated by the Northern Hospital.’ • Amend text under Economic Snapshot’ (pg 13) to delete proposed new Northern Private Hospital and replace with new Northern Private Hospital (under construction). • On the Local Context Plan (pg 15) delete the word Proposed Private Hospital and replace with Private Hospital (under construction). • Amend the Strategic Vision (pg 16) ‘Anchored by the Northern Hospital, Northern Centre for Health, Education and Research (NCHER) and the new Northern Hospital (currently underway) with access to complementary allied health and ancillary community services the expansion of this Health, Wellness and Knowledge precinct will further strengthen Epping Central’s role as the major medical precinct for Melbourne’s north. Significant State Government investment in the expansion of the Northern Hospital and development of a mental health facility demonstrates the Government’s commitment to Epping Central as a Health and Knowledge Precinct...’ • Amend the 4th Objective under Employment and Investment (pg 31), after the words ‘anchored by the Northern Hospital’

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
	<p>add 'NCHER and new Northern Private Hospital (under construction)...'.</p>
<p>Epping Renewal Site Include reference to Epping Renewal Site as relevant to reflect the importance of the site as a key development opportunity which is anticipated to significantly contribute to the economy and provision of housing in the activity centre.</p>	<p>Officers have reviewed the figures and have updated the figures in accordance with the Economic Land Use Assessment prepared to inform the Structure Plan Review. It is noted that the original report did not consider the specific economic opportunities to be provided as part of the Epping Renewal Site. It is proposed, however, to include an acknowledgement that the Epping Renewal Site will contribute an additional supply to commercial and some limited retail floor space.</p> <ul style="list-style-type: none"> • Replace the last paragraph under Economic Snapshot (pg 13) with the following text, 'The anticipated future demand for new retail, office and industrial development within the core precincts of Epping Central is anticipated to be in the order of 103,320 square metres of retail floor space, 32,880 square metres of office floor space and 127,840 square metres of industrial floor space. The additional supply of commercial floor space in addition to some limited retail floor space will be provided as part of the development of the Epping Renewal Site. Providing additional local employment close to where people live will further strengthen Epping Central's role as a Metropolitan Activity Centre (MAC).' • Amend the 4th dot point under Public Transport (pg 28) as follows 'Support high density, mixed use employment and residential development in proximity to Epping Station, bus interchange and the proposed future Wollert Rail Corridor train station including the Epping Renewal Site.' • Update Precinct 7 Epping Renewal Site (pg 70) to better reflect the impact of the landfill use and associated remediation works on the design and built form outcomes for the site and that the design response has been considered as part of the application of zoning controls and Development Plan. 'Remediation works resulting from its former use as landfill, which occupied most of the site west of Edgars Creek, has significant design and built form implications. The complexity of the site has resulted in a site specific planning response.'
<p>Corrections A number of minor corrections identified within the Structure Plan as part of review of submissions.</p>	<p>The following minor corrections are proposed in response to the submissions received.</p> <ul style="list-style-type: none"> • Update the Plans on pages 19 and 25 to remove the Costco site form the 'Neighbourhood Precinct' boundary. • Update the Precinct 5 Regeneration plan to include reference to 'potential pedestrian link'. • Update Precinct 7 Plan (pg 71) and Pedestrian Bicycle Movement Plan (pg 27) to delete the off road shared paths within the site (with the exception of the Green Link) and the on-road bike lanes. • Update Precinct 7 Epping Renewal plan (pg 71) to refer to Epping Renewal 'Site'. • Update Precinct 7 Epping Renewal plan (pg 71) as it relates reword the legend as it applies to Mixed Use "Vibrant high and

Summary of Issues Raised in Submissions	Officer Response / Changes to Structure Plan
	<p>medium density development including apartments, townhouses, light warehousing, commercial, office and medical use (generally in accordance with Development Plan).</p> <ul style="list-style-type: none"> • Update Section 3 Precinct Plans (pg 7 and pg 49) to add the word 'Site' after the words 'Epping Renewal'. • Amend the Precinct Plan (pg 50) to add the word 'Site' after the words 'Epping Renewal'. • Amend Employment Dev Principles and Guidelines, Facades and articulation (pg 34) to add new guideline: Locate office use towards the street in front of warehouse and industrial elements. • Amend page 42 under Scale to include the preferred minimum street setbacks for upper floors diagram as contained within the ACZ1 (pg 11). • Amend page 42 under Scale to add a new guideline 'Where a building is less than the preferred minimum building height the structure of the building should be designed so as to be able to accommodate additional building structure and height in the future.' • Amend the Development Principles and Guidelines (pg 43) Landscaping to include reference to 'Open Space' and add the following principles: <ul style="list-style-type: none"> ○ Provide appropriate accessible and usable areas for recreation and activities of building occupants. For each dwelling provide: <ul style="list-style-type: none"> ▪ A minimum of 25 square metres of private open space with a minimum dimension of 3 metres; or ▪ A balcony of minimum 8 square metres with a minimum width of 2 metres. ○ In developments of ten or more dwellings or more than 1,000 square metres of office, provide generously sized, accessible and well-designed communal open space areas for leisure, resting, informal meeting and access to sunlight.

It is noted that a number of other typographical errors have also been identified by officers in the further review of the Structure Plan and which are also proposed to be corrected in the final version of the Structure Plan.

Epping Central Structure Plan

June 2023



City of
Whittlesea

EPPING
CENTRAL
STRUCTURE PLAN

Acknowledgement of Traditional Owners

We recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the City of Whittlesea.

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Introduction

The Epping Central Structure Plan (Structure Plan) has been prepared by the City of Whittlesea with detailed input from the community and key stakeholders of Epping Central.

This Plan sets out a policy, development and implementation framework for the future development of Epping Central providing an integrated and strategic vision to guide the growth and development of the Metropolitan Activity Centre (MAC).

Long established as a major retail destination and health hub, Epping Central is now transitioning into its next growth phase.

A strong focus on economic investment, job creation, public realm improvement and residential growth will see Epping Central mature into a diverse and thriving centre to service the rapidly growing Northern Growth Corridor.

The role and purpose of the structure plan

Identified as a Metropolitan Activity Centre (MAC) by the State Government’s Metropolitan Planning Strategy, Plan Melbourne 2017-2050, Epping Central is recognised for its role in supporting Melbourne’s continued urban growth and development. Outside of Melbourne’s Central Business District (CBD), MACs are designated as an important focus for business, housing and a broad range of facilities and services and that are well serviced by public transport.

The Epping Central Structure Plan (Structure Plan) sets out a planning framework that builds upon Epping’s strong foundation to support growth. The Structure Plan aims to reinforce continued support for development and economic growth which supports key directions within Whittlesea 2040: A place for all and ensure the future success of the Epping Central MAC as a vibrant and liveable centre.

In setting out a shared vision for Epping Central, the Structure Plan provides decision makers, including Council, State Government and other agencies with a framework to guide future planning and decision making and set out work programs for improvements to services, infrastructure and facilities.

Importantly the Structure Plan provides certainty for the community, business owners and developers regarding the level of change and type of development that can be expected across the Epping Central MAC.

The key objectives of the Structure Plan include:

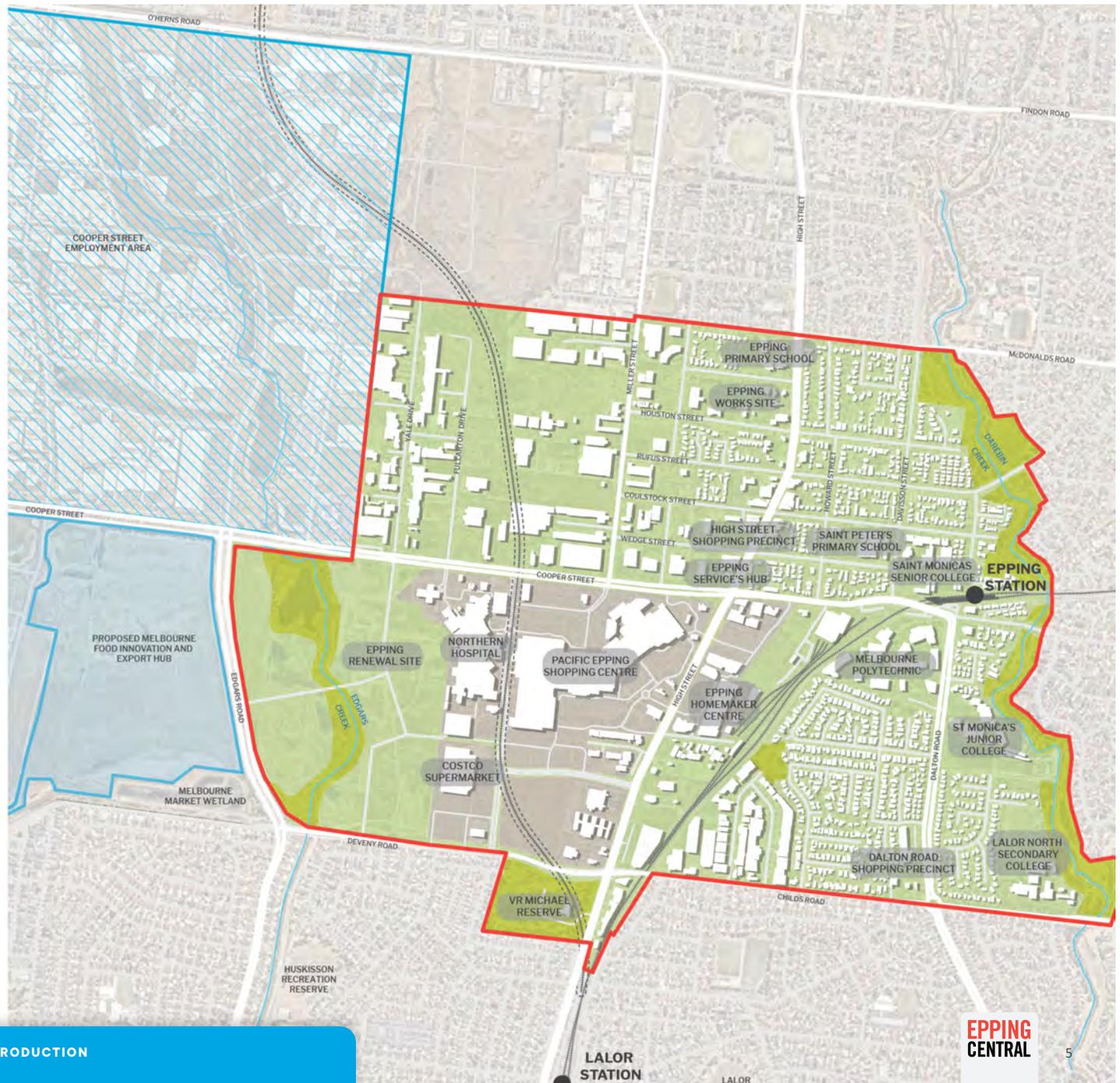
- Provide a shared vision and framework for the area
- Identify the type and scope of change projected over time
- Deliver current State and Local strategies and policies relating to the area
- Identify actions to deliver the shared vision and framework and facilitate change.

The Structure Plan applies to the area defined as the ‘Structure Plan Area’ on Figure 1. The Structure Plan should be read in conjunction with the Activity Centre Zone (ACZ) that generally applies to the land (or other zoning controls as applicable) together with any other applicable planning controls identified in the Whittlesea Planning Scheme.

Structure Plan Area

-  STRUCTURE PLAN AREA
-  EXISTING RAILWAY LINE - MERNDA
-  POTENTIAL WOLLERT RAIL CORRIDOR
-  EXISTING CAR PARK
-  COOPER STREET EMPLOYMENT AREA

0 125 250 625m
 SCALE: 1:12,500 @ A3
 30.03.2022 V5



Relationship with previous structure plan

The Structure Plan is a refreshed and updated version of the previous Epping Central Structure Plan (adopted 2011 and finalised in 2013). A review of the 2013 version of the Structure Plan commenced in 2019 as part of a requirement for Council to review all existing Structure Plans, to ensure each plan responds to changes in the economy, transportation, planning, urban design and the community more broadly. This Structure Plan presents an updated and cohesive vision for Epping Central, underpinned by strong urban design and planning principles to ensure that Epping Central continues to grow as a liveable, diverse and thriving Activity Centre.

Schedule 1 to the Activity Centre Zone (ACZ1) – Epping Central Metropolitan Activity Centre

The ACZ1 gives effect to and implements the previous Structure Plan. This Structure Plan supports the existing design guidelines included in ACZ1 which were translated from the original Structure Plan, particularly as it relates to the provisions in section 4.4. The ACZ1 will need to be updated to reflect the revised Structure Plan including refinements to the design guidelines as currently drafted.

The review has provided the opportunity to further refine the Structure Plan to ensure it remains current and relevant.

Background Analysis and Consultation Overview

The Structure Plan draws from a range of background studies into land use, employment, placemaking, urban design, market demand, the community and planning. These documents support the vision for Epping Central to be a high-density mixed-use Activity Centre.

Extensive community engagement has occurred with residents, visitors, landowners and key stakeholders within Epping Central in the development of this Structure Plan.

Consultation on the ‘Future Directions Paper’ in 2020 found that change in Epping Central is widely supported, as it brings new opportunities and a chance to improve and build on the centre’s existing strengths and characteristics.

This consultation has resulted in the development of a shared vision for Epping Central, which is set out in this Structure Plan and to identify future work required within the Activity Centre to achieve the desired outcomes.

Over 270 contributions were received in response to exhibition of the draft Structure Plan. Changes have been made to the Structure Plan in response to issues raised by the community where appropriate.

Many of the issues raised are supported by the objectives and strategies contained in the Structure Plan. It is important to note that a number of issues raised are outside the scope of the Plan and as such the final Plan will not be able to address or facilitate a response to all of the feedback received.

Time Frame for Implementation

The Structure Plan for Epping Central sets out the vision and implementation framework for the next 20 years. The implementation of many projects has already commenced, whilst the delivery of many others set out in this Structure Plan may take some time to be fully realised.

The Plan will require monitoring and ongoing review in response to changing demographic trends, major projects and changes in State and Local Government policy. Council and the State Government will continue to work together, in consultation with the Epping Central community and key stakeholders, to implement and deliver the policies and major projects set out in this Structure Plan.

How to use this document

The Epping Central Structure Plan comprises the following Sections.

Introduction Context and Opportunity

The Introductory Section outlines the role and purpose of the Structure Plan, provides the context and identifies the opportunities for Epping Central.

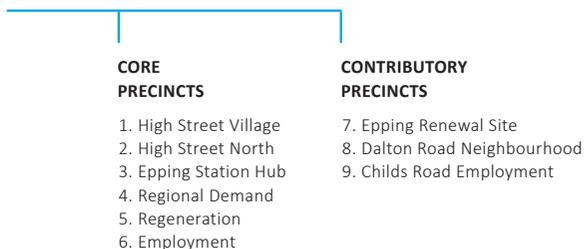
Section 1 Strategic Vision

Sets out the high-level strategic vision and planning principles for Epping Central. Also includes the overarching Strategic Framework Plan and strategic directions.



Section 3 Precinct Plans

This section provides precinct specific guidance to the six core precincts and three contributory precincts identified for the activity centre.



Section 2 Key Themes

This section applies to all of Epping Central and includes supporting strategies for the use and development of the land. This section sets out the overarching urban framework and key principles and guidelines that future development is expected to respond to.



Section 4 Implementation

Sets out the actions required to deliver upon the vision for Epping Central in the short, medium and long term.



Context and Opportunity

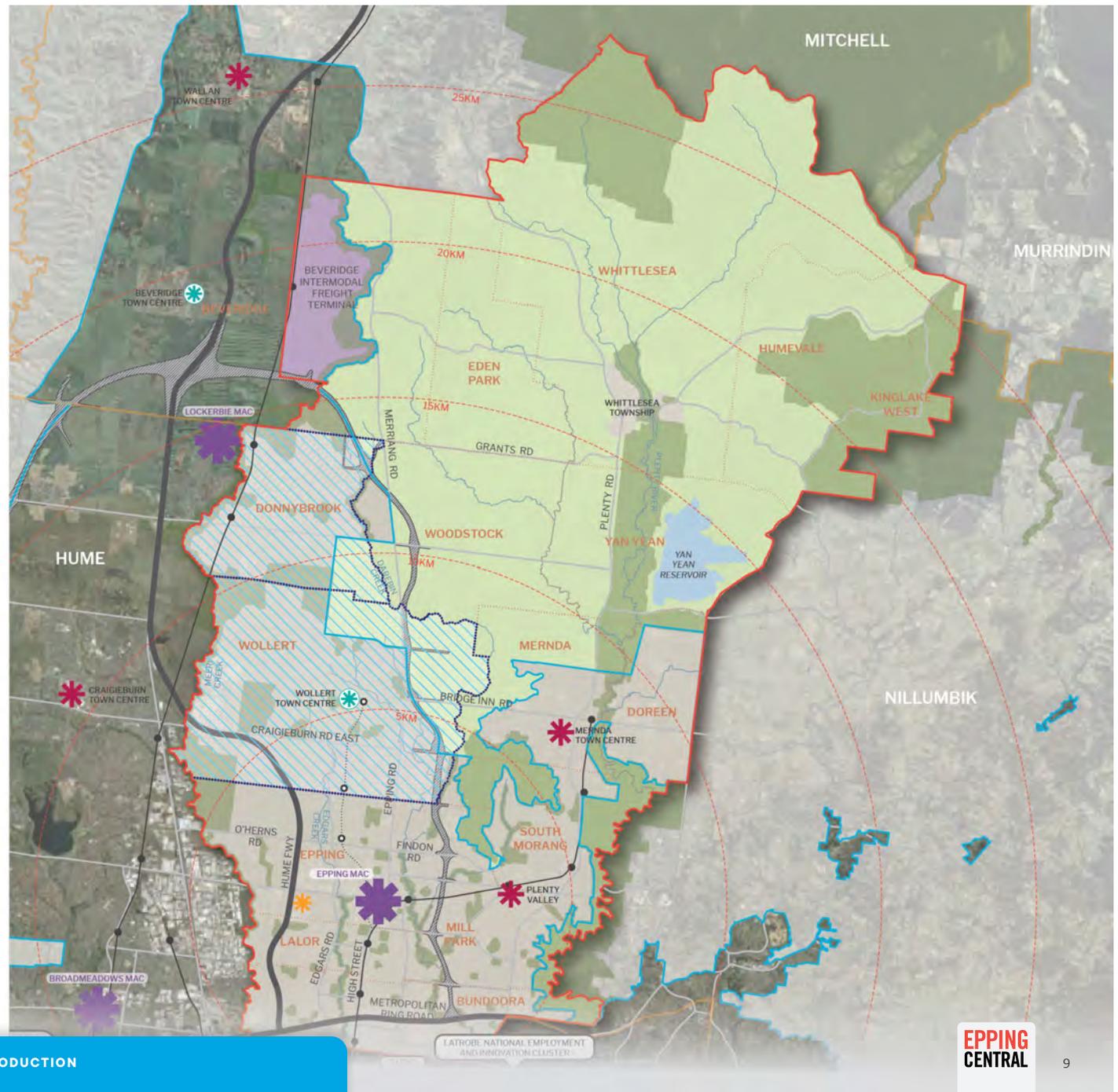
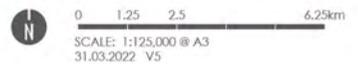
Epping Central already has strong foundations that will help it continue to transform into the economic heart of Melbourne's North becoming a diverse, job rich, thriving Activity Centre.

Epping Central is strategically placed between the City of Whittlesea's southern established suburbs of Thomastown, Lalor, Bundoora, and Mill Park, and the growth area corridor to the north, particularly Epping North and Wollert. This position, and its status as a Metropolitan Activity Centre (MAC) in Melbourne's activity centre hierarchy, means that it is the focus for increased housing and employment densities, investment and service provision on a regional scale. Increased development pressure and population growth resulting from the expansion of the Urban Growth Boundary (UGB) in 2010 together with continued infill development in the established suburbs, further emphasise the need to maintain and significantly enhance Epping Central's regional role to respond to this growth context.



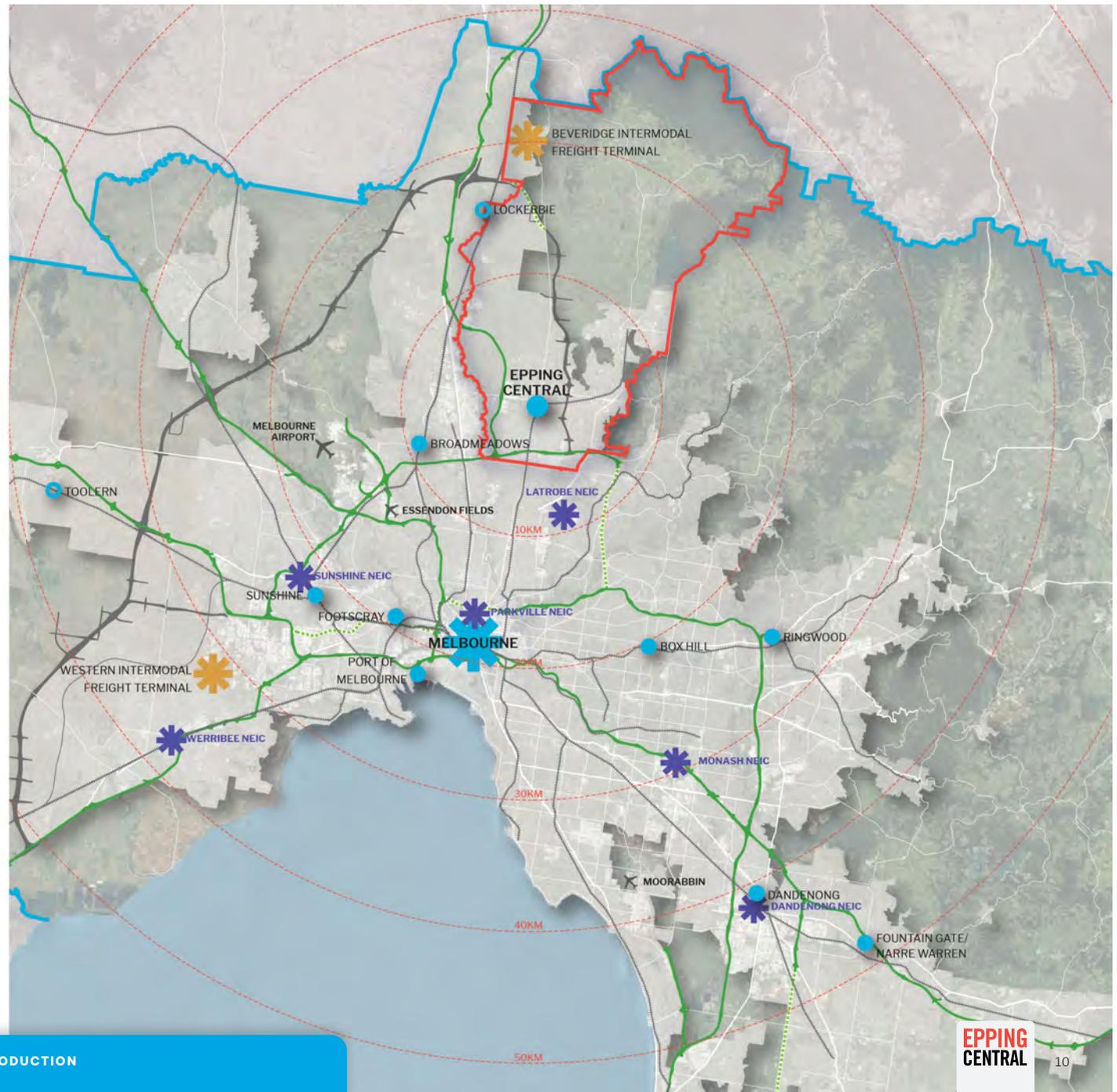
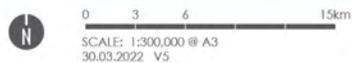
Regional Context Plan

- WHITTLESEA LGA BOUNDARY
- NEIGHBOURING LGA BOUNDARY
- URBAN GROWTH BOUNDARY
- URBAN LAND
- GREEN WEDGE
- KEY OPEN SPACE
- FUTURE GROWTH SUBURBS
- RIVERS & CREEKS
- RESERVOIR
- E6/ONMR FUTURE ROAD CORRIDOR
- HUME FREEWAY
- ROAD NETWORK
- EXISTING RAIL NETWORK
- - - PROPOSED RAIL NETWORK
- EXISTING STATION
- PROPOSED STATION
- ★ MELBOURNE MARKETS
- ★ METROPOLITAN ACTIVITY CENTRE
- ★ EXISTING TOWN CENTRES
- ★ PROPOSED TOWN CENTRES



Metropolitan Context Plan

-  METROPOLITAN MELBOURNE REGION
-  CITY OF WHITTLSEA BOUNDARY
-  CENTRAL CITY
-  METROPOLITAN ACTIVITY CENTRE
-  METROPOLITAN ACTIVITY CENTRE - FUTURE
-  RAIL NETWORK
-  E6/ONMR FUTURE ROAD CORRIDOR
-  FREEWAYS
-  FUTURE ROADS
-  AIRPORT
-  NATIONAL EMPLOYMENT AND INNOVATION CLUSTERS (NEIC)
-  PROPOSED INTERMODAL FREIGHT TERMINALS



Policy Context W2040

Whittlesea 2040

Whittlesea 2040 is the primary guiding document for the City of Whittlesea and identifies the vision and goals to which all plans including the Epping Central Structure Plan must implement.

The vision of this document is that in 2040, the City of Whittlesea will be 'A place for all'.

As part of the integrated Planning Framework, strategies are being developed for each of the five goals. The Epping Central Structure Plan is a land use plan that implements the goals of Whittlesea 2040 and the associated Strategies.

The plan identified five priorities:



Connected Community Strategy (Future)



Liveable Neighbourhoods Strategy (Future)



Strong Local Economy Strategy



Sustainable Environment Strategy



High Performing Organisation Strategy (Future)



Planning Policy Context

There are a number of local and state policies and strategies which are relevant to the review of the Structure Plan.

The diagram below provides an overview of the key planning policy framework that applies to the Epping Central Metropolitan Activity Centre (MAC) and how the Structure Plan sits within the Whittlesea Planning Scheme.

Plan Melbourne 2017-2050

Victorian State Government's Metropolitan Planning Strategy identifies Epping as a Metropolitan Activity Centre (MAC) and the Northern Hospital as a Health Precinct.



Melbourne Industrial and Commercial Land Use Plan (MICALUP)

Sets out a framework to plan for future employment and industry needs. Identifies the Epping MAC and Cooper Street Employment Precinct as being of State commercial and industrial significance respectively.



Victoria Planning Provisions (VPPS)

Sets out State Planning and Regional Policy that forms part of all 'planning schemes' and guides planning across the State.



Local Planning Policy

Includes a Municipal Planning Strategy and local policy to guide planning at a municipal level.



Epping Central Structure Plan

Is a strategic planning document which informs the planning controls and local policy to guide development of the centre. The plan is supported by other documents namely:

Epping Central Development Contributions Plan



Planning Controls

The Whittlesea Planning Scheme applies to the City of Whittlesea local government area which includes Epping Central. The planning scheme contains:

- Municipal Planning Strategy
- Planning Policy
- Local Planning Policy
- Zones - primary controls over use of land and planning permit requirements e.g. Activity Centre Zone
- Overlays - e.g. Parking Overlay, Development Contributions Plan Overlay
- Particular Provisions e.g. Bicycle Facilities, Apartment Developments
- Incorporated Documents - documents approved that must be considered as part of the planning scheme

Snapshots

The following snapshots provide an overview of key elements of Epping Central and present some of the key opportunities that the Activity Centre can take advantage of, as it continues to grow.



Growth Snapshot

In Epping Central’s immediate vicinity, significant residential and economic growth is taking place. To the west of Epping Central, the Cooper Street Employment Area and the Melbourne Wholesale Markets will support a significant number of new jobs, whilst residential growth in Epping North and Wollert will accommodate approximately 60,000 new residents.

The Population in Epping Central is set to increase from 3,750 persons to 10,890 persons in the next 20 years (2040).

This will result in the development of over 4,000 new homes, with the future development of the Epping Renewal Site being a focus for meeting the expected housing needs with increased housing densities.



Economic Snapshot

The Activity Centre contains a number of major land uses including Pacific Epping Shopping Centre, Costco Supermarket, the Northern Hospital, Northern Centre for Health, Education and Research (NCHER), new Northern Private Hospital (under construction) and Melbourne Polytechnic. As a result, the employment profile of residents is shifting, with a declining proportion of people employed in ‘blue collar’ professions, and a greater proportion of people with office-based skills in clerical and service work. Epping Central also supports the Cooper Street Employment Area and Melbourne Markets which together provides for over 10,000 local jobs, and emerging State Significant industrial developments west of the Hume Freeway.

The anticipated future demand for new retail, office and industrial development within the core precincts of Epping Central is anticipated to be in the order of 103,320 square metres of retail floor space, 32,880 square metres of office floor space and 127,840 square metres of industrial floor space. The additional supply of commercial floor space in addition to some limited retail floor space will be provided as part of the development of the Epping Renewal Site. Providing additional local employment close to where people live will further strengthen Epping Central’s role as a Metropolitan Activity Centre (MAC).

The Northern Hospital operates on the state’s busiest emergency departments and treats more than 10,000 patients each year. With the Northern Hospital catchment incorporating the northern growth corridor, there is a significant opportunity to build on the health economy generated by the Northern Hospital.



Community Snapshot

Epping Central has a young and culturally diverse community. By 2040 there is forecast to be more young people (12 – 17 years) and more young and middle-aged adults of working and family rearing age (25 – 49 years) than other age groups.

Community infrastructure in Epping Central will benefit from new community facilities which continue to meet the service needs of the community. The expansion of the Northern Hospital, the development of a new private hospital and other health related facilities will further strengthen Epping Central’s significant local and regional health precinct role. The existing Darebin Creek Parklands and future rehabilitation of the Edgars Creek corridor provides valuable green space. A focus on the natural environment and public realm improvements will help increase access to and improve the amenity of open space areas and the shared path networks within Epping Central.



Transport Snapshot

Epping Central has strong connections to key local, regional and state significant transport networks. The Activity Centre has direct connection to the Hume Freeway via Cooper Street. The completion of upgrades to O’Herns Road and the O’Herns Road and Hume Freeway interchange will further improve connectivity to the Activity Centre.

High Street and Edgars Road provide strong north-south connections between Epping Central and the southern established areas and northern growth corridor. Miller Street and Dalton Road enable further local level north-south connectivity within Epping Central, which will be further improved with the completion of Edgars Road upgrade works. Changes to the Principal Freight Network away from High Street will help to improve traffic safety, reduce severance and improve pedestrian amenity.

Public transport provision within Epping Central is relatively good, with the addition of the route 901 Smart Bus (Frankston Station to Tullamarine Airport) to the Principal Public Transport Network (PPTN). The bus interchange at Pacific Epping Shopping Centre further strengthens

Epping Central’s public transport connections to the growth area corridor. Whilst the extension of the Epping rail line to Mernda has been advantageous, Epping Station is located more than 800m from the main retail precinct, which is considered a reasonable walking distance.

Delivery of the proposed future Wollert Rail corridor linking Epping Central to the northern growth areas together with increased coverage and frequency of the local bus network is critical to improving the level of public transport service to support the planned growth and to improve connectivity to the critical services in this MAC.

The State Government and Council have also worked together to provide for a number of key pedestrian and cyclist improvements at key locations within the local area increasing the amenity and liveability of Epping Central for residents, workers and visitors alike.

Further improvements to walking and cycling infrastructure and connections, infrastructure upgrades and behaviour change initiatives are all required to further reduce car dependence for Epping

Central residents. Although the walkable catchment around Epping Central is not forecast to drastically increase, it is important that walking and cycling connections are an integral part of the Epping Central station interchange design together with supporting measures such as wayfinding systems.

The Epping Central Structure Plan is an essential policy tool to ensure that the activity centre is best placed to manage and facilitate this future growth and change. The Structure Plan will guide built form and development outcomes, facilitate increased housing density and diversity, set targets for service and infrastructure provision and provide a sound basis from which to advocate for improved infrastructure and investment to higher levels of government.

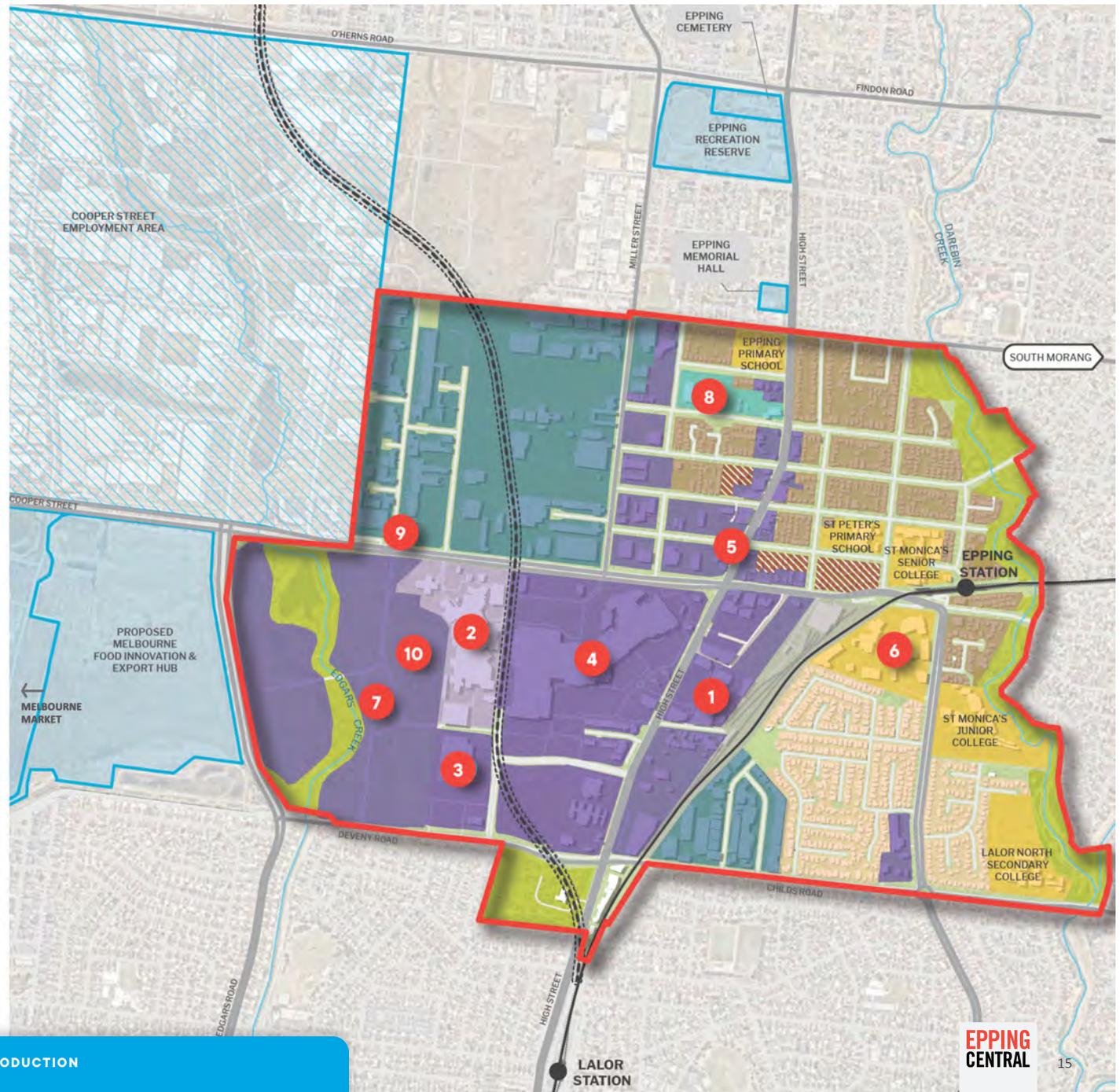
The Structure Plan aims to support a healthy, diverse and sustainable local community and facilitate the development of a thriving State significant centre that provides for the needs of all existing and future residents and workers.

Local Context Plan

- EPPING CENTRAL STRUCTURE
- PLAN BOUNDARY
- RIVERS & CREEKS
- ROAD NETWORK
- EXISTING RAIL NETWORK
- EXISTING STATION
- FUTURE WOLLERT RAIL LINE CORRIDOR
- MIXED USE
- NORTHERN HOSPITAL HEALTH PRECINCT
- EMPLOYMENT
- COOPER STREET EMPLOYMENT AREA
- COUNCIL DEPOT SITE
- EDUCATION
- OPEN SPACE
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL

- 1 EPPING HOMEMAKER CENTRE
- 2 NORTHERN HOSPITAL
- 3 COSTCO SUPERMARKET
- 4 PACIFIC EPPING SHOPPING CENTRE
- 5 EPPING SERVICES HUB
- 6 MELBOURNE POLYTECHNIC
- 7 EPPING RENEWAL SITE (NEW EPPING)
- 8 COUNCIL DEPOT SITE
- 9 EPPING MEDICAL CENTRE/PRIVATE HOSPITAL
- 10 PRIVATE HOSPITAL (UNDER CONSTRUCTION)

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Section 1: Strategic Vision

Vision Epping Central in the future

Epping Central is an attractive, welcoming and sustainable urban place experiencing strong population and job growth.

A priority area for health, education, employment and transport related investment, Epping Central plays a critical regional role for the Northern Growth Corridor.

Epping Central will offer civic, retail, commercial and community experiences that will create a vibrant urban environment during the day and night. High quality public realm, open space and a sustainable built environment, combined with strong transport options and a thriving economy will make Epping Central a desirable location for local jobs and medium and high-density residential development.

Ensuring Epping Central remains a sustainable urban place into the future means ensuring its communities, businesses and built and natural environmental are resilient to the changing climate. This means planning, encouraging and supporting efforts to embed place-based climate change adaptation into housing, business, urban and public realm developments.

As the housing market continues to mature, a greater intensity and diversity in residential accommodation will provide housing choice and affordability. Supported by high quality public realm and streetscapes, high density residential development will provide housing in locations close to shops, services, public transport and local jobs.



Improved walking and cycling paths that integrate with an accessible public transport network will connect people to community facilities, the local economy and each other. Delivery of the proposed future Wollert Rail Corridor will further improve the level of public transport service and provide a transport hub in a central location to key land uses, making public transport more attractive and convenient.

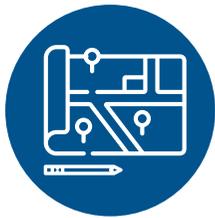
Anchored by the Northern Hospital, Northern Centre for Health, Education and Research (NCHER) and the new Northern Hospital (currently underway), with access to complementary allied health and ancillary community services, the expansion of this Health, Wellness and Knowledge precinct will further strengthen Epping Central's role as the major medical precinct for Melbourne's north. Significant State Government investment in the expansion of the Northern Hospital

and development of a mental health facility demonstrates the Government's commitment to Epping Central as a Health and Knowledge Precinct. Further intensification and investment in health and community related services and infrastructure will provide vital care and support to the diverse and changing community. Epping Central will also capitalise on the proximity to the Melbourne Markets to develop as a state significant food hub.

Supporting this major economic investment and change in Epping Central is a friendly, energetic and diverse local community who are proud to call Epping Central their home. Well-designed buildings and engaging and safe public spaces will create an interesting and exciting neighbourhood for people to live, shop, work, play and visit.

Key Principles of the Structure Plan

The review of the Epping Central Structure Plan seeks to align the Structure Plan with the goals of Whittlesea 2040 to deliver:



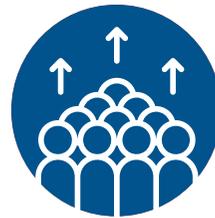
Urban Living

Diverse, Affordable and Attractive Housing



Movement and Transport

Accessible, safe and sustainable transport



Employment and Investment

Thriving and resilient local businesses and jobs



Community Facilities and Services

Community facilities that build and strengthen communities



Public Realm, Design and Natural Environment

Connected and valued streetscapes, open space and creek networks

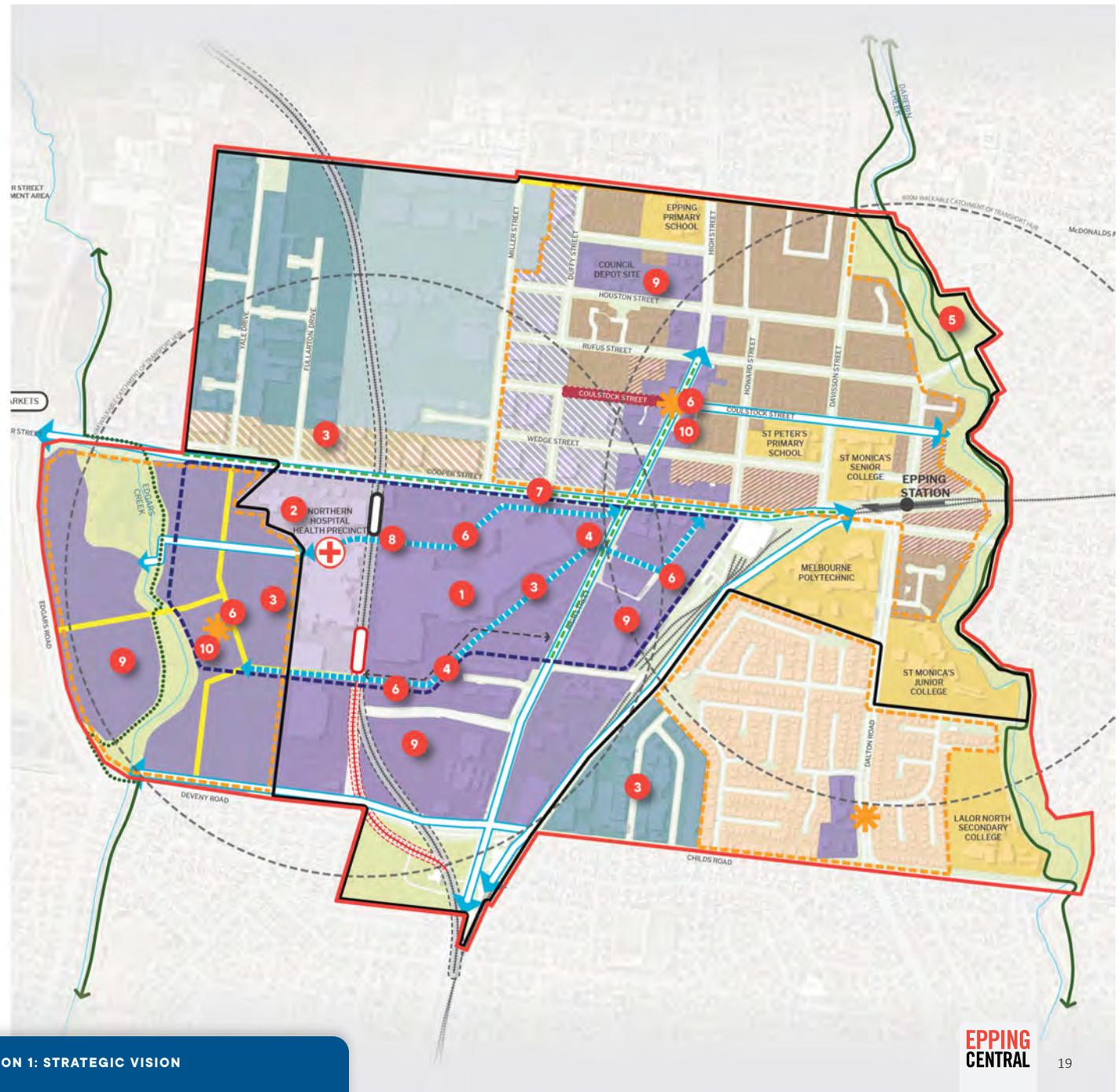
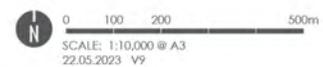
Framework Plan and Strategic Directions

The Epping Central Development Framework Plan sets out future land uses within Epping Central.

More specifically, the Development Framework Plan provides direction on future land use and transport opportunities to realise the Vision for Epping Central.

Strategic Framework Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- ACTIVITY CENTRE CORE PRECINCTS
- NORTHERN HOSPITAL
- NORTHERN HOSPITAL HEALTH PRECINCT
- MIXED USE
- MIXED USE - EMPLOYMENT FOCUS
- EMPLOYMENT - COMMERCIAL/OFFICE
- EMPLOYMENT - COMMERCIAL/OFFICE/LIGHT INDUSTRIAL
- EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
- EDUCATION FACILITIES
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL
- COULSTOCK STREET REDEVELOPMENT AREA
- ACTIVITY CENTRE - URBAN CORE
- NEIGHBOURHOOD PRECINCT
- NEIGHBOURHOOD CENTRE
- POTENTIAL WOLLERT RAIL CORRIDOR
- FUTURE TRAIN STATION INTERCHANGE
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATIVE RAIL ALIGNMENT
- 800M WALKABLE CATCHMENT - TRANSPORT HUB
- PROPOSED ROAD
- PREFERRED PRIORITY ROAD CONNECTION
- PRIMARY STREETScape IMPROVEMENT AREAS
- PEDESTRIAN PRIORITY MOVEMENT CORRIDOR (INDICATIVE ALIGNMENT)
- PRIMARY PEDESTRIAN LINK
- EXISTING OPEN SPACE TRAIL
- PROPOSED OPEN SPACE TRAIL





Strategic Directions

1

Support the intensification of development and a greater diversity of uses in the urban core as the centre of activity and regional facilities.

2

Support the development of an expanded health precinct anchored by the Northern Hospital.

3

Capitalise on the centre’s strategic advantages to support a diversity of enterprise and employment opportunities particularly in employment precincts and the urban core.

4

Prioritise pedestrians in the urban core and better connect the activity centre via improved pedestrian movement links between key destinations.

5

Enhance the Darebin Creek and Edgars Creek as corridors of open space, habitat and pedestrian/ cycle links.

6

Plan for public realm improvements including new open space, public spaces and street tree planting in the activity centre particularly in the Urban Core, High Street Village and New Epping neighbourhoods.

7

Enhance Cooper Street as a Boulevard lined by canopy trees and high quality built form and High Street as a more pedestrian friendly main road.

8

Plan for the Wollert Rail extension and other public transport infrastructure including a centrally located transport interchange.

9

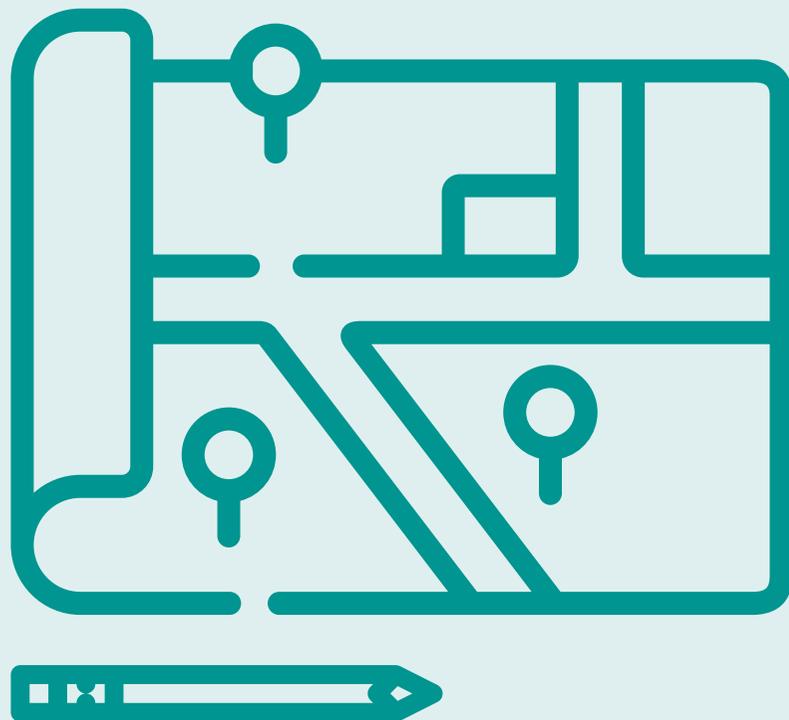
Support the redevelopment of strategic development sites/precincts to provide for additional employment and housing opportunities and improvements to the public realm.

10

Encourage new development in the High Street Village and New Epping neighbourhoods including medium-high density housing, commercial and local retail uses.

Section 2: Key Themes

Urban Living



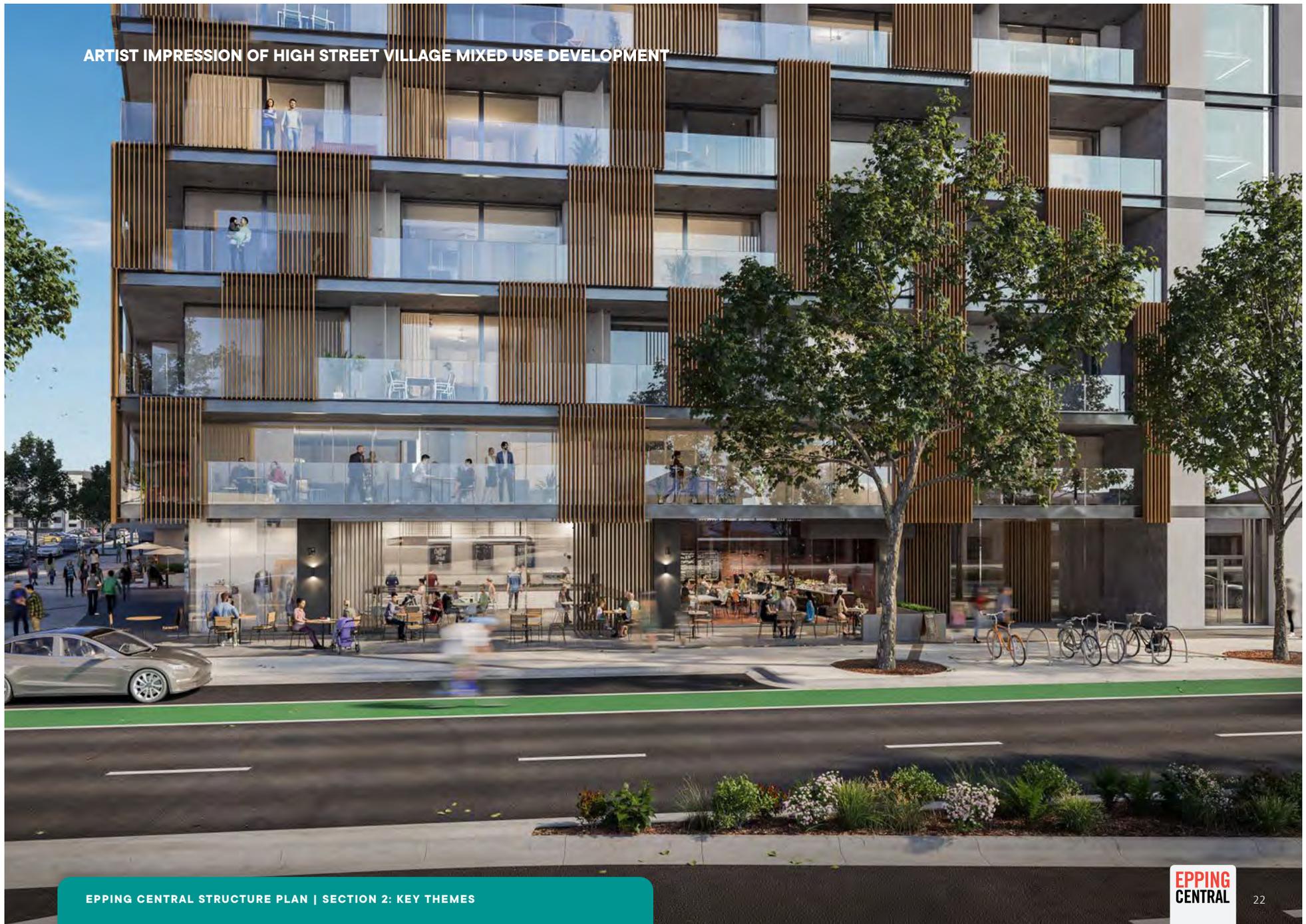
Provision of appropriate housing within the Epping Metropolitan Activity Centre is vital to achieving the vision for the activity centre.

New and varied types of housing is expected to emerge as the housing market in the northern growth corridor continues to mature. Demand for high density living close to transport, services and shopping will appeal to the diverse existing and evolving Epping Central community. Residential growth will complement the rejuvenated civil, leisure and retail offer within Epping Central and continue to provide a place for the community to live, shop, learn, play and visit.

Objectives

- To increase the provision and diversity of housing types (including affordable housing) that caters for all sectors of the community to live in the Activity Centre/Epping Central.
- To encourage increased residential densities particularly in locations that are close to public transport, employment and community facilities.
- To encourage residential development that is of a high quality design that enhances the amenity of existing and future residents and responds to the preferred character of the area.
- To ensure that development contributes to the environmental sustainability of the City and assists Epping Central to become a leader in sustainable urban living.

ARTIST IMPRESSION OF HIGH STREET VILLAGE MIXED USE DEVELOPMENT



Strategies



Land Use

- Support increased residential densities, within the activity centre core and within walking distance of the Principal Public Transport Network (PPTN), retail, employment opportunities and community facilities.
- Support the development of residential neighbourhood precincts providing for diverse local housing opportunities supported by local facilities and open space.
- Encourage the development of higher density residential development integrated with other land uses including a mix of retail, commercial and entertainment uses in appropriate locations, particularly when these uses provide a range of daytime and night-time activities.
- Encourage more intensive use of vacant or under-utilised land.
- Support high density mixed use outcomes with retail and commercial uses at the lower levels and high density apartment style residential development at the upper levels, in locations consistent with the Strategic Land Use Framework Plan (Urban Living Plan).
- Encourage a diverse range of dwelling types with regard to size, design, materials used, number of bedrooms and price range to cater for different household types including older people and students.
- Locate higher built form towards main streets, public spaces, open space, creeks and important vistas.
- Support and promote the consolidation of land into larger parcels within proximity to public transport, community infrastructure and retail centres to facilitate higher density apartment style residential development outcomes (such as apartments and street-based townhouses and multi-unit housing typologies). Ensure the consolidation and development of sites occurs in a progressive manner and does not result in creation of small, isolated holdings of land with limited development potential.
- When assessing applications for residential purposes in areas where there is an employment and economic development focus, consider whether the use is complementary and appropriate to the area and is designed to effectively mitigate amenity impacts from non-residential uses to avoid land use conflicts.



Sustainable Housing

- Residential developments must consider environmentally sustainable design outcomes, from the planning and design stages through to construction and operation in relation to building energy management, integrated water management, indoor environment quality, transport, waste management and urban equality.
- Encourage the use of sustainable and locally sourced materials throughout the built form.
- Support increased environmentally sustainable performance of new housing through planning applications and permit requirements, appropriate to the scale of new housing development.
- Advocate for the further inclusion of innovative sustainable solutions as part of new housing such as micro-energy grids and waste management solutions.
- Support Epping Central to become a leader in sustainable design and technology innovation, at the precinct scale to achieve reductions in greenhouse gas emissions, peak load electricity use and greater energy efficiency by achieving at minimum 7 Star NatHERS rating and incorporating renewable energy solutions.
- Consider the local impacts of climate change and take appropriate measures to ensure development reduces its contribution to climate change in design, construction and over the life of development.
- Protect local stormwater and waterway quality and ensure development is designed to minimise water use, encourage water treatment and reuse and be designed to allow future provision of water capture and reuse.



Affordable Housing

- Support a range of Affordable Housing models including emergency shelter and crisis accommodation, transitional and supported housing, social housing and affordable housing managed by Registered Housing Agencies.
- Facilitate the increased provision of affordable and/or social housing within Epping central by negotiating outcomes and/or partnering with private developers, State Government and Registered Housing Agencies.
- Encourage a range of dwelling types to cater for a diverse range of household types and to meet the needs of Registered Housing Agencies.



Accessible Housing

- Provide accessible and adaptable housing at a rate of 1 for every 10 dwellings in a development of 10 dwellings or more.

Development Principles and Guidelines

Character and Presentation

- Ensure all new homes are of a high-quality design that reflects the attractive, urbanised and vibrant preferred character for the centre, enhances the amenity for both existing and future residents and enriches the architectural quality of Epping Central.
- High quality design outcomes must provide attractive contemporary architectural styles particularly in the development of apartment buildings and multi-unit terraces.
- Ensure that Affordable Housing dwellings meet the same or exceed design and internal amenity standards as market-housing dwellings and are designed and located to be tenure blind. These include access to good daylight, thermal comfort and indoor environment quality.

Siting and Setbacks

- Front setbacks and front setback landscaping to have regard to the surrounding neighbourhood, local amenity, encourage activation of the street and increase passive surveillance opportunities.
- Rear and side setbacks must create building separation and provide sufficient space to establish landscaping to soften the built form and increase amenity of medium and higher density developments.
- Building separation must ensure appropriate solar access, landscaping and visual separation of the built form.

Facades and Articulation

- Façade treatments are to distinguish between individual dwellings/units and reduce visual dominance and bulkiness of development from the street and public open space.
- Shared and private outdoor open space such as balconies, foyers and communal areas must be designed to ensure adequate and useable internal and external amenity, provide suitable passive surveillance opportunities, reduce overlooking and include elements of Crime Prevention in Design as appropriate.
- Lower and transparent style balustrading is encouraged to increase internal natural light, create passive surveillance opportunities and reduce the bulkiness of development
- Clearly defined building entries at street level, providing a sense of address and transitional space.

Amenity

- New development for residential and other sensitive uses should:
 - Minimise impacts of overlooking.
 - Orient buildings to maximise solar access.
 - Limit noise levels to habitable rooms.
 - Incorporate treatments along the existing rail corridor and proposed Wollert Rail Corridor to minimise potential impacts associated with noise and vibration.
 - Maximise internal amenity of dwellings including access to light, ventilation, size of dwellings and height of ceilings.
 - Avoid ‘reverse living’ products except where there is not other options available, an enhanced outlook opportunity exists (i.e adjacent open space) and the balcony is designed or located to minimise the need for overlooking screening.

Preferred Dwelling Types Could Include:



Street view

Aerial view

Duplex



Street view

Aerial view

Street view

Aerial view

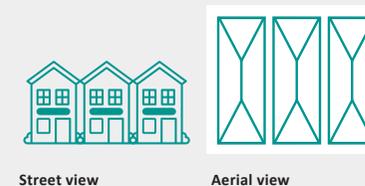
Townhouse



Street view

Aerial view

Multi Unit



Street view

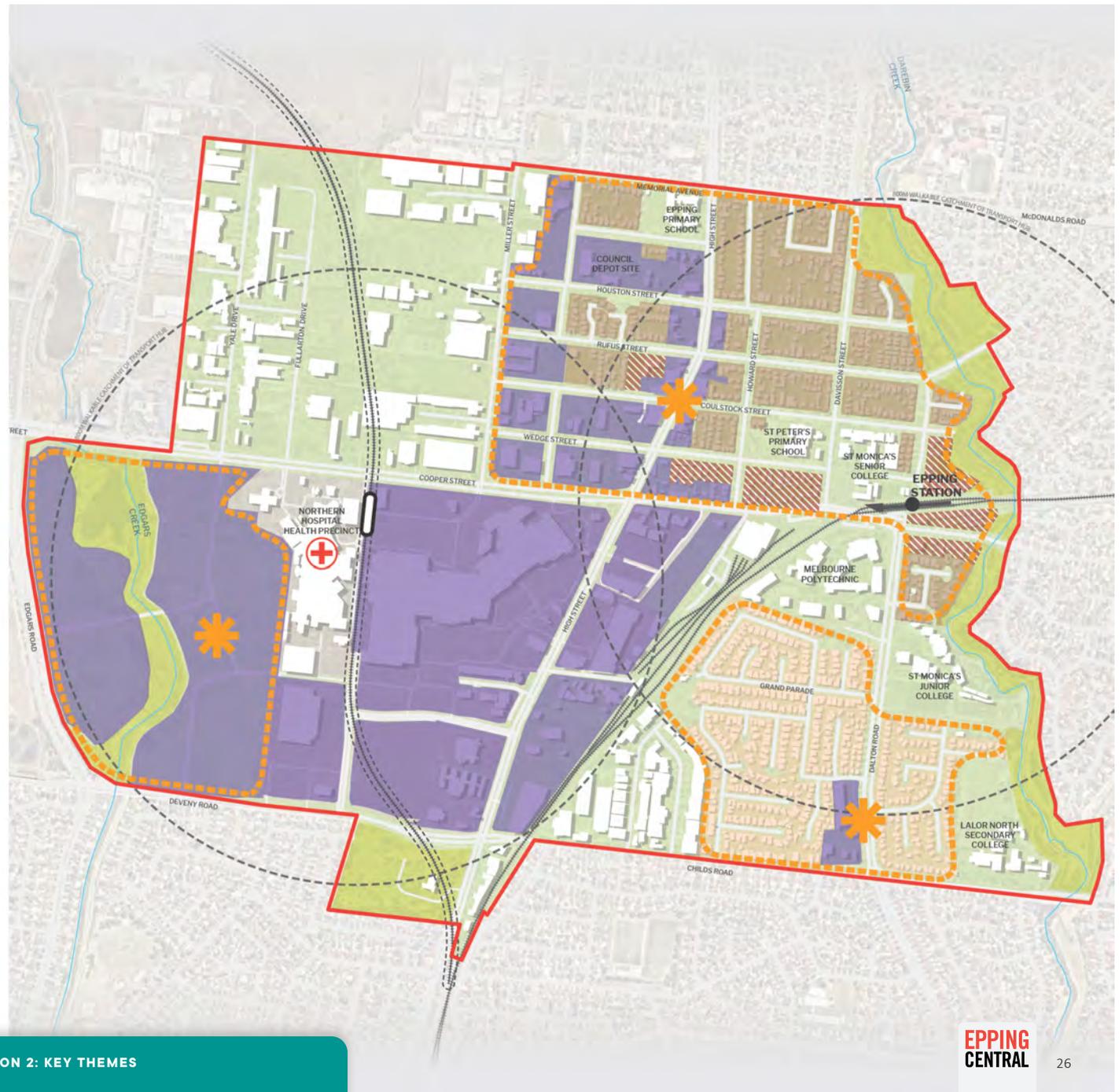
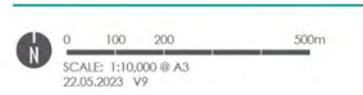
Aerial view

Apartment

Shop-Top Housing

Urban Living Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- FUTURE WOLLERT RAIL CORRIDOR
- MIXED USE
- + NORTHERN HOSPITAL HEALTH
- EXISTING PUBLIC OPEN SPACE
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- RESIDENTIAL
- NEIGHBOURHOOD PRECINCT
- * NEIGHBOURHOOD CENTRE
- FUTURE TRAIN STATION INTERCHANGE
- 800M WALKABLE CATCHMENT - TRANSPORT HUB



Movement and Transport



Enhanced accessibility and ease of movement throughout the Activity Centre is central to achieving the vision for Epping Central.

Epping Central is currently a car dominated environment. Utilise integrated transport management and land use planning techniques to induce behavioural change to reduce the dependency on private motor vehicles and increase use of alternative travel options. Whilst Epping Station is located at the edge of the Activity Centre, a bus interchange is more centrally located. Together they provide strong public transport connections, connecting people to jobs, retail and community services. Improvements to public transport infrastructure, including longer term planning for the future Wollert Rail line, will significantly improve accessibility and promote more sustainable forms of travel for those who live, work and visit the centre.

As the Activity Centre continues to develop, transport solutions which improve pedestrian, cyclist and public transport connections will help reduce the reliance on private vehicle trips. An increase in mixed use development outcomes where local employment, shopping, leisure and living opportunities are located in close proximity to each other will encourage multi-purposes trips and further lessen the reliance on private vehicle trips.

Objectives

- To provide for an efficient, safe, accessible and permeable sustainable transport network.
- To prioritise sustainable modes of transport, including walking, cycling and public transport over private vehicle use.
- To improve connectivity between public transport stops / interchange points and local amenities / key land uses to and within Epping Central to boost the viability of walking and cycling.
- To improve the public transport network in, and connecting to, Epping Central.
- To provide for well-connected and safe road network including an efficient hierarchy of roads.

Strategies



Walking and Cycling

- Create a vibrant pedestrian environment through the whole Activity Centre that demonstrates high levels of amenity for pedestrians and cyclists.
- Prioritise walking and cycling as the primary means of transport over private motor usage in the design of all new developments, roads and public spaces.
- Facilitate the development of Priority Pedestrian movement corridors between key destinations which prioritise

pedestrians and provide for high levels of amenity including provision of wayfinding elements, lighting and public art.

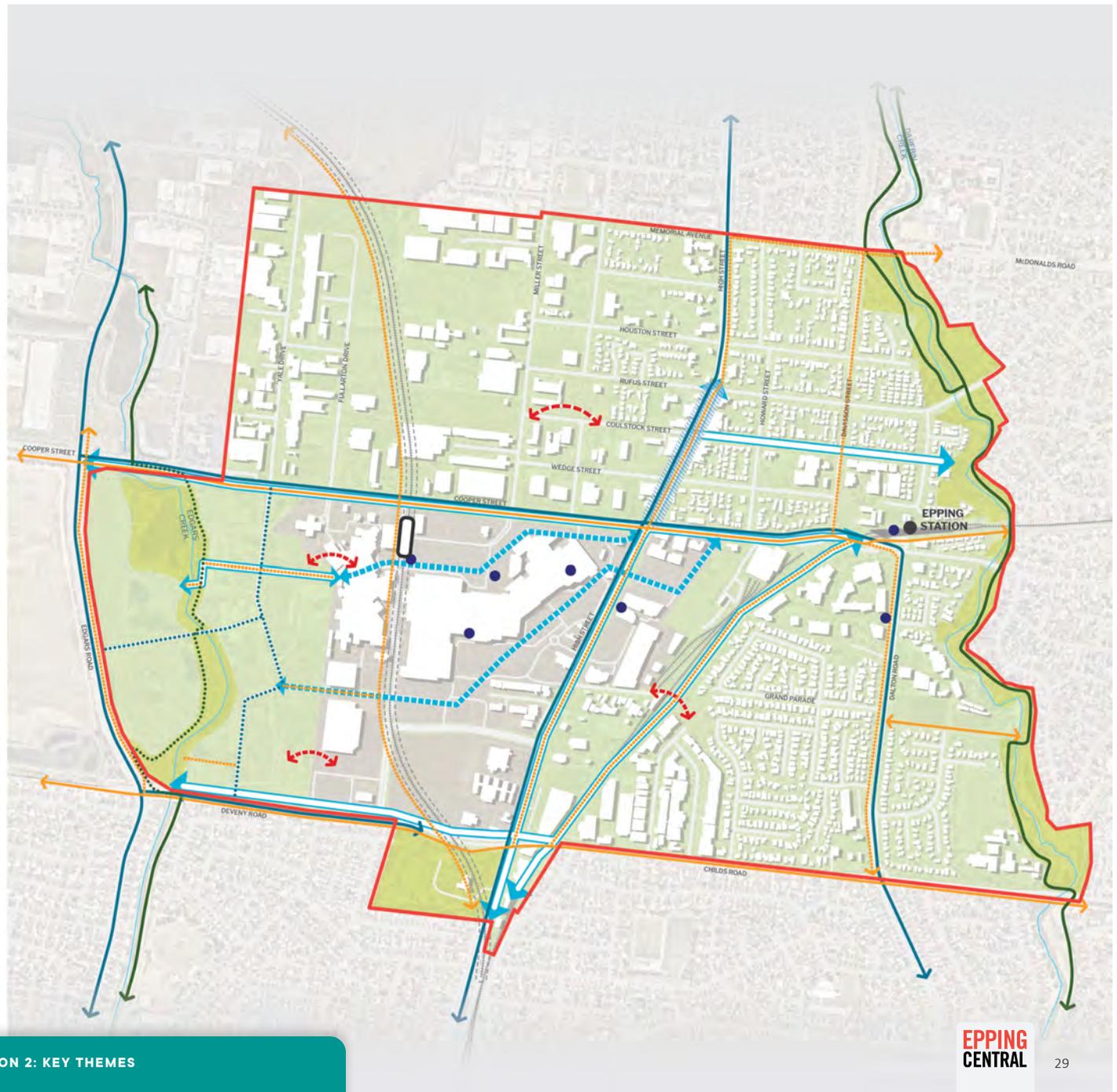
- Engage with stakeholders to facilitate the provision of new pedestrian links to better connect the activity centre.
- Develop an integrated network of walking and cycling routes, including crossing points on major roads and public transport corridors, that is safe, accessible, connected and provides direct lines of movement between destination points.
- Prioritise and facilitate the completion of pedestrian and cycling paths, which close existing gaps within the network and which are DDA compliant.
- Ensure development is designed to provide access for all user groups including children on bikes, prams, people with mobility issues and the elderly.
- Design strategic development sites to provide for a safe and permeable walking and cycling network that links to the existing network and which provides connectivity to key services and facilities.
- Link strategic development sites through a series of well-connected pedestrian routes which provide effective and efficient movements through the internal and external elements of these sites.
- Require the ample provision of end of trip facilities and accessible bicycle parking in a safe and convenient locations.
- Advocate for improvements to the pedestrian network that provides for safe and efficient pedestrian movement and local connections including prioritisation of pedestrian movement across major roads.

ARTIST IMPRESSION OF THE PROPOSED ALIGNMENT OF THE FUTURE WOLLERT
RAIL CORRIDOR AND INDICATIVE DEVELOPMENT OF REGIONAL DEMAND PRECINCT



Pedestrian & Bicycle Transport Movement Plan

-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  PROPOSED WOLLERT RAIL LINE
-  FUTURE TRAIN STATION INTERCHANGE
-  PEDESTRIAN PRIORITY MOVEMENT CORRIDOR (INDICATIVE ALIGNMENT)
-  PRIMARY PEDESTRIAN LINK
-  POTENTIAL PEDESTRIAN LINK
-  EXISTING ON-ROAD BIKE LANE
-  EXISTING OFF-ROAD SHARED PATH
-  EXISTING OPEN SPACE TRAIL
-  PROPOSED ON-ROAD BIKE LANE
-  PROPOSED OFF-ROAD SHARED PATH
-  PROPOSED OPEN SPACE TRAIL
-  PRIORITY ROAD REDEVELOPMENT ZONE
-  END OF TRIP CYCLE FACILITIES





Roads

- Advocate for greater on road priority for buses as a means of achieving increased service provision and efficiency.
- Design and upgrade roads to provide high levels of amenity, safety and convenience for all road users.
- Design roads and intersections to facilitate movement of (in order of priority) pedestrians, cyclists, public transport, freight and private vehicles and that facilitate regular and safe crossing points for pedestrians.
- Improve the design and function of roads, in particular High and Cooper Streets in response to regional road upgrades and freight network route changes, in order to support increased pedestrian and cyclist activity within the Activity Centre.
- Support the use of sustainable material selection and/or construction process for new road pavements which achieves improved environmental outcomes including less greenhouse gas emissions or a reduction in waste generation.
- Significantly improve the amenity of the arterial roads and ensure there is capacity for on-road bike lanes and bus routes.
- Advocate for speed limit reductions on High Street, in way that provides a consistent vision for the whole corridor.

- Improve increased pedestrian activity within the Priority Road Redevelopment Zone along High Street by creating a greater sense of enclosure and improved amenity through use of street width, building height and landscape design including provision of canopy tree planting within the road reserve.
- Support road upgrades and other transport initiatives that assist with reducing traffic movement through Epping Central to reduce congestion including duplication of Childs Road and construction of the E6 Outer Metropolitan Ring Road.
- Construct Duffy Street between Wedge Street and Coulstock Street and Coulstock Street generally between Duffy Street and Miller Street subject to detailed design.
- Extend Memorial Avenue to Miller Street.



Parking

- Apply a transitional approach to parking requirements that includes regular monitoring of parking conditions to ensure parking provision responds to demand.
- Position car parking to minimise the impact of vehicle movements and emissions on pedestrian amenity.
- Adequately screen at grade car parking from view lines of all major roads and the public realm.

- Design at grade car parking to provide for adequate landscaping, surface water management, lighting, bicycle parking and pedestrian safety.
- Link major car parks through a street network that separates pedestrians and vehicles and prioritises pedestrian movement.
- Position car park access and egress points to ensure clear identification and reduce conflicts between vehicles and pedestrians.
- Support the provision of Electric Vehicle car parking alongside traditional vehicle parking outcomes.
- Ensure on-street vehicle parking does not impact upon streetscape design, allows for tree planting and other design elements.
- Discourage the development of temporary car parking outcomes which impact on the realisation of the vision of Epping Central and that are located along key north-south and east-west road networks.
- Activate large Car Parking areas through
 - Introduction of temporary/interim activated uses in undeveloped at grade parking by encouraging community activities such as markets, vendor stalls and festivals.
 - Support retrofitting of existing car parking to create a stronger pedestrian connection between the building and the street.
 - Encourage alternative uses for car parking lots during low demand periods through initiatives such as pop up parks and transient outdoor dining.



Public Transport

- Actively advocate for improved public transport infrastructure and services throughout Epping Central, particularly the construction of Wollert Rail Corridor including a station at Epping Central and improved bus frequencies and route coverage.
- Advocate for the rail design to include grade separation, shared paths along the corridor and linear open space that can accommodate active uses beneath an elevated rail structure.
- Consider the alternate alignment for the Wollert Rail Corridor and Epping Central station at Pacific Epping Shopping Centre as part of the finalisation of the Structure Plan.
- Support high density, mixed use employment and residential development in proximity to Epping Station, bus interchange and proposed future Wollert Rail Corridor train station including the Epping Renewal Site.
- Ensure the location of the Epping Central station connects with the key pedestrian movement corridors including direct links to residential development in New Epping as well the existing and proposed residential uses surrounding Epping Central.
- Advocate for grade separation of the Mernda line at the Childs Road level crossing.

Development Principles and Guidelines

Pedestrian Priority Movement Corridors

- Ensure that Pedestrian Priority Movement Corridors provide for:
 - Wide footpath (minimum 3 metres) that is accessible and not impeded by other structures.
 - Shelter and shading where possible including canopy trees.
 - Wayfinding signage.
 - Seating at regular intervals.
 - Lighting and passive surveillance from surrounding built form.
 - 24 hour access.
 - Prioritised and safe crossings of roads and access points.

Proposed Epping Central Station

- Encourage co-locating the station with the proposed community uses and open space / public square.
 - Ensure the station includes multiple entry and exit points that link directly with pedestrian priority links and pedestrian movement corridors.
 - Plan for the station as a multi-modal interchange with connections to the bus interchange and cycling facilities through:
 - locating the bus interchange in proximity to the station to ensure the safety and amenity of intermodal transport users.
 - Provision of end of trip facilities for cyclists
- Promote transit oriented urban regeneration around the future train station through:
 - Provide appropriate setbacks based on context
 - Ensure active frontages / human scale at ground level where required.
 - Increased footpath width to accommodate pedestrian activity
 - Locate outward facing convenience retail uses close to the future station entry
 - Include a diversity of activities that extend the hours of use
 - Avoid and reduce prevalent blank walls to increase opportunities for surveillance
 - Align station entries with entries of surrounding uses
 - Create a well-lit environment that promotes safety for train users
 - Increased future pedestrian permeability through existing large format-built form of Northern Hospital and Pacific Epping Shopping Centre

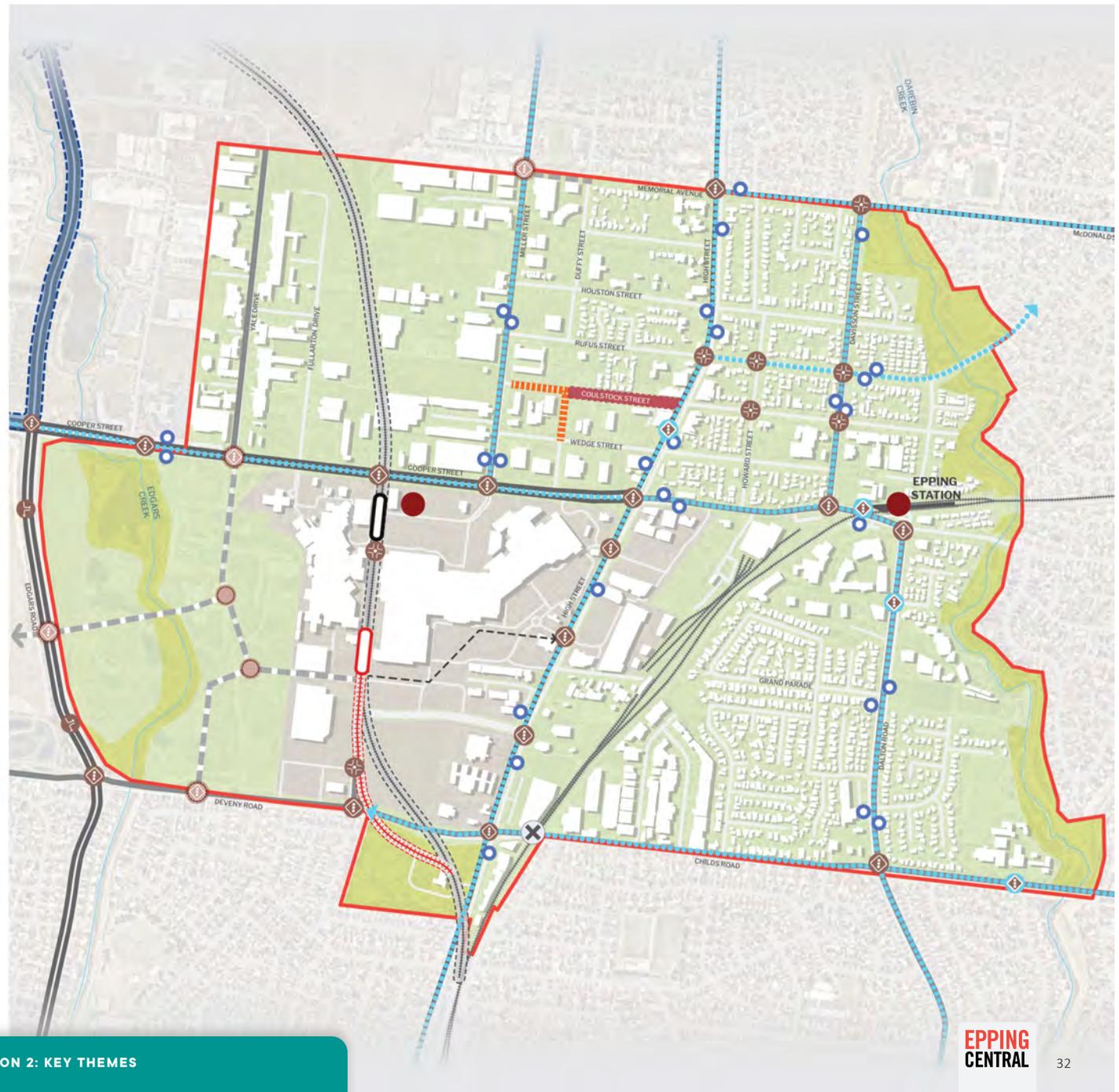
Proposed Wollert Rail Corridor

- New development is to be designed and located to protect the future Rail Corridor Alignment.
- Construction of the rail line is to provide for ground level vehicle connectivity between the Pacific Epping Shopping Centre with adjacent roads, the Northern Hospital and Epping Renewal Site.
- New development immediately abutting the future Wollert Rail corridor must provide for an appropriate interface consistent with the including opportunities for passive surveillance and consider potential noise and vibration impacts.
- Applications for new development on or immediately abutting the future Wollert Rail corridor are to be referred to the Head of Department of Transport.

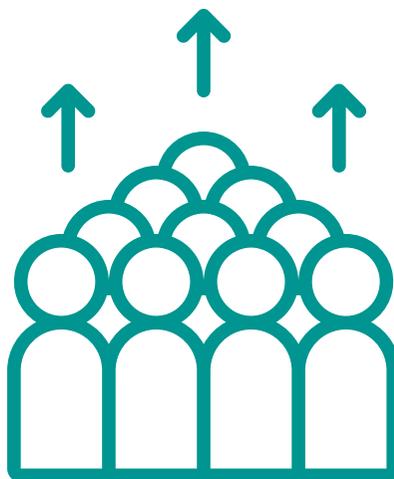
Road & Public Transport – Transport Movement Plan

- ▭ EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- EXISTING ARTERIAL ROAD
- EXISTING CONNECTOR ROAD
- EXISTING LOCAL ROAD
- PROPOSED ROAD
- PREFERRED PRIORITY ROAD CONNECTION
- EXISTING EPPING RAIL LINE
- PROPOSED WOLLERT RAIL LINE
- PROPOSED TRAIN STATION
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATIVE RAIL ALIGNMENT
- MAJOR BUS INTERCHANGE
- ↔ BUS ROUTE
- BUS STOP
- ⊗ EXISTING ROUNDABOUT
- ⊕ PROPOSED ROUNDABOUT/UPGRADE
- ⊘ EXISTING SIGNALISED INTERSECTION
- ⊙ PROPOSED SIGNALISED INTERSECTION/UPGRADE
- ⊕ SIGNALISED PEDESTRIAN CROSSINGS
- ⊖ LEFT TURN IN LEFT TURN OUT
- ⊙ PROPOSED INTERSECTION-TREATMENT TO BE DETERMINED
- ⊗ LEVEL CROSSING
- ↔ PRINCIPAL FREIGHT NETWORK
- URBANISATION OF ROAD
- COULSTOCK STREET REDEVELOPMENT AREA

0 100 200 500m
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Employment and Investment



Land uses within the Activity Centre are anticipated to build upon the existing retail, industrial, health, civic and developing commercial sectors, to further strengthen the local and regional economy and increase employment opportunities for local residents.

The diversification of land uses will revitalise the retail core around Pacific Epping Shopping Centre and the neighbourhood heart along High Street to become a thriving place for people to work, shop, visit and play both during the day, evening and at night. Increasing local employment to match population growth and the creation of vibrant and competitive commercial precincts are supported by the Strong Local Economy Strategy.

The industrial core will continue to change and mature to offer a greater mix of warehousing, office and commercial space for the developing food and medical industries and other emerging industries. Improvements in sustainable transport outcomes will help people travel safely between where they live and work and strengthen the sense of place.

The urban core is proposed to be the centre of activity and regional facilities incorporating The Northern Hospital, NCHER, new Northern Private Hospital (under construction), Pacific Epping Shopping Centre and Epping Homemakers Centre. It will be the focus for intensification of development and provision of a greater diversity of uses with a focus on the provision of high level regional services and facilities. A high level of amenity, focus on the public realm including prioritisation of pedestrian movement is also paramount in the urban core. Whilst surrounding land to the south and west of the urban core also offers opportunity for medium to high levels of mixed use development, it is anticipated that development will transition at the interfaces to integrate with surrounding residential development.

Objectives

- To support the expansion and diversification of business opportunities that will increase access to local employment opportunities and essential services.
- To encourage further hospitality, entertainment, retail and office development in appropriate locations within Epping Central.
- To support co-working and shared workplace outcomes which allow people to work from or closer to home.
- To support Epping Central’s role as an expanded Health Hub anchored by The Northern Hospital, NCHER, new Northern Private Hospital (under construction), and an expanded Food Hub leveraged from the Melbourne Markets and proposed Melbourne Food Innovation and Export Hub (MFIH).
- To encourage light industrial development in appropriate locations that is well designed with high quality finishes.

ARTIST IMPRESSION OF INDICATIVE FUTURE DEVELOPMENT
OF HEALTH PRECINCT AND EPPING RENEWAL SITE



Strategies



Employment – Retail, Hospitality and Entertainment

- Facilitate and support new retail development that provides local employment, training and entertainment opportunities, particularly for young people.
- Designate areas to significantly increase mixed use development, inclusive of retail uses along streets with high pedestrian activity, close to the Principal Public Transport Network (PPTN).
- Support high-density mixed-use development that combines retail and commercial uses at lower levels with housing above.
- Encourage a diverse mix of retail spaces for different business types from start-up first businesses to large retail chains.
- Encourage entertainment and leisure-based uses that create a 'family friendly', youth inclusive and safe environment.
- Encourage the provision of and locate high-quality entertainment, leisure and restaurant based uses fronting streets and urban square's and in proximity to public transport networks to increase passive surveillance, safety, accessibility, visitation and activation of the Activity Centre.
- Encourage longer trading hours for retail and hospitality premises throughout Epping Central to improve the safety and vibrancy of Epping Central during evening hours and enhance the night-to-night economy.
- Support the area around Pacific Epping Shopping Centre and Epping Homemakers Centre as a key shopping destination for higher order and specialty retail.
- Implement a harm minimisation approach to land uses that have potential negative socio-economic impacts on the community e.g. electronic gaming machines, packaged liquor, by encouraging these types of uses to locate where the potential for negative impacts on the local community is minimised.



Employment – Commercial

- Leverage off Epping Central's proximity to major transport connections including the Hume Freeway, Mernda Rail Line and the proposed Wollert Rail Corridor, and the diverse skills set of Epping Central's population, to encourage establishment of diverse types of office and commercial development.
- Attract future employment-based development that complements the following existing and proposed employment areas:
 - Fresh produce distribution
 - Food and fibre innovation
 - Health and human services
 - Community Services
 - Retail and manufacturing
 - Tertiary education
 - Real Estate and Property Development
 - Employment and Career Planning Services.
- Significantly increase the supply of high quality, sustainably designed office floorspace particularly along Cooper Street and High Street and in mixed use precincts.
- Encourage the location of regional level government and non-government facilities, services and office development in the Activity Centre Urban Core.



Employment – Industrial

- Locate industrial development and ancillary office space to leverage off Epping Central's proximity to major transport connections including the Hume Freeway, Melbourne Airport and future Beveridge Inter-modal Freight Terminal.
- Encourage future industrial based activity which complements and builds upon existing employment areas of fresh produce warehousing and distribution, food and health innovation and education.
- Site industrial development in locations that ensure the most efficient use of land, maximise use of existing resources and protect the amenity of sensitive uses.
- Support industrial development that creates a high number of employment opportunities for local residents and discourages land intensive / low employment uses such as storage facilities.
- Encourage the relocation of existing industrial uses over time from precincts with a mix of uses which include sensitive uses.



Sustainable Employment

- Encourage small business developments, and require medium to large scale business development to integrate Environmentally Sustainable Design (ESD) solutions and circular economy thinking into their planning, construction, management and operation.
- Facilitate and support business developments that use sustainable designs and technologies, to achieve innovative development and precinct-scale environmentally sustainable performance outcomes that are efficient and cost-effective.
- Ensure business developments in Epping Central respond to likely climate change impacts and provide for climate change adaptation.
- Encourage business developments to include sustainable transport outcomes such as bicycle parking and electric vehicle charging infrastructure.
- Support the use of sustainable and locally sourced materials within built form and infrastructure.
- Encourage business developments to implement and maintain site-based sustainable infrastructure such as Water Sensitive Urban Design (WSUD) and Integrated Water Management (IWM) Assets.



Signage

- Provide business identification signage that is clear, succinct, visually pleasing and which integrates and is compatible with the building design, scale, material and colour and does not dominate the appearance of the urban environment.
- Reduce the impact of signage upon the experience of pedestrians and amenity of surrounding residential areas.
- Encourage signage that integrates with the existing streetscape and contributes to the urban identity and Epping Central legibility.
- Site signs in one location or consolidate multiple signs into a single structure to reduce visual clutter for development with multiple tenancies or where multiple businesses share a frontage.
- Provide opportunities to integrate signage and graphics with the building design to minimise vandalism.
- Discourage the use of major promotion signs and billboards.
- Promotional signage should avoid advertising which is not located on the site to which it relates.



Interim Use / Development

- Protect the long term use of land for high intensity employment purposes by discouraging interim use and /or development of sites where this is likely to compromise the future development potential the site or which are incompatible with the preferred land use/ development outcomes
- Avoid the fragmentation of land where it does not support the broader Vision and objectives for Epping Central.
- Support interim retrofitting of existing development if it improves presentation to the public realm.
- Facilitate/support temporary uses on disused land that is not immediately developable.
- Support may be given for interim proposals that provide for flexible floor spaces that can be adapted in the future to achieve the desired outcomes for the site.

Development Principles and Guidelines

Character and Presentation

- Built form should seek to achieve quality development in a contemporary style which enhances the overall appearance of employment areas in the Activity Centre.
- Allow for adequate vehicular, pedestrian and bicycle access and on-site car and bicycle parking for the proposed use.

Siting and Setbacks

- Built form should be of a scale and appearance that is consistent with the sites location, surrounding land uses and the broader employment objectives of Epping Central.
- Provide high quality and attractive landscape and building setbacks that enhance the appearance of the development.
- Orientate built form as to promote solar access and efficiency.

Interface and Activation

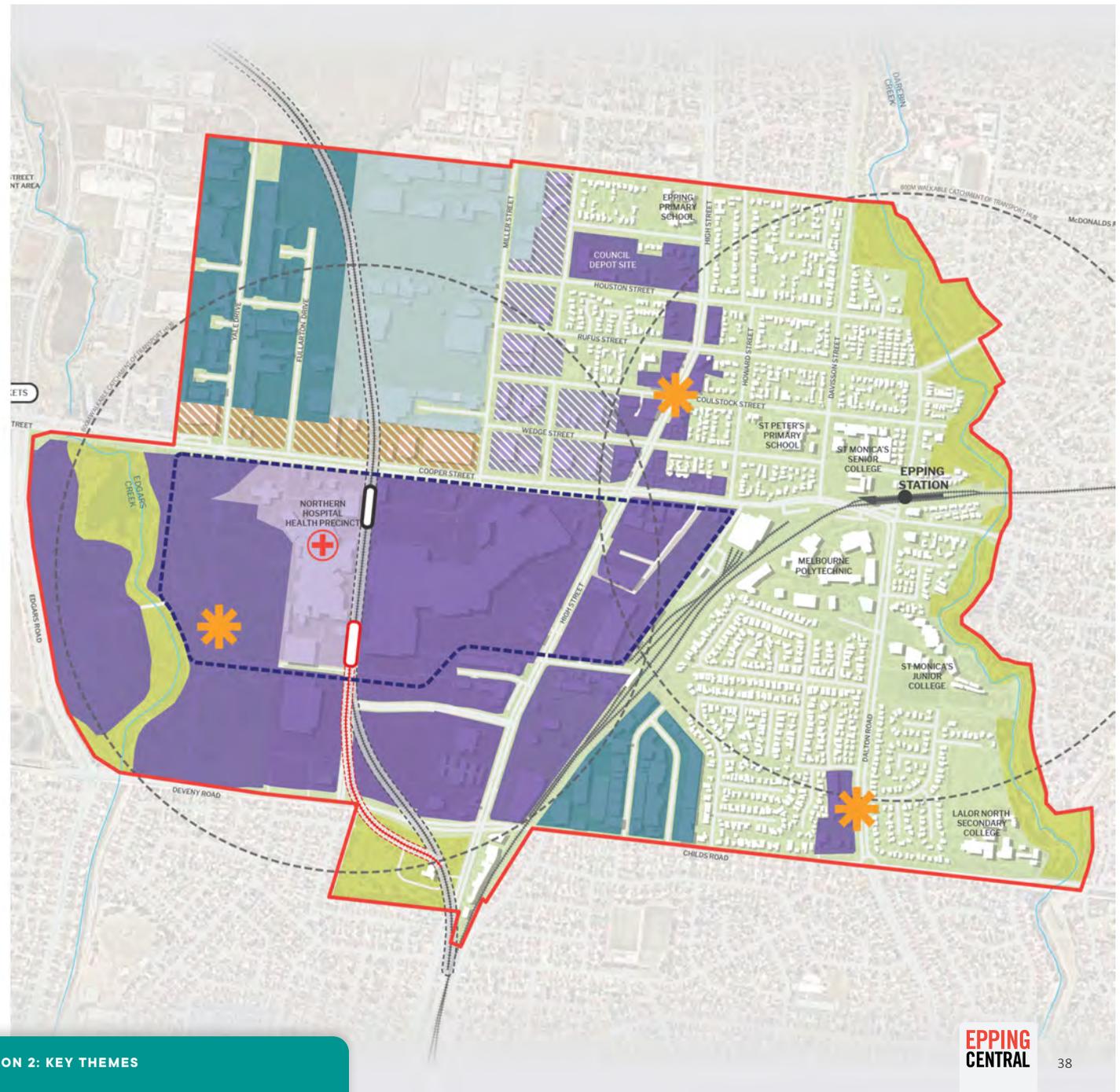
- Development of lots adjoining the public transport corridor are to be designed to screen the view of any storage, garbage or servicing areas from the corridor. The rear of lots adjoining the public transport corridor are to be landscaped as to improve the visual quality of the corridor.
- Built form must address the street and avoid long blank walls which dominate the streetscape, public transport corridors and the public realm.
- Architectural features are to be used to emphasise building entrances and improve the way buildings address the primary street frontage.
- Exposed blank walls are discouraged and must be finished to the same standard as the rest of the building to minimise the potential for graffiti and other vandalism.

Facades and Articulation

- Fencing when required is to be paired with screen planting and be setback from the street.
- Provide weather and climate responsive overhangs and awnings along commercial frontages and key pedestrian walking routes (additional weather protection from sun is provided by landscape).
- Incorporate awnings and overhangs to enhance the legibility of building entries and amenity of the public domain.
- Create a sense of multiple buildings rather than a single street wall, where possible. Sleeve larger stores with small scale buildings and/or uses along the street.
- Provide clearly defined and visible building entries which face directly on to the street.
- Shop front windows, including patterns should be integrated with other architectural features, reinforcing the larger building facade while providing variation.
- Articulate built form elements such as roofs, balconies, windows, doorways to contribute to the preferred future high-end employment focus of the centre.
- Locate office use towards the street in front of warehouse and industrial elements.

Employment Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- POTENTIAL WOLLERT RAIL CORRIDOR
- + NORTHERN HOSPITAL
- NORTHERN HOSPITAL HEALTH PRECINCT
- MIXED USE
- MIXED USE - EMPLOYMENT FOCUS
- EMPLOYMENT - COMMERCIAL/OFFICE
- EMPLOYMENT - COMMERCIAL/OFFICE/LIGHT INDUSTRIAL
- EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
- ACTIVITY CENTRE - URBAN CORE
- NEIGHBOURHOOD CENTRE
- * FUTURE TRAIN STATION INTERCHANGE
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATIVE RAIL ALIGNMENT
- 800M WALKABLE CATCHMENT - TRANSPORT HUB



Community Facilities and Services



High quality and easily accessible community facilities are essential to the positive development and wellbeing of the existing and emerging community.

As an important focus for community life, new community facilities in Epping Central must cater to both the local neighbourhood and to the broader community. In addition, they must be sustainable, well located and contribute to the strengthening of the community.

Community facilities and services within Epping Central will create an increased sense of place, belonging and community pride. The services that will be available to the community will have a direct benefit in terms of health and wellbeing, educational outcomes and cultural strengthening. A strong and resilient community is better able to participate to local economic activity.

Epping Central’s status as a Metropolitan Activity Centre creates a significant opportunity for a major landowner in the precinct to accommodate and facilitate the provision of landmark, regionally significant community facilities. These facilities will attract significant visitor numbers and by co-locating in a retail and commercial setting an economic and wellbeing synergy can be created.

Objectives

- Enhance existing community infrastructure to increase accessibility to a broad range of health, education, cultural and recreation services.
- Enhance community resilience by providing community facilities and services which cater for the needs of the existing and emerging community.
- Provide community facilities that are designed to meet best practice standards in built form design, sustainability and service provision.

Strategies



Service Provision

- Increase the level of community services and facilities that responds to the regional role of Epping Central and which meets the needs of existing and future residents from all cultural backgrounds at different life stages including young people, families and the aged.
- Embrace a social model of health which addresses health and wellbeing and community strengthening in its broader social context.
- Recognise and understand the changing demographic profile of Epping Central residents and visitors to continue to support a vibrant, cohesive and resilient community.
- Build mutually beneficial relationships with public and emergency services providers and the private health sector.
- Partner with key private land holders to develop a stronger civic and community presence and service provision within key areas of Epping Central.
- Promote and enhance community connectedness and community building programs and opportunities.



Location

- Position community services and infrastructure in locations with strong public transport and pedestrian connectivity and in areas of high exposure to and visibility from the public realm.
- Support the integration of community facilities with other retail and service offerings to increase accessibility and multipurpose trips, with a focus on better provision for youth, people with a disability and older people.
- Develop and enhance a series of inclusive and accessible public spaces for the community to meet and dwell.
- Increase community health and wellbeing by co-locating community facilities with urban squares and open spaces that cater to a diverse range of community needs and activities which enhance opportunities for social interaction.

Development Principles and Guidelines

Character and Presentation

- Ensure that the design of new community facilities consider Gender Equity in Design Guidelines and universal design and access.
- Community facilities should set the standard in architectural quality in the surrounding area by contributing positively to the sense of place.
- Encourage schools to position buildings so that they contribute positively to the streetscape and provide passive surveillance opportunities.

Siting and Setbacks

- Orientation of the built form and building design must maximise the use of natural light and enhance links to site surroundings and landscaping.
- Internal spaces should be flexible, multipurposed and compatible to allow for a variety of community building activities to occur.

Interface and Activation

- Built form must provide an active frontage to a street or urban square that allows for clear lines of sight between surrounding areas and the facility entry points and maximise passive surveillance opportunities.
- Consider location of public art location and expression at the outset of the design.

Facades and Articulation

- Entry into community facilities are to be architecturally articulated to define and reinforce their civic importance.

Community Facilities Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
- EDUCATION FACILITIES
- NORTHERN HOSPITAL HEALTH PRECINCT
- COUNCIL DEPOT SITE
- + MEDICAL FACILITY
- ⛪ CHURCH
- PRIVATE RECREATION FACILITY
- PRIVATE CHILDCARE FACILITY
- EXISTING EPPING RAIL LINE
- PROPOSED WOLLERT RAIL LINE
- PROPOSED TRAIN STATION
- POTENTIAL ALTERNATE TRAIN STATION
- PROPOSED ALTERNATIVE RAIL ALIGNMENT

- EXISTING COMMUNITY FACILITIES**
- 1 EPPING SERVICES HUB
 - 2 WHITTLESEA COMMUNITY CONNECTIONS
 - 3 PACIFIC EPPING MATERNAL AND CHILD HEALTH
 - 4 EPPING POLICE STATION
 - 5 EPPING MEMORIAL COMMUNITY HALL
 - 6 FIRE AND RESCUE VICTORIA
 - 7 OAKBANK KINDERGARTEN
 - 8 EPPING PRE-SCHOOL



LOCATION, PROVISION AND TIMING OF FUTURE COMMUNITY HUBS SUBJECT TO FURTHER INVESTIGATION AND CONSIDERATION OF A RANGE OF MATTERS INCLUDING SERVICE NEED, LOCATIONAL REQUIREMENTS, LAND AVAILABILITY, PARTNERSHIP OPPORTUNITIES AND FUNDING





Community Infrastructure Delivery Table

Community Infrastructure

Potential Services*

Potential Location/s*

Community Hub/s

A community hub for the region that adds a civic presence to the core of Epping Central with a focus on health/wellbeing and information/learning. Options include a consolidation of facilities including some existing facilities into a single hub or retention/delivery of some services from other sites/facilities. Delivery of hub likely to be in partnership.

Health and community services, Community meeting rooms, Social support services, Library services, Lifelong learning opportunities and training spaces, Arts space, Exhibition space, Large gathering space, Youth spaces, Childcare, Customer service.

Potential co-location with other uses including open space, health, education, co-working, government services, affordable housing and retail/café. The hub/s or specific services could be potentially located at the following sites subject to further investigation.

- Pacific Epping Shopping Centre in proximity to urban squares and transport nodes.
- Epping Services Hub site.
- Co-located at Melbourne Polytechnic Campus.
- Co-located at or in proximity to Northern Hospital site.

Neighbourhood Hub/s

Small hub or community space at neighbourhood level to support local community activity within a high density living environment. Encouraged to be delivered in partnership with other agencies.

Meeting space/s. Potential co-location with other uses such as open space, retail/café, community hub, schools, child care or early years facility.

- Epping Renewal Site.
- City of Whittlesea depot site (as part of any future mixed use development).
- Epping Homemakers Site (as part of any future mixed use development).
- Epping Services Hub site
- Local schools or churches.

**subject to future feasibility study and business case.*

Public Realm, Design and the Natural Environment



A focus on improving the quality of public spaces in Epping Central will evolve the sense of place creating a unique urban environment.

The transformation of streets, parks, creek corridors and shopping strips will create an attractive, functional and safe public realm for the diverse community that live, visit and work in Epping Central. Improved open space design, wayfinding and pedestrian connectivity and the inclusion of public art and street tree planting will enhance access to and interaction with the public realm.

Objectives

- To provide high quality public realm and well-connected open space.
- To provide high quality built form that is attractive and provides high levels of amenity.
- To provide for the significant greening of Epping Central including planting of canopy trees.
- To enhance and emphasise streetscapes in Epping Central as a critical component of the public realm.
- To significantly increase the provision of new public open space and enhance existing open spaces.
- To protect and enhance Darebin Creek and Edgars Creek reserves as important recreational, drainage, habitat and linear open space.
- To upgrade public realm infrastructure over time to perform in an innovative, safe, high capacity and sustainable way.
- To ensure that increased greening is a key aspect in the design and activation of the public realm.

ARTIST IMPRESSION OF FUTURE URBAN SQUARE AT CORNER HIGH AND COUSTOCK STREETS IN HIGH STREET VILLAGE PRECINCT



Strategies



Public Realm and Open Space

- Increase the amount of open space in Epping Central through the implementation of open space opportunities identified in Table 2.
- Design public open spaces to be educational, accessible, dynamic, safe and welcoming to people of all ages and cultural backgrounds.
- Ensure that the design, development and redevelopment of publicly accessible open space incorporates public art and integrated artistic elements that inspire, delight and provide a sense of place.
- Incorporate signage, public art and artistic elements into the streetscapes which is designed to integrate with street furniture and the Epping Central Brand identity.
- Provide opportunities for a range of non-commercial activities within open space and the public realm to encourage greater community participation and activation of these areas.
- Provide equity of access for all users by adopting best practice universal design to maximise the accessibility, amenity and functionality of Epping Central’s existing open spaces and public realm.
- Create new publicly accessible open space and urban squares that are well designed and improve the amenity and functionality of Epping Central through land acquisition, negotiation, partnerships and capitalising on opportunities where possible.
- Locate features such as shade trees, water features and public art towards the centre of urban squares to draw people into and through the space.
- Ensure open space is accessible and inviting to the pedestrians and cyclists on the road as well as those residing and employed within the development to encourage community cohesiveness.
- Focus on creation and improvement of open spaces for passive recreation that support increased residential and commercial development densities.
- Enhance the public realm within the Activity Centre Urban Core to prioritise pedestrian movements, create new public spaces and placemaking opportunities commensurate with a city centre environment.



Streetscapes

- Use public realm and open space to celebrate and enhance the individual character of each Precinct within Epping Central.
- Ensure that additional public open space and/or urban squares are provided as part of the redevelopment of strategic sites and is well landscaped and provides refuge from the street environment through shade, enclosure and protection of noise and dust from the road.
- Design spaces to embed the principles of Crime Prevention Through Environmental Design (CPTED).
- Encourage the use of sustainable materials and locally sourced or recycled materials throughout the public realm.
- Ensure a diverse range of public open spaces and opportunities is provided to promote social interaction and public gatherings and foster community cohesion.
- Require a 5% open space contribution to increase the supply of open space in Epping Central.
- Delivery of new open spaces and urban squares to be provided as part of the redevelopment of strategic sites transitioning to mixed use development.
- Design streetscapes to contribute to the overall character of Epping Central and respond to the needs of different users by providing connected, vibrant and safe movement corridors and public spaces.
- Undertake streetscape improvement works including canopy tree planting in areas with high pedestrian activity and retail frontages to improve the amenity and attractiveness of the public realm and enhance the vibrancy of the centre.
- Redevelop streetscapes to provide ease of movement for a variety of transport modes, with a focus on walking and cycling and tree canopy coverage, with improvements to expand their function as public spaces, landscape corridors and movement networks.
- Utilise generous nature strips to increase the amount of landscaping, tree planting, green areas and community gathering spaces to improve community connectedness, enhance amenity, contribute to better stormwater quality and reduce the urban heat island effect.
- Enhance the street network by delivering upon active streets.



Natural Environment

- Investigate opportunities for increasing tree planting within the public realm and as part of masterplanning of key strategic sites to encourage greater pedestrian movement and activation of streetscapes and the public realm more broadly.
- Increase community, business and environmental resilience to the changing climate by supporting and implementing State Government climate change initiatives and policy.
- Significantly enhance and improve access to the Darebin Creek corridor protecting its habitat, waterway and passive recreation functions.
- Support redevelopment of the Edgars Creek corridor as a significant conservation reserve and critical habitat and for water quality and linear open space purposes.
- Expand and upgrade the shared path network along the creek corridors for pedestrians, cyclists, skaters and dog walkers avoiding significant habitat values along Edgars Creek where possible.
- Manage waterways and wetlands for their ecological values and amenity for the community, alongside their stormwater functions.
- Ensure physical infrastructure has the capacity or is upgraded to have the capacity to respond to and support changes in climate and urbanisation in Epping Central.
- Capitalise on opportunities to gain efficiencies and improve sustainability within the physical infrastructure network.
- Prevent pollutants, litter and contaminated run-off entering the waterways by implementing civil infrastructure initiatives that improve the quality of stormwater runoff from streetscapes before it enters the Darebin and Edgars Creek local waterways.



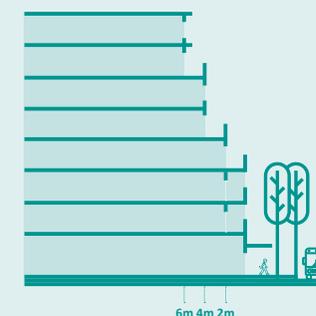
Heritage

- Ensure heritage places and associated elements are protected and enhanced to contribute to diversity and variety in surrounding built form.
- Encourage the adaptive reuse of heritage buildings, especially for community-based uses as a sustainability option and for the value they bring to neighbourhood character.
- Contribute to the local sense of place by protecting and enhancing views to heritage buildings and heritage assets within the streetscape e.g. Bills Horse Trough.
- Ensure impacts on heritage places respect the existing built form, and any changes are sympathetic, appropriate and supported by professional heritage advice.
- Ensure that new built form proposals are informed by Heritage and Design guidelines (Office of the Victorian Government Architect, Issue 07, 2019), any other applicable heritage assessments or guidelines and a Conservation Management Plan for the heritage place.
- Provide a sensitive interface at the point of connection to heritage buildings.
- Ensure external signage is permitted and is sympathetic to the overall character of the heritage place.
- Opportunity for built form to acknowledge the quarrying history of the area through appropriate use of stone as paving and cladding.

Development Principles and Guidelines

Scale

- Maintain a pedestrian scale at street level by ensuring that taller buildings include upper level setbacks as to minimise building bulk and overshadowing and provide a sensitive interface to lower scale dwellings.



- Maximise development density while minimising overshadowing impacts on public and private open space and habitable rooms of adjoining properties.
- Buildings should be in accordance with preferred building heights. Development which proposes to exceed preferred building heights needs to demonstrate a community benefit (e.g. affordable housing or public open space), the proposal is on a suitable site, is of high quality design and does not have a detrimental impact in respect to overshadowing or amenity.
- Where a building is less than the preferred minimum building height the structure of the building should be designed so as to be able to accommodate additional building structure and height in the future.

Interface and Activation

- Ensure that new developments contribute to and enhance the public realm, streetscape and open space by encouraging ground floor activation and appropriate setbacks and landscaping.
- Promote spill of active uses such as cafés and street trading onto footpaths.
- Provide uniform height and width canopies, verandahs or other weather protection along key pedestrian routes.
- Ensure development in proximity to the Mernda rail line and proposed Wollert Rail Corridor consider and implement the “VicTrack Rail Development Interface Guidelines”.
- Provide built form interfaces to the Mernda rail line and proposed Wollert Rail Corridor that are attractive and maximise safety of future shared pedestrian/cycle paths.
- Provide a high amenity and safe pedestrian environment through passive surveillance and design of buildings at the ground level.
- Accentuate the prominence of building entrances.
- Place service areas away from major frontages and the public realm including screening of any roof mounted plant through architectural elements.
- Ensure that built form is respectful of and retains views to existing heritage buildings.

Built Form, Siting and Design

- In residential and mixed use precincts employ minimal building setbacks to promote passive surveillance and enclosure along pedestrian routes, define the street edge, increase the level of active frontages and with opportunity for landscaping/ canopy trees where appropriate.
- In employment precinct provide sufficient setbacks for attractive front landscaping.
- Allow sufficient distance between buildings when multiple towers are proposed within proximity of each other to improve design response including solar access to daylight, landscaping, wind impacts, acoustics, visual bulk, and development potential of adjoining sites.
- Ensure buildings are accessible and cater for people with limited mobility.
- Encourage new development to use high quality materials.
- Encourage exemplary green architecture with features such as
 - Green walls
 - Rainwater harvesting
 - Recycled materials
- Minimise overshadowing of existing and future open space.

Landscaping / Open Space

- Ensure that new developments incorporate high quality landscaping including the provision of canopy trees.
- Ensure that new developments provide sufficient private open space.

- Prioritise the retention of existing indigenous trees and integrate into the design and landscaping of new development.
- Ensuring that the development of Masterplanning for key strategic sites incorporates opportunities for increased greening and planting of canopy trees and appropriate pedestrian and bicycle permeability.
- Provide appropriate accessible and usable areas for recreation and activities of building occupants. For each dwelling provide:
 - A minimum of 25 square metres of private open space with a minimum dimension of 3 metres; or
 - A balcony of 8 square metres with a minimum width of 2 metres.
- In developments of ten or more dwellings or more than 1,000 square metres of office, provide generously sized, accessible and well-designed communal open space areas.

Gateways and Landmark Sites

- On gateway and landmark sites new development should:
 - Use architectural form, materials and details to provide a strong visual impact.
 - Shape the building form and detail to reinforce important street corners as landmarks through reduced setbacks and building entrances onto the corner.
 - Avoid underdevelopment of the site or ‘at grade’ parking.
- Encourage lot consolidation to maximise the opportunity for landmark buildings and desired built form outcomes.

Cooper Street

- Encourage more intensive development incorporating increased building heights, bulk and large scale architecture that directly fronts Cooper Street. A gradual transition from large format-built form associated with the Cooper Street Employment Area and Melbourne Market to high end professional employment focused development further east along Cooper Street is encouraged.
- Ensure upper levels of buildings on the north side of Cooper Street are setback to avoid significant overshadowing of street.
- Articulate built form elements such as roofs, balconies, windows and doorways to contribute to the preferred future high end/ contemporary employment focus of the area.
- Encourage a built form interface to Cooper Street and sleeve car-parking where possible.

High Street

- Ensure upper levels of buildings along the western edge of High Street are setback to reduce overshadowing of the public realm.
- Ensure new development is sighted and designed to minimise the negative impacts of prevailing winds/wind tunnels on the public realm.

Coulstock Street

- Ensure that new development which has frontage to Coulstock Street is designed and located to provide passive surveillance and pedestrian access to Coulstock Street.

Open Space Plan

- EPPING CENTRAL STRUCTURE PLAN BOUNDARY
 - ACTIVITY CENTRE - URBAN CORE
 - EXISTING ON-ROAD BIKE LANE
 - EXISTING OFF-ROAD SHARED PATH
 - EXISTING OPEN SPACE TRAIL
 - PROPOSED ON-ROAD BIKE LANE
 - PROPOSED OFF-ROAD SHARED PATH
 - PROPOSED OPEN SPACE TRAIL
 - EXISTING REGIONAL PARK
 - EXISTING MUNICIPAL PARK
 - EXISTING NEIGHBOURHOOD PARK
 - EXISTING LOCAL PARK
 - EXISTING LINEAR OPEN SPACE
 - EXISTING / PROPOSED LINEAR OPEN SPACE
 - * NEW PUBLIC OPEN SPACE OPPORTUNITY
 - * URBAN SQUARE / PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
 - * EXISTING OPEN SPACE / PUBLIC REALM FOCAL POINT
-
- EXISTING OPEN SPACE**
 - DAREBIN CREEK PARKLANDS
 - PEPPERCORN PARK
 - VR MICHAEL RESERVE
 - SUPPLY PARK
 - BROOKGLEN PARK
 - SUNBIRD GARDENS PARK/APEX PARK
 - GIULIA COURT PLAYGROUND
 - MONICA COURT PLAYGROUND
 - HOLROYD DRIVE PARK
 - EPPING STATION FORECOURT





Potential New Open Spaces and Urban Squares

Reference	Opportunity	Potential Elements
OS1 Houston Street	New small local open space area to be incorporated as part of redevelopment of publicly owned land.	Approx. 1500sqm in size. Playground- minor, trees for canopy shade, seating, garden bed.
OS2 Wedge Street	New small local open space area to be developed on land acquired or existing publicly owned land reserved for open space using public open space contributions.	Approx. 1500sqm in size. Playground- minor, trees for canopy shade, seating, garden bed.
OS3 Pacific Epping Shopping Centre (Epping Green)	New small local open space area to be incorporated as part of future stages of development of shopping centre site.	Approx. 1500-2500sqm in size. Trees for canopy shade, seating, garden beds, grassed area.
OS4 Epping Homemakers Centre	New local open space area to be incorporated as part of redevelopment of existing restricted retail development.	Approx. 2500-5000sqm in size. Playground- minor, trees for canopy shade, seating, shelter, garden bed.
OS5 Epping Renewal Site (Urban Quarter)	New local open space area adjoining eastern side of Edgars Creek, delivered as part of development of Epping Renewal Site. (Note when augmented with OS6 and LOS03 open space is equivalent to municipal level.)	Approx. 6500-7000sqm in size. Playground- medium, barbeque, drinking fountain, grassed area, trees for canopy shade, seating, shelter, garden bed.
OS6 Epping Renewal Site (Living Quarter)	New local open space area near quarry hole, delivered as part of development of Epping Renewal Site.	Approx 3000sqm in size. Playground- medium, barbeque, drinking fountain, grassed area, trees for canopy shade, seating, shelter, garden bed.



Potential New Open Spaces and Urban Squares

Note: The design, location and opportunities of US3 and US5 will need to consider the location of the future train station and interface with civic uses which will ideally located in proximity to the future station.

Reference	Opportunity	Potential Elements
US1 High Street Village	New public space delivered on corner of High Street and Coulstock Street.	400-1000sqm in size (subject to detailed design). Seating, planting/garden bed, trees for canopy shade, raised lawn areas, art installation, feature lighting and paving, bike parking and a potential public toilet.
US2 Pacific Epping Shopping Centre (Market Square)	Small urban square to be incorporated as part of future stages of development of shopping centre site.	500-1500sqm in size (subject to masterplanning and detailed design). Seating, planting/garden bed, trees for canopy shade, art installation, feature lighting and paving, bike parking.
US3 Pacific Epping Shopping Centre (Transit Square)	Small urban square to be incorporated as part of future stages of development of shopping centre site. Possible interface with public transport and civic uses.	400-1000sqm in size (subject to masterplanning and detailed design). Seating, planting/garden bed, trees for canopy shade, art installation, feature lighting and paving, bike parking.
US4 Epping Renewal Site (Main Street)	Civic square to be developed at key intersection on the 'main street', delivered as part of development of Epping Renewal Site.	Approx. 1300sqm in size (subject to masterplanning and detailed design) Seating, planting/garden bed, trees for canopy shade, raised lawn areas, art installation, feature lighting and paving, bike parking.
US5 Epping Central Train Station Forecourt (public realm opportunity)	Small forecourt/urban square to be developed alongside Wollert Rail project and integrated into future stages of development of the Northern Hospital and Pacific Epping Shopping Centre as a gateway and forecourt to the hospital, shopping centre and the train station.	400-1000sqm in size (subject to masterplanning and detailed design). Seating, planting/garden bed, art installation, feature lighting and paving, bike parking.
LOS1 Darebin Creek	Improvements to linear open space along Darebin Creek.	Shared paths, seating, fitness equipment/facilities, WSUD features, trees for canopy shade, landscaping.
LOS2 Edgars Creek	Linear open space along Edgars Creek delivered as part of development of Epping Renewal Site linking to existing open space along the creek to the north and south.	Shared paths, seating, fitness equipment/facilities, WSUD features, landscaping.
LOS3 Coulstock Street	Linear open space on widened verge of Coulstock Street	Shared path, seating, trees for canopy shade, landscaping.
LOS4 Wollert Rail corridor	Linear open space in transport corridor delivered as part of Wollert Rail project.	Shared paths, seating, landscaping, fitness equipment/facility.

Section 3: Precinct Plans

Epping Central is made up of six core precincts and three contributory precincts.

The creation of each of the precincts is based on existing and future land use directions, built form and their role in realising the shared vision for Epping Central.

Each precinct has its own distinct existing conditions, opportunities, challenges and objectives.

Three contributory precincts have been identified as important areas within the broader Activity Centre, which benefit from inclusion within the Activity Centre boundary and Structure Plan to ensure the land use and development of these areas contributes to and are supported by the shared vision for Epping Central. These precincts build upon the synergies with adjoining precincts and their inclusion in the Structure Plan Boundary will ensure that development is well integrated. These contributory precincts are to be guided by their own independent planning controls and are not proposed to be guided by the Activity Centre Zone Schedule 1 (ACZ1). Whilst precincts 8 and 9 are currently located within the ACZ1, these areas are expected to experience low to moderate levels of change over the life of the plan. A summary of the existing conditions and objectives for each of the core and contributory precincts is contained within this section.



The purpose of the Precinct Plans is to identify key projects and initiatives to improve the public realm, streetscapes and open space. They also provide detailed direction in respect to land use and built form and design considerations for future development. The Precinct Plans are a useful tool for use by developers, the community, Council and the State Government to guide the future use and development of Epping Central to ensure the shared vision is realised.

Council will assess development applications against the strategies and guidelines contained in Sections 1 and 2 of this document and the detailed design requirements set out in the following precinct plans.



Precinct 1

High Street Village

The High Street Village Precinct focuses on the traditional main street activity area along High Street, incorporating Epping’s core residential neighbourhood. This precinct is formed around the historic Epping Township area and is considered a neighbourhood hub for the residential population of Epping Central. High intensity mixed-use development incorporating multi-level residential development above activated streetscapes along High Street and improvements to streetscapes will deliver a strong, highly activated neighbourhood centre.



Precinct 2

High Street North

The High Street North Precinct is primarily residential with strong connections into the High Street Village precinct. Important civic uses in this precinct, such as the Epping Primary School, Epping Police Station and the City of Whittlesea Depot give this precinct a strong community focus. A pedestrian focussed and amenity rich precinct which will be facilitated through built form and public realm treatments.



Precinct 3

Epping Station Hub

The Epping Station Precinct centres on Epping Station and the residential area that extends east to Darebin Creek. An important educational precinct that includes the Epping campus of Melbourne Polytechnic and St Monica’s College.

Wide streetscapes and strong connections to Darebin Creek linear parkland are an asset to the surrounding residential area. As a transport hub, pedestrian amenity is important to enhance travel between the station, bus interchange, Melbourne Polytechnic and the surrounding precincts. Improvements to visual and physical amenity within this precinct will improve pedestrian connectivity and increase safety for residents and visitors.



Precinct 4

Regional Demand

This precinct focuses on the area encompassing Pacific Epping Shopping Centre, the Epping Homemaker Centre and the Northern Hospital, and their areas of future expansion and development. It includes the major southern gateway to Epping Central via High Street. The development of the Wollert Rail Corridor and additional train station within this precinct will improve public transport connectivity and reduce car dependency.

Plans to expand on the current retail and commercial land uses and evolve this precinct into a mixed-use area will reduce at-grade car parking, better utilise large underdeveloped sites and improve movement networks. Intensification of shops, services, food outlets, entertainment venues and the development of future residential apartments will support this precinct to become the centre of activity of Epping Central.



Precinct 5

Regeneration

A mixed-use employment focused precinct, the Regeneration precinct is located on the eastern side of Miller Street in proximity to the High Street Village and Regional Demand precincts. A mix of restricted retail, commercial and office-based land uses aim to strengthen the employment focus of this precinct and provide an appropriate transition to mixed-use commercial and residential developments closer to High and Cooper Street. Improvements to road infrastructure, streetscapes and built form will improve the amenity of this area and further encourage an increase in employment generating uses.



Precinct 6

Employment

A rapidly developing precinct that continues to evolve as a premier location for food, innovation, health and construction-based industries and ancillary office space. There is significant potential for new developments to capitalise on large underdeveloped and vacant sites along Miller Street, Yale Drive and Fullarton Drive to intensify employment generating uses and enhance the built form character of this precinct. Higher intensity commercial activity along Cooper Street that activates the streetscape will increase pedestrian movement and activity.



Precinct 7

Epping Renewal Site

A new and emerging precinct exists within the Epping Renewal site on the western edge of the Epping Central MAC. Epping Renewal is a high density mixed use precinct that will include a diverse range of commercial uses, housing types and built form outcomes. The precinct will also contain a local neighbourhood centre, supporting the community with uses such as cafes and local convenience retail and a connected network of open space and shared paths adjacent to the Edgars Creek conservation reserve. With a strong focus on wellbeing, community and health-based uses, including the new Northern Private Hospital currently under construction this precinct will integrate with the Northern Hospital and the broader 'activity core' of the Regional Demand precinct.



Precinct 8

Dalton Road Neighbourhood

The Dalton Road Neighbourhood forms the south eastern corner of Epping Central, adjoining Dalton Road between Childs Road and Cooper Street. The Darebin Creek linear park continues through this precinct and provides an open space asset to the immediate residential community. A low change precinct, improvements to streetscapes and open space will improve the visual and physical amenity of the neighbourhood.



Precinct 9

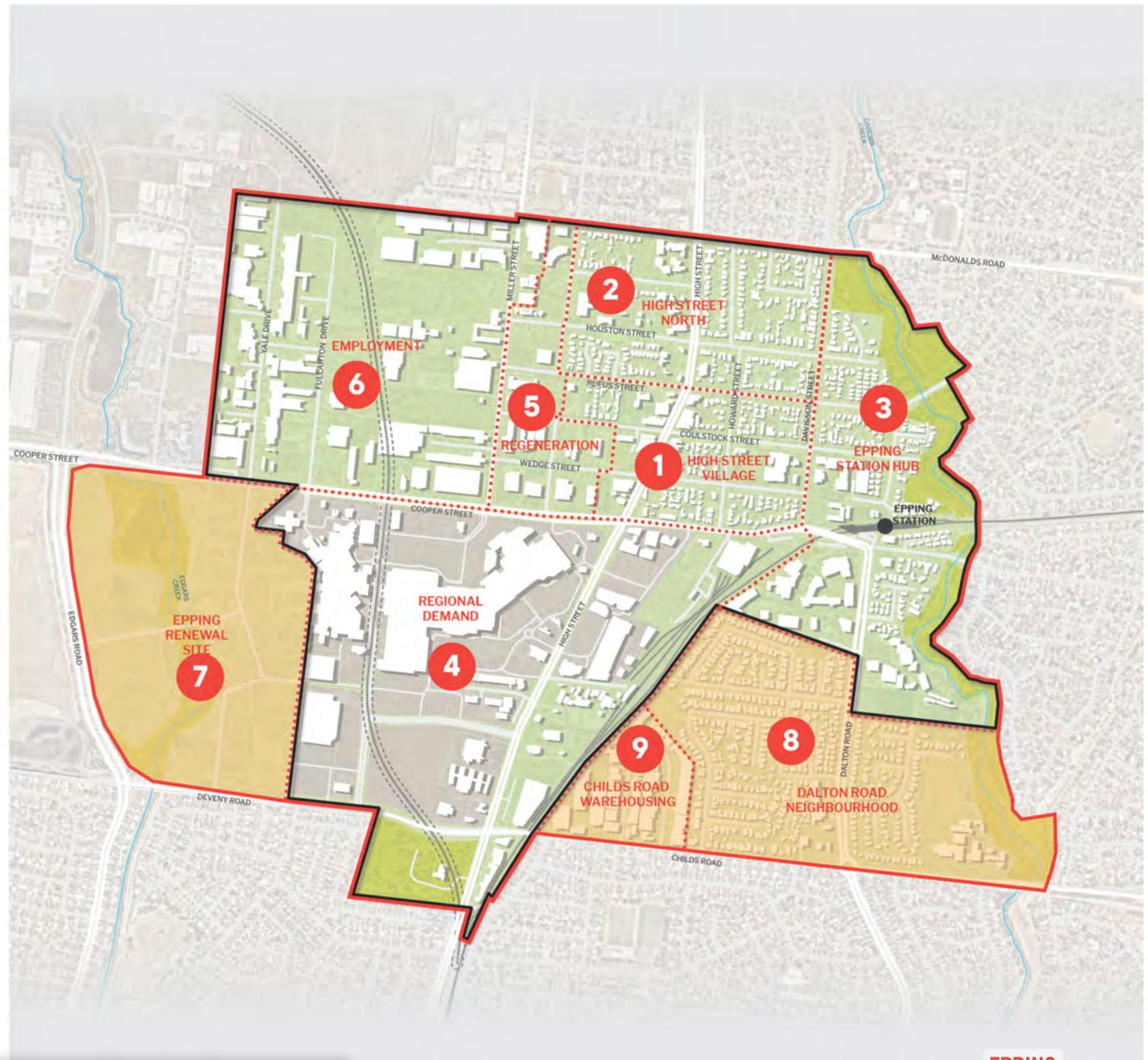
Childs Road Employment

Located at the junction of Childs Road and the Mernda Rail Line, the Childs Road Employment precinct is a discrete pocket of industrial development. This precinct provides small scale industrial activities creating local employment opportunities. Improvements to the amenity of this precinct through street tree planting, landscaping and connections to public open space will support the development of high-quality built form.

Current Precincts Plan

— EPPING CENTRAL STRUCTURE PLAN BOUNDARY
— ACTIVITY CENTRE CORE PRECINCTS
— CURRENT EPPING CENTRAL PRECINCTS
— CONTRIBUTORY PRECINCTS

0 100 200 500m
 SCALE: 1:10,000 @ A3
 22.05.2023 V9





Precinct 1 High Street Village

Precinct Description

The High Street Village Precinct (Precinct 1) focuses on the traditional main street activity along High Street. This precinct is centred around the existing strip shopping precinct along High Street which acts as a local neighbourhood centre to the surrounding residential area, providing a combination of retail shops, services and amenity to support the local community.

Precinct Elements

- Existing 'main street' shops along High Street.
- A grid-based street network with is generally well connected to adjoining precincts.
- Large street blocks.
- Wide street reserves with generously sized nature strips.
- Location of key community and civic services on High Street.
- Walking distance to Epping Station.

Key Opportunities

Opportunity statement:

High Street Village is a high change, mixed use precinct characterised by an attractive, vibrant, high amenity local shopping strip supported by the surrounding residential neighbourhood. Higher residential densities are encouraged in appropriate locations to support the retail precinct. Built form, design and streetscape improvements define the precinct's neighbourhood character and improve the pedestrian-based environment and further define its role as a neighbourhood centre for the local Epping Central community.

Key opportunities for High Street Village include:

- Increased residential density and diversity of housing types to accommodate a range of housing types with varied needs, which also considers the amenity of existing residential properties.
- Encourage the provision of a range of housing outcomes which support students, older people and people within a lower-socio economic bracket.
- Strengthen the connection between Epping Station and High Street Village shops.

- Maximise and enhance pedestrian connections to the public realm along High Street and nearby open space to increase accessibility and permeability.
- Support cafes, dining, speciality stores and art and culture type uses throughout High Street Village shops which diversify the retail offer and help create a vibrant local community and neighbourhood value.
- Allow uses that contribute to the vibrancy of the precinct to operate in extended morning and evening hours subject to design responses that promote safety and limit their impact on surrounding amenity.
- Support the High Street Village (between Rufus Street and Cooper Street) retail strip to thrive as local neighbourhood centre.
- Encourage local convenience and complementary retail and hospitality functions within High Street Village retail strip at the neighbourhood scale, whilst discouraging restricted retail, 'big box' retailing and large format supermarkets from locating within this Precinct.
- Provision of additional open space including a new local park and urban square.

Preferred Character

The preferred character is for multi-level, mixed use development which creates a human scale ‘urban village’. Development along High Street and Cooper Street will be characterised by activity-generating retail and commercial activity with upper level office and residential uses with high density apartment development in surrounding streets.

The ‘Urban Village’ feel of the High Street Village shops will focus on enhancing the existing retail and services on offer and enticing new types of local scale convenience and entertainment uses to create a neighbourhood ‘heart’ for local residents, visitors and workers.

Development Principles and Guidelines

Scale

- High density development of 3-8 storeys is encouraged.
- New mixed-use development should avoid dominating the fine-grained development pattern of the High Street Village.
- Encourage the development of taller buildings on key redevelopment sites, main roads including High Street and Cooper Street and the northern side of east-west streets to avoid overshadowing the public realm of the street.
- Shop-top apartment development is encouraged along the High Street Shopping Precinct.

Interface and Activation

- Development must provide a positive interface with the public realm, in particular to High Street and Cooper Street. Development in these locations should create an inviting and interesting interface through active frontages, both at ground and upper floors where possible.
- Ground floor uses which expand the retail and service offers such as cafes, bars, dining, boutiques and speciality shops and enhance pedestrian safety along High Street and Cooper Street are supported.

- Strengthen the link between the Epping Train Station and the High Street Village shops, particularly along Cooper Street, through more intensive built form and improved pedestrian environment
- Utilise rear access laneways where possible to provide rear access to properties, thereby allowing vehicle access and parking away from the street.
- Ensure that development actively addresses all streetscapes, even when properties span across two parallel streets.
- Encourage retail and hospitality uses to use operable glazed frontages to allow for active uses to spill into the street.

Built Form, Siting and Design

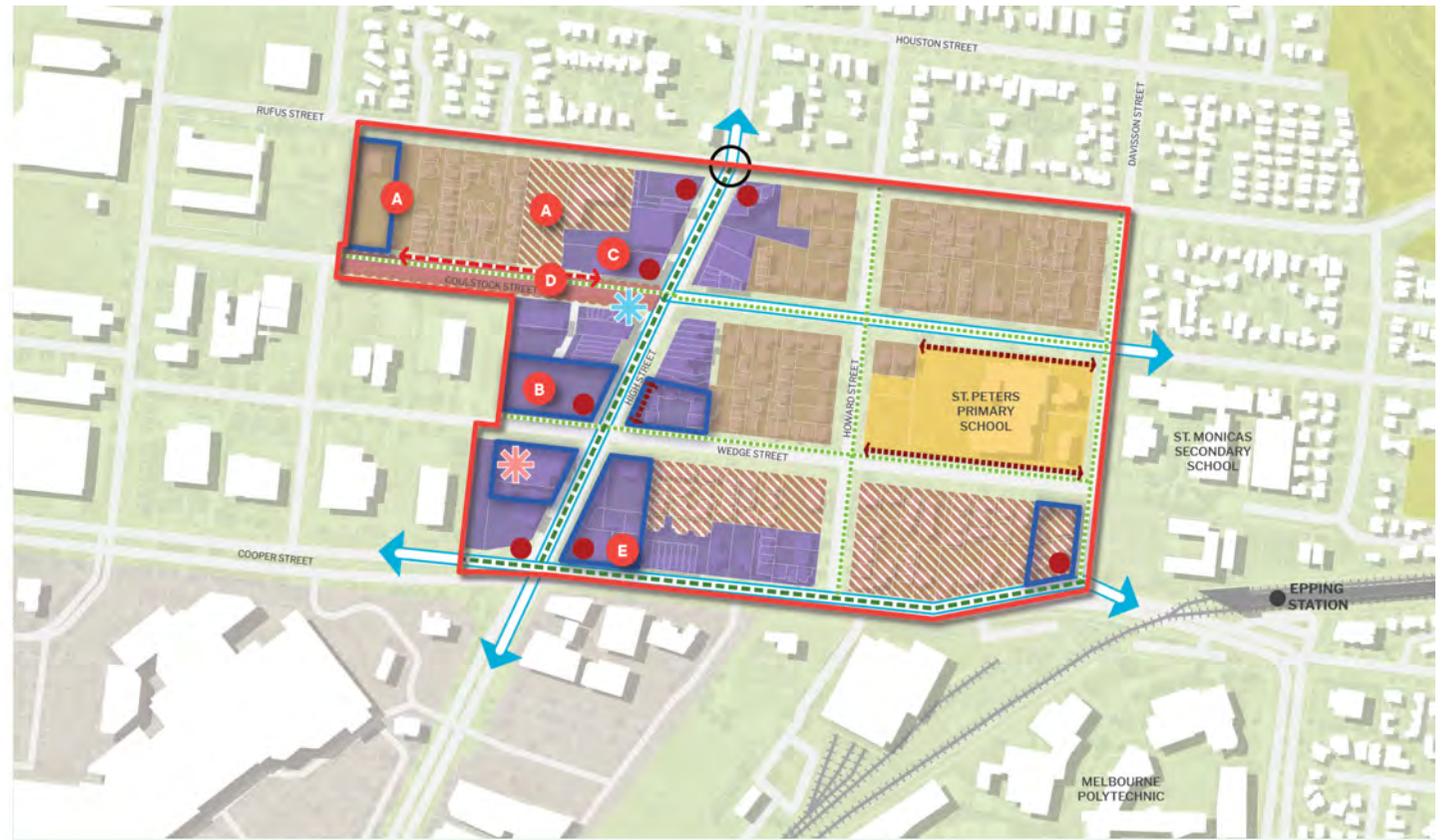
- New residential development must seek to integrate the layout of development with the street in respect to front setbacks, fencing and orientation.
- Gateway and landmark sites must provide integrated architectural, spatial and built form outcomes which define the location, as identified on the precinct plan.
- Built form within High Street Village Shops must ‘close the gap’ and provide a continuous built form streetscape.
- Front setbacks along higher order streets are to provide minimal or no front setback to encourage activation of the street and increase passive surveillance opportunities along key pedestrian routes.
- Encourage the provision of a continuous awning or weather protection along High Street Village shops.
- Sightlines and views to the St Peter’s church heritage building should be protected.

Streetscapes and Access

- Improvements to east – west pedestrian and cycle connections must enhance connectivity and pedestrian safety between Darebin Creek and High Street Village shops. Public realm projects are to include landscaping, lighting upgrades and pedestrian amenity and safety improvements.
- Continuation of High Street improvement works along Coulstock and Wedge Street must improve amenity and safety.
- An increase in the provision of street trees and vegetation planting is encouraged along Rufus Street, Coulstock Street and Wedge Street.
- Build upon the wide road reserves and provide large canopy trees, seating, bicycle lanes and on-street parking.
- Consider extension of ‘red’ Epping shared path network north from Cooper Street.
- Improve bicycle safety and connectivity along High Street and east-west streets to link residential and employment land, open space and shared path networks.
- Improve pedestrian safety along High Street and ensure the convenient and safe location of pedestrian crossings, public seating and other public realm elements.
- Develop a cohesive vision for Coulstock Street west of High Street to improve connectivity and land activation.

Precinct 1 High Street Village

-  HIGH STREET VILLAGE PRECINCT BOUNDARY
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  HIGH DENSITY RESIDENTIAL - MODERN INNOVATIVE AND ATTRACTIVE HIGHER DENSITY APARTMENTS OF DIVERSE SIZES AND DESIGNS
-  MEDIUM DENSITY RESIDENTIAL - MODERN, ATTRACTIVE, MEDIUM DENSITY APARTMENTS AND TOWNHOUSES OF DIVERSE SIZES AND DESIGN
-  MIXED USE- VIBRANT MEDIUM DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL AND OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  EDUCATION FACILITY
-  COULSTOCK STREET REDEVELOPMENT AREA
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  URBAN SQUARE/ PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
-  PROPOSED SIGNALISED INTERSECTION
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETSCAPE IMPROVEMENT AREAS
-  STREETSCAPE IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINKS
-  POTENTIAL PEDESTRIAN LINK



- A** Opportunity for narrow, undeveloped sites to achieve integrated development for high quality residential use that have strong relationships with Rufus Street and Coulstock Street. Consolidation of these titles is encouraged to achieve improved quality and higher density built form outcomes.
- B** Large undeveloped site provides the opportunity for a high density mixed use development comprising active retail frontage on High Street, commercial offices and residential at upper levels. Built form should be of high architectural quality on this landmark site.
- C** The site of the existing Epping Hotel presents a redevelopment opportunity to support regeneration of the High Street village. Development of upper stories for office and residential uses is strongly encouraged.
- D** Coulstock Street reserve provides an opportunity for redevelopment including utilisation of street reserve for an urban square featuring seating, tree planting, art installation, public toilet and landscaping. Options for development of remainder of road reserve include additional car parking to offset parking displaced as a result of urban square and potential disposal of sections of road reserve whilst maintaining east west pedestrian connection.
- E** Encourage lot consolidation to deliver landmark buildings on key sites on corner of High Street and Cooper Street.



Precinct 2 High Street North

Precinct Description

The High Street North Precinct (Precinct 2) is primarily residential with strong connections into the High Street Village precinct. A strong civic presence and connections to High Street Village shops and Darebin Creek linear parkland provide amenity to the residential community.

Precinct Elements

- Large residential blocks
- Epping Primary School
- Epping Police Station
- City of Whittlesea Depot Works Site
- Wide street reserves with generously sized nature strips
- Major gateway to Epping Central from the Northern Growth Corridor at the intersection with Memorial Avenue and High Street.

Key Opportunities

Opportunity statement:

High Street North is a medium change residential and community driven precinct. An increase in residential densities which intensifies towards High Street will support the retail functions of the adjoining High Street Village Shops and provide a greater choice in housing typology for the local community. The renewal and potential future redevelopment of key civic sites will contribute to the preferred character of this precinct. Key opportunities for High Street North include:

- Development of non-residential uses along High Street which are supported by encouraging upper level residential development outcomes and mixed use outcomes at ground level.
- Potential future re-development of City of Whittlesea Depot Site (or part thereof) could provide further employment opportunities, housing diversity and an increase in public open space.
- Maximise and enhance pedestrian connections to adjacent public realm and open space to increase accessibility and permeability.

Preferred Character

The preferred character for this precinct is to encourage the development of high-quality medium density residential units, townhouses and apartments (up to 4 storeys) in residential streets, that contribute positively to the streetscape and provide a transition to residential development to the north. Streetscapes are to be generously landscaped and pedestrian friendly, with architectural styles to be modern and attractive to reduce the visual dominance of private dwelling car parking.

Development that supports the gateway to Epping Central at the intersection of Memorial Avenue and High Street and provides high architectural style and ground level activation is encouraged.

Development Principles and Guidelines

Scale

- Residential development must seek to provide a diversity of housing stock, range of tenures and bedrooms numbers to facilitate housing choice.
- Development of taller building form is encouraged along High Street and the southern side of east-west streets to avoid overshadowing the public realm of the street. Built form is also to provide an appropriate transition to the north, where a lower level of change is anticipated.
- Encourage lot consolidation on the eastern edge of High Street to reduce the number of vehicle crossings and allow for increased density.

Interface and Activation

- Encourage a mix of uses such as residential, community and office-based land uses to address High Street to increase levels of activity and passive surveillance.
- Ensure built form provides for an appropriate interface between residential uses and non-residential uses to the west within the Regeneration Precinct.
- Redevelopment of landmark sites must provide a strong address to the street and public realm.

Built Form, Siting and Design

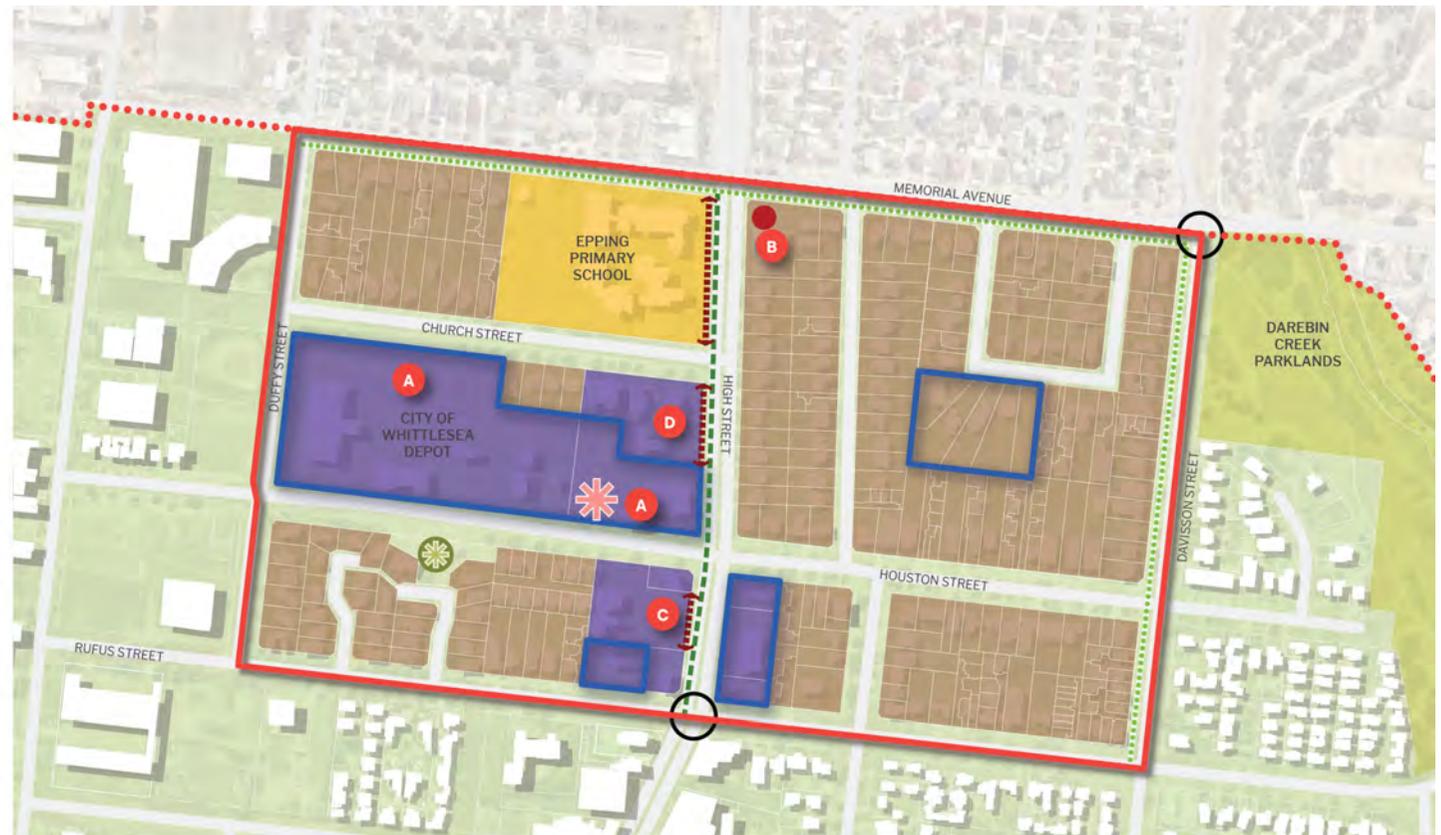
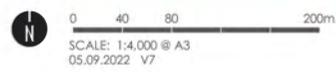
- New residential development must improve the appearance of the precinct by employing high quality design and materials.
- High quality infill development that offers modern, highly articulated facades and design should be encouraged to minimise their impact upon the amenity of existing dwellings.
- Medium to higher site coverage is encouraged to facilitate a balance between increased densities and landscape opportunities particularly in front and rear setbacks.
- Built form along Memorial Avenue is to provide a transition in scale and height to appropriately address residential development outside of the Structure Plan area.

Streetscapes and Access

- Improve the appearance of streetscapes by undertaking streetscape improvements which increase pedestrian safety and amenity.

Precinct 2 High Street North

-  HIGH STREET NORTH PRECINCT BOUNDARY
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  MEDIUM DENSITY RESIDENTIAL - MODERN ATTRACTIVE, MEDIUM DENSITY APARTMENTS AND TOWNHOUSES OF DIVERSE SIZES & DESIGNS
-  MIXED USE- VIBRANT MEDIUM DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL & OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  OPEN SPACE- DAREBIN CREEK CORRIDOR EDUCATION FACILITY
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  OPEN SPACE/PUBLIC REALM FOCAL POINT (EXISTING)
-  PROPOSED SIGNALISED INTERSECTION
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETScape IMPROVEMENT AREAS
-  STREETScape IMPROVEMENT AREAS



A Potential future opportunity to redevelop (or part thereof) the City of Whittlesea Depot Site and current site of the Epping Police Station. Any future redevelopment should be guided by a site master plan. Opportunities for redevelopment should incorporate additional public open space and may include adaptive re-use of heritage buildings, community uses / meeting spaces, commercial uses and a mix of private and affordable housing

B This gateway site of the north of the precinct is currently occupied by a petrol station. Important corner sites such as this provide key opportunities to develop landmark buildings marking the gateway in Epping Central.

C The forecourt to the existing Church plays a crucial role in providing views and vistas towards the historic building from High Street. Landscaped open space is strongly supported in this location with any further development to front Rufus and Houston Streets rather than High Street so that views to the church are protected.

D An opportunity exists for a landscaped forecourt and localised open space areas that can be used by the community, capturing and enhancing views to the historic buildings and church.



Precinct 3 Epping Station Hub

Precinct Description

Centred around Epping Train Station, Precinct 3 encompasses the Epping campus of Melbourne Polytechnic and the northern and southern campuses of St. Monica's College. This precinct also includes a residential catchment and the Darebin Creek Linear Parkland. Wide streets provide views to the Darebin Creek. High levels of pedestrian activity occur between the Train Station, bus interchange, Melbourne Polytechnic, school sites and the surrounding shopping precincts.

Precinct Elements

- Large blocks and wide road reserves.
- Low-rise multi-unit developments.
- Multiple points of connection to Darebin Creek and the Darebin Creek Linear Parklands.
- Strong connectivity and proximity to Epping Station and the High Street Village Shops.
- Two major gateways to Epping Central at Rufus Street (at the creek crossing) and Davisson Street (at Memorial Avenue intersection).

Key Opportunities

Opportunity statement:

The Epping Station Precinct is a moderate change, mixed use precinct with a focus on residential development and education-based uses. The integration of Epping Train Station, bus interchange and surrounding land uses will seek to maximise accessibility to and the attractiveness of public transport for the Activity Centre. Medium density residential development is encouraged and should positively address the street contributing to the urban environment.

Key opportunities for the Epping Station Precinct include:

- Visually and physically link key locations in the precinct including Darebin Creek, Melbourne Polytechnic, educational and community facilities.
- Formalise and improve existing pedestrian routes between Epping Station, Melbourne Polytechnic, schools and the northern residential area by increasing landscaping and safety measures.

- Ensure future uses at Melbourne Polytechnic maximise use of the site and enhance the site's civic role within the precinct.
- Require new built form abutting the Darebin Creek parklands to address the public realm to provide an active interface and passive surveillance.
- Public and sustainable transport function of the precinct should take priority over roads and car-based transport, with consideration for the movement of pedestrians and cyclists being paramount.
- Visitors arriving in Epping Central via Epping Station should be able to navigate their way quickly and easily to key destinations in the Activity Centre.
- Support the additional provision of community and educational based uses along Davisson Street between Coulstock Street and Cooper Street, reinforcing the civic and education function of this precinct.

Preferred Character

The preferred character is for a diverse mix of education, community and residential uses, with opportunity for increased densities and scale in proximity to the station and Melbourne Polytechnic, to support the adjoining neighbourhood retail precincts. Development of new buildings on landmark sites along Cooper Street and at Melbourne Polytechnic should complement the precinct reinforce the educational and transport functions of this Precinct. Attractive, landscaped streets will provide for high levels of pedestrian and cyclist activity.

Community and educational uses should be provided in the order of 4 storeys reinforcing the civic and education function of the area. Higher density residential (3-8 storeys) is encouraged, with outcomes maximising height, in proximity to the station and Melbourne Polytechnic enhancing the gateway location at the entrance of Epping Central from the east. Medium density residential (2-4 storeys) is supported in the north of the precinct, providing a transition to residential development to the east of Epping Central and the Darebin Creek corridor.

Development Principles and Guidelines

Scale

- 3-8 storey, high density development around Epping Train Station and Melbourne Polytechnic.
- 2-4 storey, medium density development within the northern residential areas.
- 1-4 storey, education and community related uses which support the precincts education and civic focus.
- Development of apartment style buildings should occur on key redevelopment sites along Cooper Street and Dalton Road.
- Taller apartment buildings are to include upper level setbacks as to minimise building bulk and overshadowing.

Interface and Activation

- New dwellings abutting the Darebin Creek Linear Parklands should incorporate windows and balconies overlooking the park from upper storeys to improve safety and passive surveillance of this space.
- Medium density residential renewal along the parkland should optimise the use of a “dual frontage” to reduce back fence treatments abutting open space.

- Encourage low and / or semi-transparent fencing / gates at the rear of dwellings abutting the Darebin Creek Linear Parklands to increase passive surveillance opportunities.

Built Form, Siting and Design

- Housing typologies such as low scale apartments, multi units and townhouses is supported, and must provide modern, innovative and attractive outcomes.
- New residential development along the Darebin Creek corridor must avoid high, solid fences which minimise passive surveillance opportunities.

Streetscapes and Access

- Streetscapes must be attractive, landscaped, highly practical and designed for high levels of pedestrian and cyclists’ movements.
- Promote the use of Darebin Creek Trail by improving pedestrian and cycle links, amenity, wayfinding and views between the trail and east-west streets within the precinct including Houston Street, Coulstock Street, the Rail Corridor and Cooper Street.

- Provide a landscape transition between the informal green space of Darebin Creek parklands to the more formal neighbourhood core that enhances view lines and connections to green space. This may be achieved through increased planting in the wide road verges along Houston and Coulstock Streets and along the Rail Corridor. Species selection must build upon species found within the Darebin Creek Trail.
- Where possible, provide safe pedestrian entry points between St Monica’s Secondary College and adjoining residential development to the Darebin Creek Linear Parkland.

Melbourne Polytechnic

- Support the future development of the Melbourne Polytechnic Site to improve the built form address to the public realm.
- Support Melbourne polytechnic to complement their educational offering with the anticipated research offering of the food hub.
- Encourage the future development of the Melbourne Polytechnic site to expand on its mix of uses to respond to community and education needs.
- Support Melbourne Polytechnic to prepare a site specific masterplan that creates an active presentation to Dalton Road.

Precinct 3 Epping Station Hub

-  EPPING STATION HUB
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  HIGH DENSITY RESIDENTIAL - MODERN, INNOVATIVE AND ATTRACTIVE HIGHER DENSITY APARTMENTS OF DIVERSE SIZES AND DESIGN
-  MEDIUM DENSITY RESIDENTIAL - MODERN ATTRACTIVE, MEDIUM DENSITY APARTMENTS AND TOWNHOUSES OF DIVERSE SIZES AND DESIGNS
-  OPEN SPACE- DAREBIN CREEK CORRIDOR
-  EDUCATION FACILITY
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  OPEN SPACE/PUBLIC REALM FOCAL POINT (EXISTING)
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETScape IMPROVEMENT AREAS
-  STREETScape IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINK
-  IMPROVED CONNECTION TO DAREBIN CREEK CORRIDOR



- A** The Epping Station is currently the precincts main public transport hub and as such has high levels of pedestrian activity. There is an opportunity to continue to improve links and connections to the station particularly with Melbourne Polytechnic, St Monica's College, High Street Village and the Epping Central activity centre core.
- B** Opportunity to better utilise the wide verges of Coulstock Street to enhance the precincts open space network. Improvements could include a shared path, additional street tree planting and seating.
- C** This large underdeveloped site provides the opportunity for a higher density housing development that can establish active links and a positive relationship to the Darebin Creek parklands.
- D** This large corner site in immediate proximity to Epping Station and Melbourne Polytechnic provides future redevelopment opportunities for higher density housing and ground floor retail uses.
- E** Opportunity for Melbourne Polytechnic to better connect and integrate with the Epping Station precinct as part of new development on their site, including a landmark building on the corner of Cooper Street and Dalton Road.



Precinct 4 Regional Demand

Precinct Description

Encompassing the major anchors of the Activity Centre including Pacific Epping Shopping Centre, the Northern Hospital, significant areas of bulky goods retailing including the Epping Homemaker Centre, as well as industrial, entertainment, community uses and future residential development, this precinct is the activity 'heart' of Epping Central. The Regional Demand precinct contains significant parcels of land in the same ownership and a number of strategic redevelopment opportunities which will broaden the offer of employment, retail, health and community service-based uses.

Precinct Elements

- Pacific Epping Shopping Centre provides regional level retail and commercial based uses.
- Epping Homemakers Centre provides existing large-format and bulky goods retail development.
- Northern Hospital and associated outpatient services together with the Northern, Centre for Health, Education and Research (NCHER) provides regional level health and community services.
- VR Michael Reserve which provides green space and recreation opportunities.
- The future Wollert Rail Corridor which will include a station and potential interchange located south of Cooper Street between the Northern Hospital and Pacific Epping Shopping Centre.
- Large undeveloped or underdeveloped sites with strong potential for development.
- Large entertainment and cultural facilities.
- Isolated industrial 'pockets' flanking High Street.

Key Opportunities

Opportunity statement:

The expansion and growth of the Regional Demand precinct will reinforce and expand upon the regional role of the Northern Hospital, Pacific Epping Shopping Centre and Epping Homemakers Centre. Future development of these sites must focus on significantly improving on their physical relationship and connectivity to each other and the surrounding streets and precincts. The timely provision of the future Wollert Rail and associated train station within this precinct will improve accessibility to a range of community and health services, retail and commercial uses and bolster the importance of this Precinct within a Metropolitan Activity Centre.

Key opportunities for the Regional Demand Precinct include:

- Encourage predominantly retail based developments to incorporate a greater mix of uses including residential development.
- Significantly intensify the use and development of land in the precinct by encouraging an improved mix of uses including commercial and residential, in a pedestrian and cycle-friendly environment.
- Overcome barriers presented by the existing large format, internalised and car-reliant 'mall model' of development and encourage a more sustainable street-based format.

- Ensure the proposed Wollert Rail Corridor enhances accessibility to public transport and improves pedestrian movement and manages the interface with the corridor in terms of built form, building setbacks, and appropriate buffers.
- Improve pedestrian and cyclist connectivity through major sites.
- Enhance movement connections and visual links across High Street and Cooper Street.
- Protect the long-term development potential of major parking sites from inappropriate short-term development and subdivision.
- Support the transition of industrial uses out of this precinct into employment precincts north of Cooper Street where industrial uses are supported.
- Facilitate the timely implementation of the proposed Wollert Rail Corridor and interchange and station at Epping Central.
- Support the key redevelopment of anchor sites within this precinct through site specific masterplans, by working with landowners, developers, state government and other partners to facilitate investment and development consistent with the vision for the precinct.
- Foster a joint collaboration between key stakeholders in the precinct to work together to integrate development sites, particularly in respect to pedestrian movement corridors and new links.

Preferred Character

The preferred character for the Regional Demand Precinct is a high change, multi-level, mixed use precinct with a strong focus on employment and health and human services. Retail, office, entertainment and residential uses should be provided in integrated multi-level development of 3-8 storeys (under review) with strong pedestrian amenity. New development must feature active frontages to all streets, reduced setbacks, and reduced visual presence of parking and paved areas. Architectural styles are modern, and the built form is to respond to pedestrian and cyclist networks and movement. Land around the Pacific Epping Shopping Centre and Epping Homemakers Centre provides significant opportunity for pedestrian scale retail, commercial and residential development set within a more permeable street network.

Development Principles and Guidelines

Scale

- Significantly diversify and intensify uses on major retail sites to capitalise on their strategic location in the heart of the activity centre and on the Principal Public Transport Network (PPTN).
- Built form and activities contained within buildings must seek to provide the highest and best use for the precinct with respect to employment creation, economic productivity, dwelling numbers and activation of the public realm and streetscapes.
- Medium scale mixed-use built form along High Street and which screens areas of car parking.
- High intensity, large scale employment and health focused built form, with increased height, bulk and density along Cooper Street west of High Street.
- Lower intensity mixed-use built form along Cooper Street east of High Street which provides an appropriate transition from northern residential development.

Interface and Activation

- Built form and activities contained within the ground floor and upper levels must provide surveillance of the street and public realm.
- Publicly accessible buildings should provide regular points of access between other buildings, public spaces and the street to promote activity.
- Ground floors are to accommodate activity generating uses particularly adjoining key streets and the public realm and are to minimise the use of visually impermeable facades such as glazed or reflective windows.
- Car parking and service areas are to be sleeved to minimise visibility from the street or the public realm.

Built Form, Siting and Design

- Consolidate at grade car parking in favour of underground or multi-level parking, where possible, and sleeve parking areas behind buildings to improve the appearance of the streetscape and facilitate pedestrian accessibility.
- Built form when viewed from the public realm, particularly Cooper and High Street and the east-west pedestrian priority street should provide high architectural design and longevity which seeks to complement the preferred character of the area. Selection of materials used must be robust and durable and complement the precinct.

- Building facades are to be articulated to reduce building bulk and create visual interest.
- The design and siting of built form must seek to maximise solar access to dwellings and office space.
- Built form siting should also seek to provide all year-round weather and wind protection within the public realm, with an emphasis on providing shaded areas during summer.
- Built form should seek to provide and increase accessibility to green spaces and urban squares
- New built form should seek to provide interim façade treatments to reduce blank or inactive walls.

Streetscapes and Access

- Provide safe, direct and attractive bicycle and pedestrian connections within and through major development sites to improve internal movement networks and provide connections to the Cooper Street and High Street shared paths and other key routes within adjoining precincts.
- A network of streets, pedestrian paths and transit routes should establish safe, direct, legible and comfortable pedestrian, cycle, public transport and vehicle movement opportunities, including tree planting.
- Strong pedestrian accessibility must be provided to existing, future and proposed public transport terminals.
- Incorporate well-designed, accessible and landscaped public open spaces within major development sites generally in accordance with the open space plan.
- To strengthen links to the VR Michael Reserve and support development to the north and east that overlooks, provides passive surveillance opportunities and promotes the use of the reserve.
- Development of the public realm should provide functional and comfortable spaces which establishes visual interest and character. The public realm should be designed with the end user in mind which seeks to benefit user experience.
- Support the creation of a direct and continuous pedestrian priority link across High Street between Pacific Epping and the Epping Homemaker Centre.

Epping Homemakers Centre

- Support the future development of the Epping Homemakers site to improve the built form address to Cooper and High Street.
- Encourage the future development of the Epping Homemakers site to expand on its mix of uses and intensify development of the site.
- Encourage a mix of uses which build upon the existing bulky goods to also include residential, commercial and office based uses.
- Encourage increased permeability through the site for all modes of transport but particularly pedestrians along Pedestrian Priority Movement Corridor.
- Encourage the Epping Homemakers Centre to prepare a site-specific masterplan in the future to guide the transition of the site from a commercial precinct into a mixed use precinct.

Pacific Epping Shopping Centre

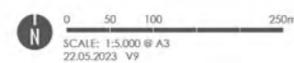
- Support the finalisation and implementation of a site-specific master plan for Pacific Epping Shopping Centre precinct to guide future stages of development and support the evolution of the site into a vibrant mixed use precinct.
- Support the future development of the Pacific Epping Shopping Centre to improve the built form address to Cooper and High Street and along key pedestrian and public transport routes and which provide for a high level of activity, creating a safe and attractive environment with opportunities for social interaction.
- Encourage the future development of the Pacific Epping Shopping Centre site to expand on its mix of uses and significantly intensify development of the site.
- Encourage a mix of uses which generates activity both during the day and at night which includes residential, commercial, retail, health and community-based uses. Ensure that residential uses are supported by appropriate amenity outcomes including open space and pedestrian connections.

Northern Hospital

- To encourage new development on the Northern Hospital site to implement the findings of the Northern Hospital Urban Design Study, 2018 and any other endorsed master plan for the site.
- To encourage a pedestrian movement corridor to be established through the Northern Hospital site connecting between the Pacific Epping Shopping Centre and the Epping Renewal Site including the new Northern Private Hospital.
- Encourage the Northern Hospital to consider improvements to the western façade of the hospital as a visible active interface for the future residents of the New Epping development.

Precinct 4 Regional Demand

- REGIONAL DEMAND PRECINCT
 - EPPING CENTRAL STRUCTURE PLAN BOUNDARY
 - MIXED USE- VIBRANT HIGH DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL AND OFFICE AND RESIDENTIAL BUILT FORM
 - OFFICE MEDICAL*
 - STRATEGIC DEVELOPMENT SITES
 - LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
 - NEW PUBLIC OPEN SPACE OPPORTUNITY
 - URBAN SQUARE/ PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
 - OPEN SPACE/PUBLIC REALM FOCAL POINT (EXISTING)
 - IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
 - PRIMARY STREETSCAPE IMPROVEMENT AREAS
 - STREETSCAPE IMPROVEMENT AREAS
 - PEDESTRIAN PRIORITY MOVEMENT CORRIDOR (INDICATIVE ALIGNMENT)
 - PRIMARY PEDESTRIAN LINKS
 - PREFERRED PRIORITY ROAD CONNECTION
 - POTENTIAL WOLLERT RAIL CORRIDOR
 - FUTURE TRAIN STATION INTERCHANGE
 - POTENTIAL ALTERNATE TRAIN STATION
 - PROPOSED ALTERNATIVE RAIL ALIGNMENT
 - POTENTIAL PEDESTRIAN LINK
- *MEDICAL FACILITIES ASSOCIATED WITH OFFICE USES, USES ASSOCIATED WITH THE OPERATION OF THE NORTHERN HOSPITAL INCLUDING HOSPITAL, EDUCATION FACILITIES, OFFICE AND HELIPAD



A Development of the key central site must be of high architectural quality to create a landmark at this major intersection. This site must activate the streetscape for pedestrians at ground level and integrate with the pedestrian shared path on Cooper Street.

B

Council to engage with State Government should the land used for the train stabling and maintenance facility become surplus to need in the future, in order to realise its redevelopment opportunity given its strategic location in the activity centre.

C

Council to work with stakeholders to deliver a shared path along the rail reserve between Childs Road and the Epping Station.

D

A significant opportunity exists upon the maturity of market conditions to undertake a comprehensive redevelopment of the existing Homemakers Centre given its central location in the activity centre and proximity to Epping Station. Redevelopment should be guided by a precinct master plan and incorporate a mix of uses at higher densities (including employment, retail and housing), a large centrally located public open space, a fine-grain pedestrian network (including a key pedestrian link connecting through the site to Pacific Epping Shopping Centre and the Epping Station) and high quality urban design. Development in the interim consistent with the current use should consider and incorporate where possible the future vision for the site including in respect to the street network, pedestrian connections and open space.

E

These corner sites provide key opportunities to develop landmark buildings with striking architectural elements to mark the gateway to Epping Central.

F

Opportunities for open space and urban squares developed as part of future stages of development to enhance Epping Centrals open space network. These spaces should be activated with hospitality, retail and civic uses.

G

Opportunity for enhanced internal street network, with additional tree planting, streetscape works creating a more defined street network and a safer and higher amenity environment for pedestrians.

H

Development of two key pedestrian movement corridors linking key destinations, public spaces and public transport hubs. The corridors should prioritise pedestrian movement and provide for a safe and high amenity pedestrian environment including trees, seating and wayfinding signage.

I

Work with stakeholders to investigate pedestrian connections between key destinations.

J

Complete missing links by developing a pedestrian path on either side of private road as part of development of adjacent sites to improve pedestrian permeability, connectivity and ensure accessibility for all.



Precinct 5 Regeneration

Precinct Description

The Regeneration Precinct runs along the northern side of Cooper Street and the eastern edge of Miller Street. Most sites consist of an eclectic mix of industrial and commercial developments that are in varying conditions and utilisation. Miller Street operates as an important north-south connector road. Upgrades and urbanisation of Wedge Street, Coulstock Street and Rufus Street will improve connectivity and pedestrian amenity and establish strong east-west connections between adjoining employment and residential precincts.

Precinct Elements

- Large undeveloped or underdeveloped sites with strong potential for development.
- Located in proximity to High Street, Pacific Epping Shopping Centre, Epping Train Station and the Bus Interchange.
- Cooper Street frontage.
- Double fronted large lots.

Key Opportunities

Opportunity statement:

The Regeneration Precinct is a high change, mixed use precinct with an evolving focus on high quality multi-level office and commercial development that benefits from its proximity to High Street, Pacific Epping Shopping Centre and the Epping Train Station. Key improvements to streetscapes with a focus on pedestrian and cyclist movement and an increase in landscaping will support the evolution of a greater mix of uses within this precinct.

Key opportunities for the Regeneration Precinct include:

- Support the development of large sites for multi-level mixed use outcomes which positively interface with the existing street network.
- Protect the strategic significance of large development or underdeveloped sites from inappropriate short term development and subdivision to maximise the development potential of these sites.
- Overcome the movement barrier created by Cooper Street by transitioning to a stronger pedestrian and cyclist-based street network and reverse vehicle-based development and road design.
- Improve the amenity of streets including the construction of pedestrian paths, street tree planting and landscaping.
- Significantly intensify the use and development of land in the precinct, whilst encouraging an improved mix of uses including commercial and residential in a pedestrian and cycle-friendly environment.
- Provide appropriate transition between residential catchments to the north and east and commercial mixed-uses within this precinct.
- Support health and food innovation related industries which strengthen the employment focus of Epping Central.
- Support interim uses where these will not prejudice the long term vision for the precinct.
- Minimise land use conflicts by ensuring that new residential uses are compatible with existing uses and do not undermine the employment and economic development focus of the precinct.

Preferred Character

The preferred character is for a high change, mixed use precinct that provides a strong transition between industrial uses to the west and residential uses to the north and east and a strong built form response to Cooper Street. Employment generating mixed use/office development of 3-8 storeys is encouraged with taller built form on key redevelopment sites and along Cooper Street. Development will provide active frontages to streets and reduce the visual presence of parking and paved areas. Architectural styles are to be attractive and modern and development is to prioritise pedestrian and cyclist access and movement which are further strengthened by a high-quality public realm.

Development Principles and Guidelines

Scale

- Create a human-scale, pedestrian-oriented environment along arterial and connector roads to reduce the reliance on cars through modifications to the design of existing roads and ensuring that redevelopment contributes to improved pedestrian amenity.
- Development of large undeveloped or underdeveloped sites must ensure integration to neighbouring properties and maximise the development potential of these important redevelopment sites.
- Support the redevelopment of underutilised industrial based sites for higher density commercial and residential development ensuring appropriate land contamination investigations and remediation works are undertaken.

Interface and Activation

- Ensure redevelopment along all streets, and particularly Cooper and Miller Streets, provides active uses at street level and contributes to an improved pedestrian and cyclist environment.
- Require new developments along Coulstock Street to actively address the street and contribute to the strong pedestrian movement corridor.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.

Built Form, Siting and Design

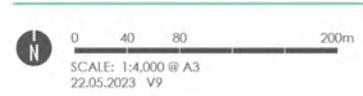
- Ensure development along Cooper and Miller Street provides a strong architectural response to the street frontage and is sensitive to adjoining development at the rear.
- Development fronting Cooper Street and Miller Street are to maintain visual interest, encourage street activity and enhance public safety for pedestrians and cyclists.
- Built form along Cooper Street must seek to achieve minimum setback from the street and set upper stories back to ensure development remains at a human scale at ground level.
- Protect the amenity of existing residential development to the north and east by positioning or minimising site access away from residential interfaces.

Streetscapes and Access

- Enhance the street-based amenity of key local streets through the additional planting of street trees and further landscaping.
- To ensure that development actively addresses all streetscapes, even where properties span across two parallel streets.
- Parking is to be screened from the street by positioning parking at the rear of the built form or integrated into built form through basement/podium or rooftop parking.
- Co-ordinate the upgrade of unmade roads as new development occurs on adjoining sites.

Precinct 5 Regeneration

-  REGENERATION PRECINCT
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  POTENTIAL WOLLERT RAIL CORRIDOR
-  EMPLOYMENT FOCUSED MIXED USE - VIBRANT MEDIUM AND HIGH DENSITY DEVELOPMENT INCLUDING COMMERCIAL AND OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  NEW PUBLIC OPEN SPACE OPPORTUNITY
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PROPOSED ROAD
-  URBANISATION OF ROAD
-  PRIMARY STREETScape IMPROVEMENT AREAS
-  STREETScape IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINK
-  POTENTIAL PEDESTRIAN LINK



A These key sites provide a significant redevelopment opportunity, particularly for office-based employment. Frontages must be active to support increased pedestrian activity and movement along Cooper Street.

B Large underdeveloped site with potential contamination issues that require investigation prior to change of use. Need for future connection to be created linking Duffy Street north with Duffy Street south.

C Large vacant site with potential redevelopment opportunity including a mix of commercial and residential uses. Potential contamination issues that require investigation prior to sensitive uses being located on the site. Future development should ensure active address to surrounding streets, particularly Miller Street. Any proposal which includes a residential use must include an appropriate interface/transition to nearby employment uses and should include public open space.

D Opportunity to consolidate these narrow, underdeveloped sites to achieve more integrated redevelopment of these sites for mixed use outcomes with a focus on employment uses and residential uses at upper level. Promote development with improved quality and higher density outcomes that have a strong relationship to Coulstock and Wedge Streets.



Precinct 6 Employment

Precinct Description

The Employment precinct supports the thriving local economy and generates a high level of employment opportunities at a local and regional level. A mix of high quality industrial and commercial uses is encouraged to benefit from the proximity to the proposed public transport interchange and broader regional freight network. As the industrial core of Epping Central, warehousing, advanced manufacturing, office and commercial space within this precinct will provide further opportunities for food and health-based industries. Improvements in sustainable transport outcomes and streetscapes will help people travel safely between where they live and work.

Precinct Elements

- Large lots.
- Significant office and industrial development, with a high proportion of hard surfaces (roof space, car parking etc).
- Large undeveloped or underdeveloped sites with strong potential for development.
- Limited east-west connections.
- Strong interface with Miller Street.
- Proposed Future Wollert Rail Corridor traverses the precinct.

Key Opportunities

Opportunity Statement:

The Employment Precinct is a high change precinct with a focus on development for commercial, office and industrial based purposes. These uses are of a large scale along Cooper and Miller Streets (3-8 storeys) and transition to smaller scale whilst maintaining high levels of site coverage and employment generation towards the north. The Wollert Rail Corridor will extend north-south through the centre of this precinct, limiting the scope for east-west connections.

Key opportunities for the Employment Precinct include:

- Intensification of health and food innovation-based land uses which complement existing industries.
- Improve pedestrian and cyclist connections from the northern growth corridor to Cooper Street and Pacific Epping Shopping Centre as part of the north-south rail connection.
- Improve internal road connectivity where possible and ensure safe pedestrian and vehicle movement throughout.
- Ensure that industrial uses proposed on the eastern periphery of the precinct are sensitive to future commercial and office based mixed use development, in terms of noise and emissions impacts and provide an appropriate transition to the use of land in the Regeneration Precinct.
- Maximise employment levels through development of intensive uses and reduction of warehousing or storage-based uses, particularly along Miller Street.
- An appropriate mix of office / industrial use is encouraged that maximises employment levels and improves the appearance of the precinct.
- Encourage health and health tourism uses along Cooper Street that are complimentary to that future redevelopment of the Northern Hospital and the Northern Centre for Health, Education and Research (NCHER).

Preferred Character

The preferred character is for modern, high quality commercial and industrial based land uses that results in development at various scales demonstrating reduced front setbacks, attractive landscaping and set within an improved public realm that prioritises pedestrian and cyclist movements. Development scale is to intensify towards Cooper Street and present a more mixed-use commercial focus that reflects commercial and health services development occurring on the south side of Cooper Street. Development on the north side of Cooper Street should maximise building height requirements and provide podium architectural styles. Non-employment generating uses such as caretaker dwellings are discouraged, and residential development is prohibited in this precinct.

Development Principles and Guidelines

Scale

- To protect the long-term strategic significance of major development sites from inappropriate, short term development and premature subdivision.
- Encourage more intensive scale forms of development on Cooper Street (3-8 storeys) and Miller Street.

Interface and Activation

- To provide a sense of arrival to Epping Central by encouraging high quality-built form and design along Cooper Street.
- Manage the interface with the future public transport corridor in terms of built form, address, building setbacks, appropriate buffers, ensuring pedestrian and bicycle permeability. Ensure that new development provides for passive surveillance noting its potential future role as a pedestrian and cycle / open space corridor.
- Minimise visual clutter created by excessive advertising signage particularly that which is not related to the site on which it is located.

- Encourage future development to use parking and landscaping to buffer the noise of the rail from those employed within those spaces.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.

Built Form, Siting and Design

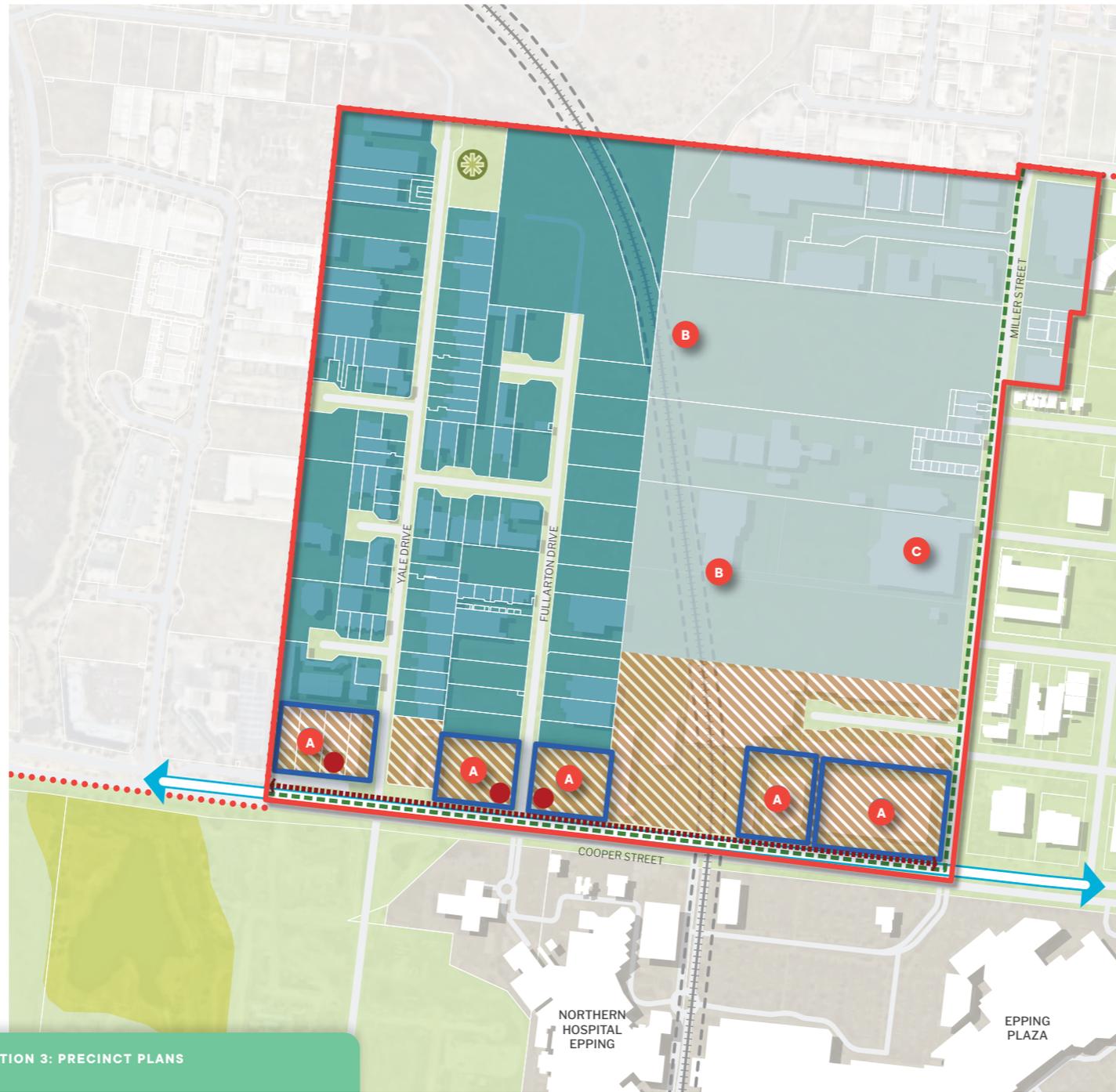
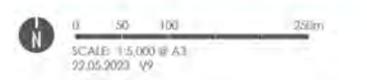
- Encourage visually arresting and innovative design in new development particularly along Cooper Street, which maximises use of Ecologically Sustainable Design principles and technology and incorporates public art pieces where appropriate.
- Prohibit built form (including temporary buildings) in the proposed transport corridor.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.
- Sleeve uses that require large yard spaces with offices or other visually attractive built form/ fencing.
- Intensify industrial development around Fullarton Drive in lots that are unaffected by the rail corridor.

Streetscapes and Access

- Maximise connections (both physical and visual) between the establishing employment uses in this precinct and the retail, residential and community-based uses to the east, as well as to the major retail precinct to the south.
- Improve internal road connections to maximise vehicle and pedestrian connectivity.
- Preserve remnant wetlands adjacent to the proposed rail corridor.
- Parking is to be screened from the street by positioning parking at the rear of the built form or integrated into built form through basement/podium or rooftop parking, or behind inconspicuous and highly attractive screening particularly along the Cooper Street frontage.
- Reduce the prevalence of unsealed driveways and informal car parking along Miller Street.
- Formalise on-street parallel parking along Yale drive and Fullarton drive to reduce dependence on large car parking areas within private development.
 - Use landscaping in kerb outstands to improve safety and streetscape appearance.
- Encourage new industrial development to locate loading and unloading of vehicles to the side or rear of the buildings.

Precinct 6 Employment

-  EMPLOYMENT PRECINCT
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  POTENTIAL WOLLERT RAIL CORRIDOR
-  EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
-  EMPLOYMENT - COMMERCIAL/OFFICE/LIGHT INDUSTRIAL
-  EMPLOYMENT - COMMERCIAL/OFFICE
-  EXISTING PUBLIC OPEN SPACE
-  STRATEGIC REDEVELOPMENT SITES
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETSCAPE IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINK



A

Opportunities for multi-level office and health related employment uses on vacant and/or underutilised sites in commercial precinct fronting Cooper Street. Built form and landscaping should define the street edge to support increased pedestrian activity and movement along Cooper Street and define Cooper Street as a major commercial boulevard.

B

New development abutting the future Wollert rail corridor must protect the corridor and provide for an appropriate interface that includes surveillance.

Encourage activities and built form which activates the rail corridor and provides passive surveillance of the proposed shared path proposed along the rail corridor.

C

Epping Leisure City is a significant entertainment centre in Epping Central. The site is within walking distance to High Street Village, Pacific Epping Shopping Centre and public transport. The facility needs to consolidate its position as an activity hub for residents in the region of different ages including future activities that integrate well with the current operations.

D

Opportunity to provide a road connection and/or pedestrian path from Fullarton Drive to Yale Drive adjacent to the Council Reserve. Encourage activities and built form which activates the rail corridor and provides passive surveillance of the rail corridor and Council Reserve.

E

Opportunity to provide a pedestrian connection from Fullarton Drive through to Miller Street to improve pedestrian permeability



Precinct 7 Epping Renewal Site (New Epping)

Precinct Description

The Epping Renewal Site is an approximately 50ha redevelopment site of a former quarry and landfill. The site is bordered by Cooper Street to the north, Edgars Creek to the west, Deveny Road to the south and the Northern Hospital and Costco supermarket to the east. The Edgars Creek corridor (including adjacent former quarry holes) which runs through the site from north to south, contains habitat of environmental significance. The first stage of the of the redevelopment will comprise a new private hospital and affordable housing development.

Remediation works resulting from its former use as a landfill which occupied most of the site west of the Edgars Creek corridor, has significant design and built form implications. The complexity of the site has resulted in a site specific planning response.

Precinct Elements

- Significant redevelopment opportunity including commercial, health, residential and limited retail uses.
- Immediately adjacent Northern Hospital.
- Edgars Creek corridor and former quarry holes including habitat for threatened Growling Grass Frog.
- Road frontage to Cooper Street, Edgars Road, Deveny Road and connection to Pacific Epping Shopping Centre.
- Site has been remediated including capping, given former quarry and landfill operations.

Key Opportunities

- Development of a health precinct to be anchored by a new private hospital capitalising on the sites location adjacent to the Northern Hospital.
- Development of a commercial precinct providing for a range of employment opportunities.
- The provision of a diversity of housing types including affordable housing.
- Connectivity through the site include access to the broader network at Cooper Street, Edgars Road, Deveny Road and through to the Pacific Epping Shopping Centre

- A municipal open space area along the Edgars Creek including habitat for threatened species, passive open space and opportunities for informal active recreation.
- Connection to the shared path network including shared paths along the Edgars Creek.

Preferred Character

The redevelopment of this site offers the opportunity to establish a new urban character which responds to its site context adjoining the Edgars Creek and proposed mix of uses and activities. The area will be broken up into a number of smaller precincts: health quarter, urban quarters (north and south), living quarter and conservation quarter, each with a distinct character outlined in more detail in the approved Development Plan for the site.

Development Principles and Guidelines

Development principles and guidelines for this precinct are detailed in the approved Epping Renewal Development Plan, 2022.

Precinct 7 Epping Renewal Site

- ▭ EPPING RENEWAL SITE STRUCTURE PLAN BOUNDARY
- MIXED USE- HIGH AND MEDIUM DENSITY DEVELOPMENT INCLUDING APARTMENTS, TOWNHOUSES, LIGHT WAREHOUSING, COMMERCIAL, OFFICE AND MEDICAL USE (GENERALLY IN ACCORDANCE WITH DEVELOPMENT PLAN)
- ▬ PROPOSED ROAD NETWORK
- ▬ PEDESTRIAN PRIORITY MOVEMENT CORRIDOR
- ▬ PRIMARY PEDESTRIAN LINK
- ▬ EXISTING ON-ROAD BIKE LANE
- ▬ EXISTING OFF-ROAD SHARED PATH
- ▬ EXISTING OPEN SPACE TRAIL
- ▬ PROPOSED ON-ROAD BIKE LANE
- ▬ PROPOSED OFF-ROAD SHARED PATH
- ▬ PROPOSED OPEN SPACE TRAIL
- PROPOSED INTERSECTION TREATMENT TO BE DETERMINED
- PROPOSED SIGNALISED INTERSECTION
- ✱ NEW PUBLIC OPEN SPACE OPPORTUNITY
- ✱ URBAN SQUARE/ PUBLIC REALM FOCAL POINT (NEW OPPORTUNITY)
- - - POTENTIAL PEDESTRIAN LINK

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SCALE: 1:5,000 @ A3
19.05.2023 V9





Precinct 8

Dalton Road Neighbourhood

Precinct Description

The Dalton Road Neighbourhood Precinct forms the south eastern corner of Epping Central and is centred around the Dalton Road Shopping Village. A predominately residential precinct, it also includes Lalor North Secondary College and linkages to the Darebin Creek Linear Parkland. The Dalton Road Shopping Village provides local neighbourhood level retail shops, services and amenity to support the local community. Dalton Road provides a strong connection to the Epping Train Station and Melbourne Polytechnic.

Precinct Elements

- Dalton Road Shopping Village.
- A curvilinear residential subdivision pattern comprising many court bowls, reflective of the area’s establishment in the late 1980s.
- Poor pedestrian connectivity resulting from the subdivision pattern and segregation from the broader Epping Central by the Mernda Rail Corridor.
- Limited relationship with the Darebin Creek Linear Parkland despite its proximity.
- Limited interface with adjoining precincts.
- Signalised intersection at Dalton and Childs Road.

Key Opportunities

Opportunity statement:

Dalton Road Precinct is a low change precinct with medium density residential development encouraged proximate to the Epping Train Station and retail centre. The Dalton Road Village Shops provides an attractive, high amenity local shopping strip for the surrounding residential neighbourhood. Increased connectivity to Epping Train Station and adjoining open space will improve the amenity of the precinct and the pedestrian-based environment. Key opportunities for Dalton Road Neighbourhood include:

- Improve the built form interface with local open space, Darebin Creek Linear Parkland and Dalton and Childs Roads.
- Improve connections, both visual and pedestrian based with the Darebin Creek Linear Parkland.
- Increase pedestrian connections between this precinct and surrounding areas.
- Encourage the further high-quality development of Dalton Road Shopping Village inclusive of shop top housing and diversification of the retail offering.
- Support an increase in density within the residential neighbourhood which benefits from proximity to Epping Train Station and the broader Activity Centre.
- Balance an increase in density with the limitations imposed by the Precinct’s street network and proximity to industrial land uses.

Preferred Character

The preferred character is for a high quality, multi-level retail and residential development with attractive frontages in the retail centre. Architectural styles are to be attractive and modern and contribute to the ‘urban village’ feel of the Dalton Road Shopping Village. Streetscapes are to include landscaping and tree planting to improve the pedestrian environment. A focus on enhancing existing pocket parks and links to Darebin Creek Linear Parkland will improve accessibility and amenity of open spaces for the local community.

Development Principles and Guidelines

- 3 – 5 storeys within the retail centre and at the corner of Dalton and Childs Road.
- Standard and medium density residential development, including units and townhouses up to 3 storeys within the residential neighbourhood.
- Develop a landmark building at the corner of Dalton and Childs Road with striking architectural elements to mark the entry into Epping Central from the south.
- Encourage Lalor North Secondary College to address the Darebin Creek Linear Parkland when undertaking future redevelopment.

Siting and Design

- Encourage residential development to provide a reasonable standard of amenity for existing and new residents by ensuring built form responds to the preferred character for the precinct.
- Encourage provision of acoustic treatment to residential development adjacent to the Mernda Rail Corridor.
- Where possible, provide safe pedestrian entry points between Lalor North Secondary College and adjoining residential development to the Darebin Creek Linear Parkland and shared path network.
- Over time, minimise the impact of the Dalton Road Village car park on the streetscape by encouraging new development with minimal front setbacks and active frontages and uses.
- Extend the shared path network along the Mernda Rail Corridor between the Cooper Street shared path and Childs Road.

Precinct 8 Dalton Road Neighbourhood

-  DALTON ROAD NEIGHBOURHOOD PRECINCT
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  RESIDENTIAL
-  MIXED USE- VIBRANT MEDIUM DENSITY DEVELOPMENT INCLUDING RETAIL, COMMERCIAL AND OFFICE AT GROUND FLOOR WITH OFFICE AND RESIDENTIAL ABOVE
-  OPEN SPACE - DAREBIN CREEK CORRIDOR
-  EDUCATION FACILITY
-  REDEVELOPMENT AREA
-  EXISTING PUBLIC OPEN SPACE
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY STREETScape IMPROVEMENT AREAS
-  PRIMARY PEDESTRIAN LINK
-  POTENTIAL PEDESTRIAN LINK



A

This important corner site provides a key opportunity to develop a landmark building with striking architecture to mark the entry to Epping Central from the south and east.

B

Work with stakeholders to investigate a potential pedestrian link across the rail corridor to better connect this Precinct and the activity centre core.



Precinct 9 Childs Road Employment

Precinct Description

The Childs Road Employment Precinct is a discrete pocket of industrial development located at the junction of Childs Road and the Mernda Rail Line. The precinct provides smaller scale industrial land uses which serves a local service and employment role.

Precinct Elements

- Light industrial and warehouse-based uses across the precinct with low vacancies and underutilisation.
- Large lot sizes.
- Extensive frontage to Childs Road.
- Abutting residential development to the north and east.
- Internalised loop road with no vehicle connectivity to adjoining residential precinct.
- Pedestrian access to Supply Park and the adjoining residential precinct.
- Walking distance to Lalor Station.

Key Opportunities

Opportunity statement:

Childs Road Employment is a low change, industrial employment precinct. Disconnected from industrial development occurring further north along Cooper Street this precinct can provide localised employment and service convenience to the surrounding residential catchments. Improvements to street-based amenity will improve the pedestrian environment and increase vehicle safety within the precinct. The development of high-quality built form which actively fronts onto Childs Road will provide an improved interface with residential development to the south.

Key opportunities for Childs Road Employment include:

- Enhancement of the amenity of the precinct through improvements to streetscapes and buildings over time.
- Intensification of employment uses and job density noting the precincts proximity to key transport links, infrastructure and services.

Preferred Character

The preferred character is for modern, high quality employment-based development which provides buildings at various scales and intensities. Development is to demonstrate a reduction in front setback, attractive landscaping and screening and seek to improve the public realm and street-based environment. Cyclist and pedestrian movements and amenity are prioritised to increase active travel to and from this precinct. Non-employment-based uses such as caretakers dwellings are discouraged in this precinct.

Development Principles and Guidelines

- Ensure industrial uses minimise amenity impacts such as noise, fumes and visual intrusion upon adjacent residential properties.
- Improve presentation to Childs Road and ensure new built form actively addresses the street, reduces the predominance of hard surfaces and high fences.
- Corner site developments are to address both street frontages with articulated, quality faced treatments.
- Encourage high quality building design and material selection that incorporates reduced front setbacks, increased landscaping and high-quality façade treatments.
- Avoid front fences along property frontages. If front fences are required, fences must be visually permeable, high quality, avoid the use of barbed wire and be located along landscaping.
- High fences along properties which front Childs Road must be avoided.
- Support the provision of a shared path along the Mernda Rail Corridor between the Copper Street shared path and Childs Road by encouraging built form to provide passive surveillance opportunities through the installation of windows and location of staff outdoor areas.

Precinct 9 Childs Road Employment

-  CHILDS ROAD EMPLOYMENT PRECINCT
-  EPPING CENTRAL STRUCTURE PLAN BOUNDARY
-  EMPLOYMENT - WAREHOUSING/LIGHT INDUSTRIAL
-  LANDMARK SITES- NEW DEVELOPMENT SHOULD USE ARCHITECTURAL FORMS, MATERIALS AND DETAILS TO PROVIDE A STRONG VISUAL IMPACT
-  IMPROVED BUILT FORM PRESENTATION TO STREET OR OPEN SPACE
-  PRIMARY PEDESTRIAN LINKS



A

Improved frontages and built form onto Childs Road within Precinct 9 will provide increased visibility for businesses and increased surveillance onto Childs Road.

Section 4: Implementation

Delivery of the Vision for Epping Central over the short, medium and long term will require coordinated action between Council, the State Government, the local community, businesses and landowners.

City of Whittlesea

The City of Whittlesea will be responsible for overseeing the implementation of the Epping Central Structure Plan. The successful delivery of the Structure Plan will require collaboration across the whole organisation. Preparation of a planning scheme amendment to give effect to the updated Structure Plan is identified as a high priority action. The Structure Plan also identifies additional opportunities for further strategic work, which will need to be incorporated within the Council’s action planning as part of its integrated planning processes and the business plans of responsible departments having regard to the implications of individual projects for the overall implementation framework, budget implications, and Council resourcing.

State Government

Council will continue to build on its strong relationship with the State Government, and in particular with the Department of Environment, Land, Water and Planning (DELWP). State Government department representatives provide the key link between state-level policy initiatives, and Council strategy and on-the-ground implementation, connecting council with policy guidance, expertise, and funding streams where appropriate to ensure a whole-of-government approach. In addition to DEWLP, the Epping Central project is relevant to the Departments of Transport (DoT), Jobs, Precincts and Regions (DJPR), Education and Training (DET), Families, Fairness and Housing (DFFH), and Health (DH), as well as to other State Government agencies such as Melbourne Water and Development Victoria.



The Community, Stakeholders and Landowners

As implementation of the Epping Central Structure Plan occurs, the City of Whittlesea will seek to facilitate ongoing input from community members, stakeholders such as community service agencies and business owners, and landowners as the groups most likely to be affected by ongoing growth and change. This involvement will be crucial to ensure that these changes are of maximum benefit to the Epping Central community. Council will continue to build upon relationships established in early rounds of consultation, ensuring that opportunities for input are available to as broad a cross-section of the community as possible.

In addition, Council may consider establishing a working or reference group with representatives of key major land uses to ensure ongoing coordination on state and local policy objectives, advocacy and the of outcomes of individual site masterplanning work.

Infrastructure Contributions

A Development Contributions Plan (DCP) is existing with the precinct and identifies the infrastructure projects required to support the development and growth of Epping Central.

A DCP is enabled by the Planning and Environment Act and operates as a user pays funding tool. Under a user pays principle, developers are charged for the anticipated demand or share of use of a particular infrastructure item that their development generates. Council is responsible for infrastructure project delivery within a reasonable timeframe.

Developers are responsible for making cash contributions or works or land contributions in lieu of cash at the discretion and agreement of Council.

The DCP collects funds to contribute to a proportion of the cost of local infrastructure such as roads, streetscape improvements, paths, public open space, drainage works and community facilities.

As the Infrastructure Contributions system is reviewed and updated by the State Government there is an opportunity to investigate the update or replacement to the existing DCP in line with the revised system.

Future Strategic Work Opportunities

Administration

A1. Planning Scheme Amendment –

- Update the Planning Policy Framework and other relevant provisions to implement this plan.
- Rezone the land in Childs Road Employment precinct to an appropriate industrial/employment zone as to continue to support and facilitate employment generating uses.
- Rezone land in Dalton Road Neighbourhood Precinct to an appropriate residential/commercial zone(s) consistent with the precinct’s role.
- Update Schedule 1 to the Activity Centre Zone consistent with the objectives, strategies and directions identified in this plan.

A2. Infrastructure Contributions

Review and investigate an update or replacement to the Epping Central Development Contributions Plan including consideration of a standard levy contributions plan.

A3. Masterplan of Public Land

Ensure the future use and development of any Council or State Government owned land in the precinct is guided by a master plan informed by community engagement. Any future master plan may consider opportunities for a mix of uses, public open space and affordable housing.

Urban Living

UL1. Master planning of Strategic Development Precincts

Work with landowners to prepare and implement masterplans for strategic development sites which facilitate additional housing (including opportunities for affordable housing) in the activity centre.

Movement and Transport

MT1. Wollert Rail

Advocate for the Wollert Rail Corridor connecting Lalor to Wollert (including a station at Epping Central, shared path network and public realm improvements), to be constructed including acquisition of the land in the short term.

MT2. Bus Services

Continue to advocate for improved bus services to Epping Central and connecting with rail services

MT3. Movement and Place Analysis

Work with the Department of Transport to undertake and implement a movement and place analysis for key roads within Epping Central.

MT4. Active Transport Infrastructure

Deliver improvements to the infrastructure in the centre supporting active and sustainable transport including pedestrian paths, shared paths, cycle lanes and amenity improvements.

Employment and Investment

EI1. Economic Development

Work with State Government (VPA, DELWP and DJPR) and other stakeholders to identify implementation and coordination actions that support growth and economic investment in Epping Central.

Community Facilities and Services

CF1. Epping Central Community Facilities Analysis and Feasibility Study

Analysis work to understand the community service need, delivery options and service delivery approach for proposed community facilities.

Public Realm and Natural Environment

PR1. Tree canopy coverage

Deliver and support additional tree planting in the centre to increase tree canopy coverage and improve amenity consistent with the Greening Whittlesea Strategy.

PR2. Coulstock Street Investigation Area Analysis

Investigate in consultation with the community the best use for land identified within the ‘Coulstock Street Redevelopment Area’ to inform future master planning and development of this area.

PR3. High Street Village Neighbourhood Centre Masterplan

Develop a cohesive masterplan for High Street Village Shops including Coulstock Street to improve the appearance and function of public realm and improve street-based amenity.

PR4. High Street Village Precinct Public Open Space

Investigate and acquire additional land (approx. 1500sqm) for Public Open Space within Precinct 1 (proposed OS02) using Public Open Space Contributions.

PR5. Epping Central Branding

Review and refresh the branding for Epping Central as it relates to street furniture and other infrastructure including signage

Appendices

Appendix 1 – Housing Typologies – Built Form Guidelines

Preferred Built Form Type	Typology Specific Built Form Guidelines	
Townhouse/Duplex (preferred housing type)	<ul style="list-style-type: none"> • Ensure garages do not dominate the streetscape. • When proposed on consolidated sites, provide breaks along the street frontage to reduce appearance of building mass and increased pedestrian access. 	<ul style="list-style-type: none"> • Ensure development is appropriately orientated to reduce overshadowing of private open space.
Multi-unit (preferred housing type)	<ul style="list-style-type: none"> • Front setback landscaping to ensure appropriate screening of car parking and service areas. • Minimise the number of cross overs to maintain the integrity of the streetscape and minimise disruption to pedestrian movement. 	<ul style="list-style-type: none"> • Maximise opportunities for landscape planting. • Incorporate porches or awnings to enhance sense of address. • Clearly distinguish between vehicle driveways and pedestrian paths. • Encourage development to be outward facing.
Shop-top Housing (preferred housing type)	<ul style="list-style-type: none"> • Shared and private outdoor open space such as balconies, foyers and communal are should be designed to improve amenity and fostering of communal cohesion. 	<ul style="list-style-type: none"> • Building separation between ‘tower’ elements to ensure solar access, landscaping (where appropriate) and visual separation of built form.
Apartment (preferred housing type)	<ul style="list-style-type: none"> • Shared and private outdoor open space such as balconies, foyers and communal areas must be designed to reduce overlooking. • Ensure new apartment buildings provide highly legible pedestrian entries • Ensure lift entries are clearly visible from main entry • Seek to incorporate individual dwelling entries for apartments located to the ground floor street frontage. • Articulate built form elements such as roofs, balconies, windows, doorways to contribute to a strong architectural expression 	<ul style="list-style-type: none"> • Integrate ancillary services into the front fence/ facade treatment to reduce their visual presence • Building separation between ‘tower’ elements to ensure solar access, landscaping (where appropriate) and visual separation of built form. • Ensure well designed private open space that provides <ul style="list-style-type: none"> – Opportunity for small scale vegetation – Well ventilated internal living spaces – Buffering from street noise • Set back upper levels of tall buildings or use a podium and tower form for apartment development to <ul style="list-style-type: none"> – Reduce overshadowing on the street when fully developed – Create a pedestrian scale at street level



Contact

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**City of
Whittlesea**

5.3.4 Lalor Development Plan Addendum

Responsible Officer Director Planning & Development

Author Strategic Planner

In Attendance Strategic Planner

Attachments

1. Attachment 1: Subject Site [5.3.4.1 - 1 page]
2. Attachment 2: Development on larger parcel [5.3.4.2 - 1 page]
3. Attachment 3: Addendum to Lalor Development Plan - 50 S Gillwell Road site [5.3.4.3 - 78 pages]

Purpose

The purpose of this report is to discuss the outcomes of the public exhibition of a proposed amendment to the Lalor Development Plan. The proposal seeks to amend a land use designation within the Development Plan for the property at 50s Gillwell Road, Lalor, from “Integrated Residential Age in Place Estate” to “medium density residential”.

Brief Overview

The amendment to the Lalor Development Plan (Carlingford and Mosaic Living) has been pursued by the owner of the subject site, Baptistcare. The subject site, 50S Gillwell Road, Lalor (*refer Attachment 1*) was part of a larger parcel of land originally intended to be developed as residential aged care and a retirement village. In 2015, a permit was issued for this development. Only the residential aged care portion of that development has been acted upon, this being delivered in the north-east corner of the larger parcel.

Subsequently, a portion of the designated retirement village site in the north-west corner of the larger parcel (*refer Attachment 2*) has been approved for development as social housing under Victoria’s Big Housing Build. The proposed amendment seeks to change the designation of the remaining area currently designated for retirement village to medium density residential.

Baptcare have advised Council that due to the development of part of the site for a different purpose under the Big Housing Build, and market conditions, the delivery of the retirement village component on the balance of the site is no longer feasible. As noted above, Baptistcare are therefore seeking the amendment to the Lalor Development Plan to enable medium density residential development for this portion of the site. They are proposing to amend the current development plan through the inclusion of an Addendum which details the new land use designation, providing site history and justification for the change.

In assessing the Addendum, Council officers found the proposed change aligns with the principles and outcomes sought by the original Development Plan particularly regarding residential land use and density. It does this by providing further housing choice, supported by surrounding local parks, open space and access to community services and infrastructure.

Although there is no statutory requirement to exhibit the Development Plan, the City of Whittlesea undertook non-statutory exhibition to 50 affected and adjoining properties owners and occupiers, and five relevant agencies. This is to ensure that any properties or agencies potentially impacted by the proposal have the opportunity to provide comment for Council's consideration. The exhibition period commenced on 9 March 2023 and concluded on 24 March 2023.

One submission was received from a neighbouring property owner and is discussed later in the report. In summary, it is considered that the submission is not relevant and outside the scope of the proposed amendment to the development plan as it relates to an objection to the neighbouring social housing proposal, rather than the subject site.

Recommendation

THAT Council:

- 1. Approve the Addendum at Attachment 3 of this report showing the change in land use for 50S Gillwell Road, to form part of the Endorsed Lalor Development Plan (Carlingford & Mosaic Living).**
- 2. Advise the submitter and proponent of Council's decision to approve the Addendum to the Development Plan.**

Key Information

Background

The Lalor Development Plan (Carlingford and Mosaic Living) was endorsed by Council on 4 July 2008 and amended on 15 September 2015. It was produced in line with the Whittlesea Planning Scheme Development Plan Overlay Schedule 20.

The Development Plan applies to a triangular shaped portion of land in Lalor. It is 101 hectares in area bound by the Craigieburn Bypass to the west, Melbourne Wholesale Markets to the north, and existing residential development to the south and east. The Lalor Development Plan (the DP) has guided the subsequent development of the area for residential use, local parks, drainage reserves, recreation reserves, and protection of a stony knoll.

A parcel in the south-east corner of the DP area, 50S Gillwell Road, remains undeveloped and is the subject of this Amendment. The subject parcel formed part of a larger allotment in the south-east corner of the Development Plan area.

The original plan for development of this larger allotment was to incorporate:

- 120 bed Residential Aged Care facility in the north-east corner.
- 53 independent living apartments and community centre in the north-west corner.
- 82 independent living units in the southern portion.

Planning Permit 715018 was issued by Council in October 2015 to facilitate this development. It was partially acted upon by the owner, Bapcare, with the 120-bed residential aged care facility delivered in the north-east corner of the allotment. The remaining two elements have not been acted upon.

Subsequently, the north-west portion of the allotment has been approved and funded for residential development under Victoria's Big Housing Build. This will see the delivery of 45 dwellings for social housing which, under Clause 52.20-3 of the Whittlesea Planning Scheme, is exempt from the requirement for a planning permit. The proposed amendment to the Development Plan does not relate to this project or facilitate this development.

50S Gillwell Road, Lalor was subdivided under Permit PLN-37648 in May 2022. This subdivision saw three separate lots created for the existing aged care facility (now 51 Pinetree Crescent), the future social housing site (61 Pinetree Crescent), and the subject site of this amendment, 50S Gillwell Road.

Proposal

The Addendum document (*refer Attachment 3*) proposes changing the land use designation for the subject site from "Integrated Residential Age in Place Estate" to "medium density residential". The owners, Bapcare, have advised a change in market demand for retirement living and the extent of services and facilities required for a successful retirement village have altered and make this site no longer suited to that purpose. This means the 53 independent living apartments and 82 independent living units will no longer be pursued and they propose the land is developed as medium density residential.

The addendum also proposes a single access to the site from Gillwell Road, which was previously approved under the original planning permit for the site, 715018 and is shown in the land use plan. The change in land use and access arrangement is supported by a Traffic Impact Assessment attached in the Addendum.

The land use designation for the north-western portion of the parent site that is subject to Victoria's Big Housing Build (61 Pinetree Crescent, Lalor) is shown on the addendum as medium density residential to reflect the use and development outcome approved by the Minister for Planning. This change to the land use designation did not form part of the assessment, as the change had already been made outside the ambit of Council's authority. There are no other changes to the existing development plan proposed by this addendum.

Community Consultation and Engagement

The draft Addendum was exhibited to 50 surrounding landowners and occupiers, and five potentially affected agencies from 9 March to 24 March. During this time those notified were invited to comment on the proposed amendment to the Development Plan.

Council received one submission during the exhibition period. This was from a neighbouring landowner and occupier. The submission objected to the amendment as they believed the amendment related to, and facilitated, the Social Housing to the north of the subject site.

They argued that social housing would have a negative impact on the surrounding house prices. As this amendment does not relate to, or facilitate, the social housing site the submission is considered out of the scope of this proposal. Council officers have replied to the submitter thanking them for their submission and advising this proposed amendment to the Development Plan does not relate to the social housing site.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Liveable neighbourhoods

Our City is well-planned and beautiful, and our neighbourhoods and town centres are convenient and vibrant places to live, work and play.

The proposed amendment supports Goal 2: Liveable neighbourhoods through the provision of:

- Well-designed neighbourhoods.
- Attractive streetscapes and public spaces.
- Quality and varied housing options.
- Housing that is diverse and affordable.

Considerations

Planning Assessment

The Addendum to the Development plan is supported by planning policy that encourages the delivery of diverse housing types in areas that are well located and serviced:

Planning Policy Framework of the Whittlesea Planning Scheme

Clause 02.03-6 – Housing – Housing location in established suburbs. “Increasing the availability of housing options within the established suburbs of the municipality will be important to address the changing demographic profile and the general decline in household size in the city.”

Clause 02.03-6 – Housing – Housing diversity. “Council aims to: Encourage greater housing choice in terms of size, type, and style to meet the needs of a diverse and changing population.”

Clause 02.03-6 – Housing – Housing integration and affordability. Council aims to: Encourage a diverse range of housing types that can assist in influencing greater housing affordability.”

Clause 16.01-1S – Housing Supply – “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.”

Clause 16.01-1S – Housing Supply - “Support opportunities for a range of income groups to choose housing in well-serviced locations.”

Clause 16.01-1R – Housing Supply- Metropolitan Melbourne – “Facilitate increased housing in established areas to create a city of 20-minute neighbourhoods close to existing services, jobs and public transport.”

Clause 16.01-1L – Housing supply in established areas – Housing character and amenity strategies. “To promote increased diversity and quality in housing.”

Development Plan Overlay Schedule 20 (DPO20) of the Whittlesea Planning Scheme

The addendum provides the following development plan requirements:

- Site and context plan
- Road network Plan
- Land Use Plan and budget

Assessment against existing Development Plan

The proposed change in designation of the site from ‘integrated residential age in place estate’ to ‘medium density residential use’ is considered an appropriate change that still delivers against the intention of the endorsed Development Plan. The integrated living site was to be of a higher density than the standard density elsewhere in the plan.

The plans endorsed through permit 715018 showed 82 lots on the subject site, and 53 lots on what is now the social housing site. We anticipate the proposed medium density residential development will deliver a similar number of dwellings to what was originally proposed and approved.

The approved Development Plan ensures that the majority of dwellings are to be located within 400 metres walking distance of public transport. The subject site is well located with two bus stops within 100 metres.

Link to Strategic Risk

Strategic Risk *Community and Stakeholder Engagement* - Ineffective stakeholder engagement resulting in compromised community outcomes and/or non-achievement of Council's strategic direction

Pursuant to Clause 43.04 of the Whittlesea Planning Scheme (Development Plan Overlay), a development plan is to be prepared to the satisfaction of the responsible authority. As such, there is no statutory requirement to exhibit development plans and amendments to development plans. Notwithstanding, it is the practice of this Council to exhibit proposed development plans to potentially affected landowners and agencies to ensure community participation in important processes and decisions.

Implementation Strategy

Communication

The proponent, Bapcare, is to be notified of Council's decision.

The submitter has been provided with the Council officer's response to their submission.

Declaration of Conflict of Interest

Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Conclusion

The proposed Amendment to the Lalor Development Plan (Carlingford & Mosaic Living) seeks to change the land use designation of the subject site, 50S Gillwell Road, Lalor from "Integrated Residential Age in Place Estate" to "medium density residential". It proposes to do this by attaching an Addendum to the original development plan.

The development plan amendment was exhibited to surrounding landowners and occupiers and relevant agencies. Only one submission was received relating to an adjacent site and therefore not considered in the scope of this amendment.

It is considered that the use of the site for medium density residential is an alternate use that will provide for a diverse housing type in a well located and serviced area, and that it delivers against the intention of the endorsed Development Plan and should be endorsed.

Lalor Development Plan Area and Amendment Subject Site, 50S Gillwell Road



Subject site and larger parcel development



URBIS

ADDENDUM TO THE LALOR DEVELOPMENT PLAN

Development Plan Overlay -
Schedule 20 (DPO20)

50S Gillwell Road, Lalor
(Lot RR on PS646643C)

Prepared for
BAPTCARE
16 February 2023

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0039986
Report Number	Rep01

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

All information supplied to Urbis in order to conduct this research has been treated in the strictest confidence. It shall only be used in this context and shall not be made available to third parties without client authorisation. Confidential information has been stored securely and data provided by respondents, as well as their identity, has been treated in the strictest confidence and all assurance given to respondents have been and shall be fulfilled.

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INTRODUCTION

Urbis act on behalf of Bapcare in relation to 50S Gillwell Road, Lalor (more specifically Lot RR on Plan of Subdivision 646643C) (“the subject site”), and its specific land use designation within the Carlingford & Mosaic Living Development Plan.

Specifically, this amended Development Plan seeks to facilitate a “Medium Density Residential” development on part this land, being two designated parcels in the north-west and southern parts of the land, which would replace the existing designation for “Integrated Residential Age in Place Estate”, due to existing market demands.

This report is written as an Addendum to the existing approved Development Plan, specific to this parcel, to facilitate a revised land use designation. Once approved, it should be read together with the existing Development Plan.

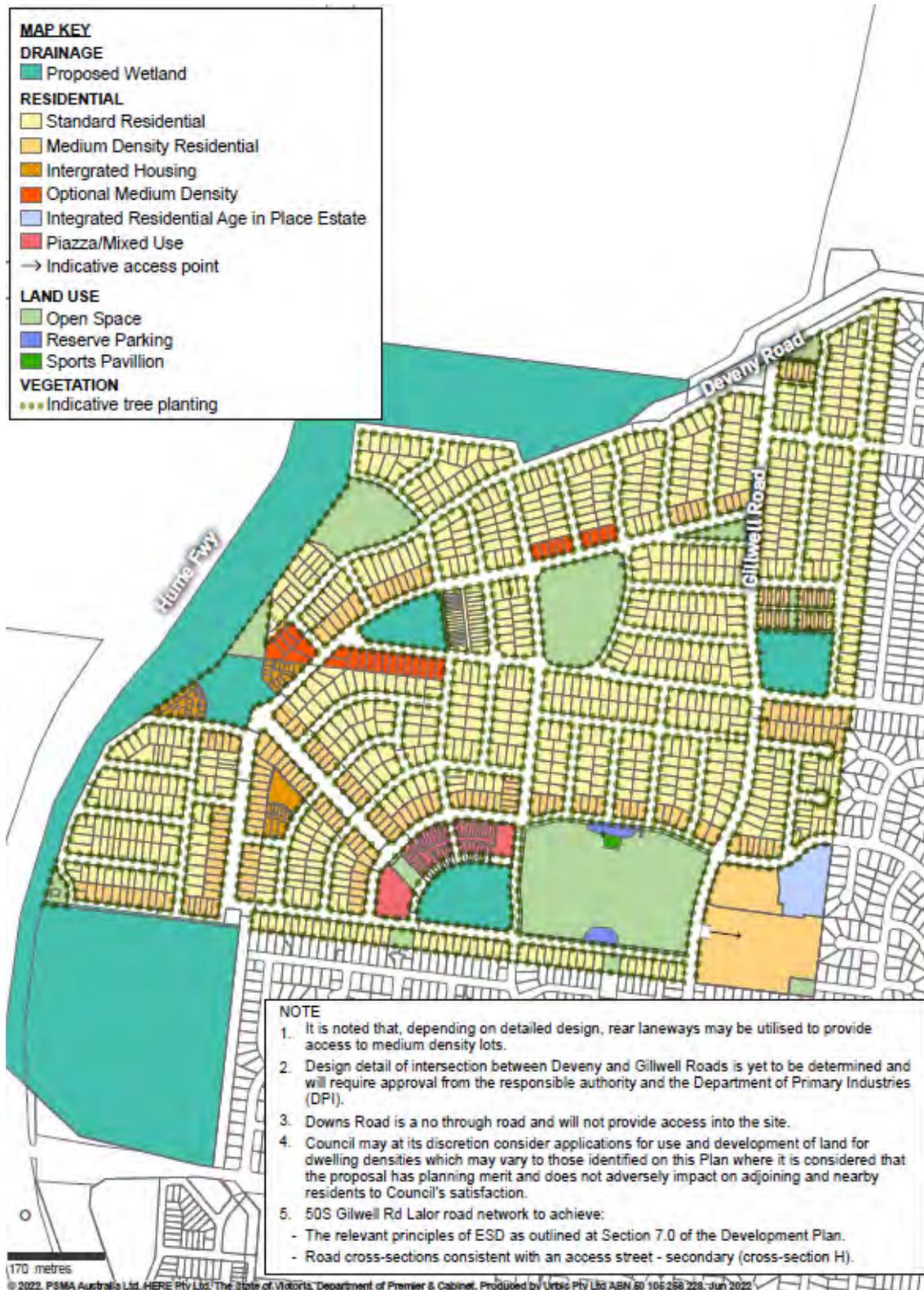


Figure 1: Proposed Addendum to Lalor Development Plan & Replacement of Figure 11 (Source: Urbis)

1. BACKGROUND

1.1. ORIGINAL IMPLEMENTATION OF THE CARLINGFORD & MOSAIC LIVING DEVELOPMENT PLAN

The Carlingford and Mosaic Living Development plan was approved by Council on 4 July 2008 and amended on 15 September 2015 in accordance with Schedule 20 to the Development Plan Overlay.

The Development Plan covered the whole of the Development Plan Area, comprising of 101 hectares, including the subject site.

The Development Plan noted the future development of the subject site to include an Integrated Residential Age in Place Estate, which coincided with the owner’s original intentions for developing the subject site at the time.



Figure 2: Existing Approved Development Plan at Figure 11 (Source: Lalor Development Plan)

1.2. PERMIT 715018 (50S GILLWELL ROAD, LALOR)

On 7 October 2015, Planning Permit 715018 was issued for the subject site for the use and development of a retirement village and aged care facility. The approved use and development included the whole of the subject site, incorporating:

- 120 Bed Residential Aged Care Facility in the north-east corner of the allotment;
- 53 Independent Living Apartments and Community Centre in the north-west corner of the allotment; and
- 82 Independent Living Units in the southern portion of the allotment (the subject site).

The permit was partially acted upon as it relates to the 120 Bed Residential Aged Care Facility, but the other components were not acted upon.

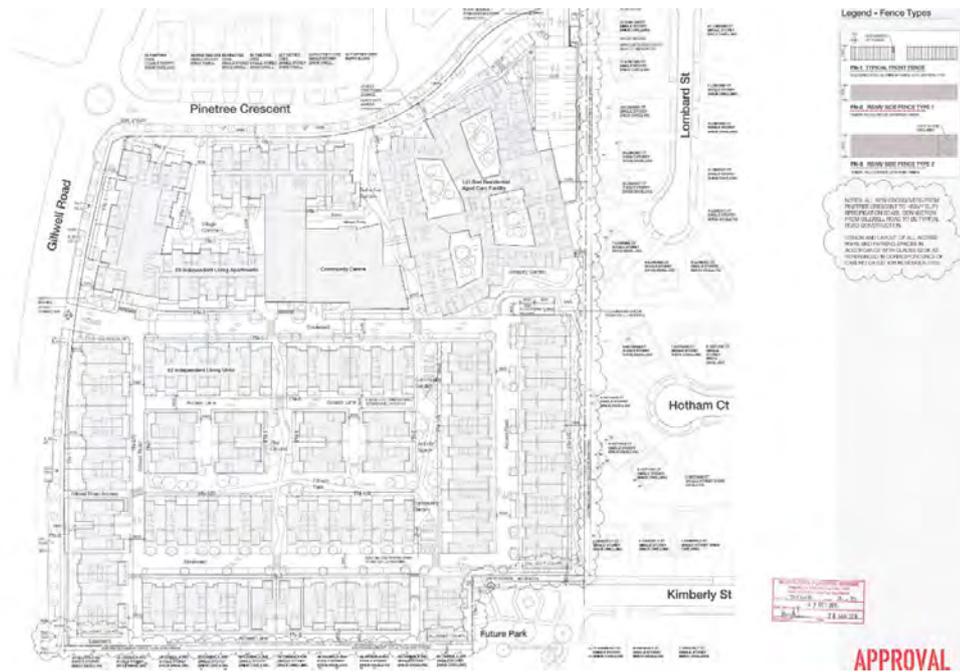


Figure 3: Endorsed Plan forming part of Planning Permit 715018 (Source: Baptcare)

1.3. CLAUSE 52.20 APPROVAL (50S GILLWELL ROAD, LALOR)

An amended proposal was contemplated for the north-west corner of the site, which formed the basis for an exemption from a planning permit, pursuant to Clause 52.20-3 (Victoria’s Big Housing Build) of the Whittlesea Planning Scheme, this exemption was re-confirmed by DELWP on behalf of the Minister for Planning, in correspondence dated 26 April 2022.

The amended proposal for this portion of the allotment now proposes to construct 45 dwellings, which are being funded under Victoria’s Big Housing Build Program and being carried out by or on behalf of the Director of Housing.



Figure 4: Endorsed Plan for Housing on North-West corner of Land (Source: Baptcare)

1.4. PERMIT PLN-37648 (50S GILLWELL ROAD, LALOR)

Planning Permit PLN-37648 was issued on 16 May 2022 for a three-lot subdivision. This subdivision creates separate lots for the existing residential aged care facility, the proposed social housing development and the land subject to this Development Plan application although the Certification of the Plan of Subdivision has not occurred at the time of writing.

1.5. RATIONALE FOR ADDENDUM

Since the approval of the Development Plan in 2008 and further amendment in 2015, the market demand for retirement living and the extent of services and facilities required to facilitate a successful retirement village has altered. This shift in the market and social housing approval has meant that the site is no longer suitable for the use and development of a retirement village.

This portion of the land is now proposed to be for residential development.

We find it appropriate therefore to change the land use designation in the Development Plan to accommodate “medium density residential” for both the southern, undeveloped portion of the allotment (Lot RR, Plan of Subdivision 646643C), and the north-west portion (also Lot RR, Plan of Subdivision 646643C) which is the subject of the recent Big Housing Build approval, as outlined in Section 1.3 of this Report.

2. PLANNING CONTEXT

This section of the report provides a brief outline of the planning context, including the applicable planning controls and planning policy framework, relevant to the subject site.

It is recognised that the planning scheme has been amended since the original adoption of the Development Plan, and this summary provides an overview of the planning context at the time of this current submission.

2.1. PLANNING CONTROLS

The land located at 50S Gillwell Road, Lalor is covered by the **General Residential Zone – Schedule 1 (GRZ1)** and is affected by the **Development Plan Overlay – Schedule 20 (DPO20)**. An overview of both applicant planning controls has been detailed below.

2.1.1. General Residential Zone - Schedule 1

The purpose of the General Residential Zone is to:

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

Schedule 1 to the General Residential Zone applies to the Whittlesea General Residential Areas, which does not provide any variations.

2.1.2. Development Plan Overlay - Schedule 20

The purpose of the Development Plan Overlay is to:

- Implement the Municipal Planning Strategy and the Planning Policy Framework.
- Identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- Exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

Schedule 20 to the Development Plan Overlay relates to the Lalor Development Plan and provides a number of requirements to be met prior to the issue of a permit, along with information to accompany a Development Plan.

2.2. PLANNING POLICY FRAMEWORK

The Planning Policy Framework (PPF) sets out state-wide policy that guides the development of the local policy framework, land use and development decisions and helps inform the planning scheme amendment process. The PPF seeks to ensure that sufficient zoned land is provided for housing, employment, recreation, and open space, commercial, community facilities and infrastructure to meet future demand in a sustainable manner. In particular, it seeks to promote high quality & high-density development in appropriate locations of the City, which create attractive and affordable housing options for the State's residents.

The sections of the PPF which are considered relevant to this addendum to the Lalor Development Plan include:

- Objectives at **Clause 11.02-1S (Supply of Urban Land)** of the PPF seek to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Relevant strategies include:

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.
- Objectives at **Clause 11.03-2S (Growth Areas)** of the PPF seek to located urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.
Relevant strategies include:
 - Concentrate urban expansion into growth areas that are served by high-capacity public transport.
 - Implement the strategic directions in the Growth Area Framework Plans.
 - Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.
 - Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.
 - Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.
 - Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.
 - Provide a diversity of housing type and distribution.
 - Retain unique characteristics of established areas impacted by growth.
 - Protect and manage natural resources and areas of heritage, cultural and environmental significance.
 - Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.
 - Maximise beneficial relationships between land uses by discouraging the co-location of incompatible land uses.
 - Protect the non-urban breaks between South Morang, Mernda/Doreen and Whittlesea Township and between Wollert and Donnybrook/Woodstock with a focus on the Quarry and Whittlesea Hills and linking key watercourses.
- Objectives at **Clause 16.01-1S (Housing Supply)** of the PPF seek to facilitate well-located, integrated and diverse housing that meets community needs.
Relevant strategies 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.
 - Objectives at Clause **16.01-2S (Housing Affordability)** of the PPF seek to deliver more affordable housing closer to jobs, transport and services.
- Relevant strategies include:
- 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 provision of a balanced mix of market and affordable housing in development, especially larger residential development/mixed use development or on strategic redevelopment sites.
 - Encourage and facilitate affordable housing in locations with good access to public transport and/or services.
 - Facilitate a balanced mix of private, affordable and social housing within new developments.
 - Design the social and affordable housing components within new developments so that they integrate with the remainder of the development.
 - Support affordable private rental housing for low and moderate income households including a proportion to be owned and managed by a registered housing association, housing provider or similar not-for-profit organisation.
 - Support innovative materials and affordable construction techniques, that could result in more affordable housing products.

3. SITE CONTEXT

This section of the report provides a brief outline of the site context, including its relation to the Lalor Development Plan area.

It is recognised that the surrounding Development Plan area has significantly changed since the adoption of the original Development Plan, and it is recognised that the area has been developed and the area has changed.

3.1. SUBJECT SITE

The overall site comprises of part of the land located at 50S Gillwell Road, Lalor. The overall allotment is irregular in shape, with an overall area of 4.3ha.

The legal description of the land is Lot RR on Plan of Subdivision 646643C. A review of the title indicates that there are no registered restrictive covenants or Section 173 Agreements affecting the subject site.



Figure 5: Depiction of the Subject Site (Source: Nearmap)

3.2. DEVELOPMENT PLAN AREA

The Lalor Development Plan area, also known as the Carlingford and Mosaic Living Development Plan area, comprised of a total overall landholding of 101 hectares.

The Development Plan area is located south-west of the Epping Principal Activity Centre and surrounding residential areas which comprise the Epping North Growth Corridor.

An area located directly to the north of the Development Plan area has also been designated and development for commercial and industrial purposes.

3.3. DEVELOPMENT PLAN VISION AND PRINCIPLES

The approved Development Plan provides a key emphasis on ESD principles, including a number of adopted principles relating to site planning, biodiversity and ecosystem management, landscaping, sustainable forms of transport, building design and construction methods, energy efficiency, waste minimisation, water conservation, and water sensitive urban design (WSUD) and stormwater management.

Other key principles and outcomes contemplated by the approved Development Plan include:

- A street network and lot diversity which not only integrates seamlessly but which enhances the character of the existing urban fabric.
- A variety of lot configurations including conventional allotments, medium density allotments and integrated housing sites to encourage housing diversity with a variety of people, at varied lifecycle stages and with different incomes to become part of the inclusive community.
- The northerly extension of Gillwell Road to connect to the proposed extension of Childs Road (Deveny Road) at the northern end of the land at the westerly extension of Kingsway Drive.
- A simple network of streets and associated pedestrian/cycle paths typically orientated north-south to maximise solar access or fanned to open view sheds to major open spaces. This includes a bicycle/pedestrian path along the northern boundary of the site that connects with the existing path provided alongside the Craigieburn Bypass to the south and that proposed along Edgars Creek as part of the CSEA Development Plan to the north.
- An interconnected network of fine grain thoroughfares designed for pedestrians and cyclists, to encourage walking and cycling within the local area and between surrounding attractors.
- The provision of a total of 9.18 hectares of public open space for the purposes of drainage, conservation, passive recreation and active recreation. This includes the provision of generous areas of public open space to ensure the retention of natural features identified as having environmental importance such as remnant grasslands. This includes a linear open space area along the outer northern and western boundaries of the land to provide for the movement of native flora and fauna.
- A designated enhanced Growling Grass Frog habitat reserve is also provided in the north-western portion of the Mosaic Living site to promote the protection and conservation of this nationally threatened species.
- The provision of 6.24 hectares of land for active recreation purposes, including two football ovals. The two full sized football ovals include the potential for two soccer pitches, room for a pavilion and car park has also been provided.
- A central piazza area at the core of the development to form a physical and social focal point overlooking wetlands and open space. The piazza will form a mix of uses including a café, restaurant, convenience store, as well as multi-level apartments. Medium density allotments have been located in close proximity to support the function of this central precincts.
- Connectivity to a range of regional retail & health services in the nearby Epping Major Activity Centre.
- Wetlands, retarding basins and other appropriate engineering measures to ensure appropriate management of stormwater.
- A staging plan that sees the site evolve from east to west, commensurate with market demand and the ability to manage short term sewer capacity constraints.

3.4. DEVELOPMENT PLAN REQUIREMENTS

Section 5.0 at Schedule 20 to the Development Plan Overlay, provides a series of requirements for any Development Plan, which is submitted for approval by the Responsible Authority. Any Development Plan must be generally in accordance with the indicative outline development plan, and incorporate these principle elements, being:



Figure 6: Outline Development Plan in the DPO20 (Source: Planning Scheme)

- The northerly extension of Gillwell Road to connect to the proposed extension of Childs Road at the northern end of the land and the westerly extension of Kingsway Drive.
- Areas identified as having environmental importance in the report of Practical Ecology dated April 2001, must be set aside in open space reserves.
- The provision of land for active recreation that is to contain two senior football ovals, a pavilion, car parking and associated buffer areas around the ovals to the satisfaction of the responsible authority.
- The provision of a bicycle/pedestrian path along the northern boundary of the site that connects with the existing path provided alongside the Craigieburn Bypass to the south and that proposed along Edgars Creek as part of the Cooper Street Employment Area Development Plan to the north;
- A linear open space area along the northern and western boundaries of the land; and
- The location and layout of proposed flow control facility, wetlands or retarding basins.

A development plan must, as appropriate, and to the satisfaction of the responsible authority:

- Be informed by a detailed site analysis which identifies or includes:
 - Craigieburn Bypass freeway reservation;
 - Natural features
 - Cultural context

- The strategic planning context of the land and adjoining land.
- Identify the proposed uses of the land including any areas of non-residential use.
- Show the location and layout of:
 - Any proposed flow control facility, to the satisfaction of Yarra Valley Water.
 - Any proposed wetland and retarding basin.
 - Any proposed transition and interface design treatments, as appropriate, between the land and the:
 - Craigieburn Bypass freeway reservation;
 - Whittlesea Gardens;
 - Childs Road extension;
 - Cooper Street Employment Area;
 - Existing residential areas.
 - High pressure gas transmission lines.
 - Any proposed noise attenuation structures adjacent to the Craigieburn Bypass.
 - The proposed road network, which should show:
 - a high degree of connectivity and internal permeability
 - typical road cross-sections
 - a method of integration with the existing and proposed surrounding road network
 - bus routes for public transport access on collector roads
 - a bicycle and pedestrian network
 - any features necessary to give effect to the traffic management plan.
 - Individual and stands of indigenous trees, particularly River Red Gums to be retained and integrated into the development consistent with the recommendations of the arboricultural survey.
- Identify the proposed staging of development.

3.5. SURROUNDING AREA

The Development Plan Area is bound by the Hume Freeway (west), established residential areas to the south and east and the Melbourne Wholesdale Market to the north.

The subject site located approximately 1.6km from the Lalor Town Centre.

The Development Plan Area is also well serviced by nearby public transport infrastructure, and the established bicycle network.

4. PROPOSED ADDENDUM TO THE DEVELOPMENT PLAN

The proposed addendum to the Carlingford & Mosaic Living Development Plan pertains specifically to the rear (southern) portion of land, and north-west corner of the parcel located at 50S Gillwell Road, Lalor.

The addendum seeks to facilitate the re-designation of this parcel, within the approved Development Plan to “medium density residential”.

The below assessment outlines the revised requirements and outcomes for this parcel, otherwise to be read in conjunction with the existing Development Plan.

4.1. PROPOSED DEVELOPMENT PLAN (ADDENDUM)

This addendum of the approved Development Plan seeks to update the current approved Development Plan, referenced at Figure 11 with the updated Development Plan provided below.

The Development Plan Addendum can also be found at **Appendix A**.

Critically, the changes to the Development Plan are limited to the redesignation of the subject site from “Integrated Residential Age in Place Estate” to “Medium Density Residential”.

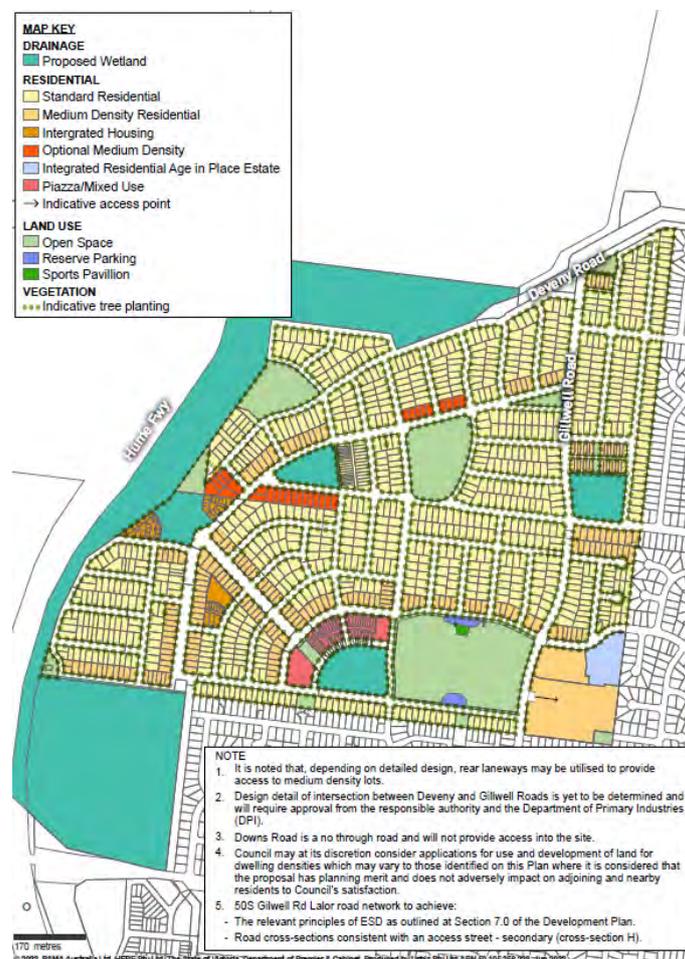


Figure 7: Proposed Addendum to the Development Plan and Replacement of Figure 11 (Source: Urbis)

No other changes are deemed required to other Neighbourhood Plans, which are included at Figure 12 of the approved Development Plan.

4.2. LAND BUDGET

No changes are deemed required to Land Budgets (Section 9.1), given the elapsed time since the original Development Plan was implemented.

4.3. HOUSING OUTCOMES AND POPULATION YIELD TARGETS

In accordance with the approved Development Plan, housing outcomes and population yield targets are expected to be adjusted as a result of the proposed addendum. Adjustments to Table 2 in the approved Development Plan have been reflected below.

House Type	Lot Sizes	Mosaic Living	Carlingford	Subject Site	Total Dwellings	Occupancy Rate	Population
Standard Density	450-700sqm	319 Lots	390 Lots	0 lots	709 Lots	2.9	2056
Medium Density	300-450sqm	180 Lots	85 Lots	130 Lots	395 Lots	2.2	869
Optional M. Density	300-450sqm	0 Lots	48 Lots	0 Lots	48 Lots	2.2	106
Integrated Housing	N/A	40 Units	0 Units	0 Units	40 Units	2.2	88
Mixed Use/Piazza	N/A	61 Units	0 Units	0 Units	61 Units	2.2	134
Dwelling Total		600 Dwellings	523 Dwellings	130 Dwellings	1208 Dwellings		3253
Integrated Residential Age in Place Estate							
Residential Aged Care Facility		120 Beds				1	120
Retirement Living Apartments		0 Units		0 Units		1.1	0
Retirement Living Villa Units		0 Units		0 Units		1.7	0
Integrated Residential Age in Place Estate Total		120 Beds		0 Units			120
Total Population							3373

Table 1: Adjustments to Table 2 in the Development Plan (Source: Development Plan)

In summary, the proposed addendum would re-allocate the Retirement Living Apartment and Retirement Living Villa Units targets, to the Medium Density Housing Type target, increasing the total medium density lot supply target from 265 to 395. Notwithstanding, this uplift to medium density dwelling types (for approximately 45 dwellings to the north-west corner, and for a range of up to 85 to the south) is commensurate with the reduction in retirement living dwelling types (which provided for a range of 45-55 and 75-85, respectively), and therefore the adjustment to overall number of dwellings is negligible.

Overall, the proposed addendum would result in a net population increase target from 3265-3293 to 3373 and reflects the higher occupancy rate per dwelling than a typical retirement living apartment or unit.

4.4. MOVEMENT NETWORK

In accordance with the approved Development Plan, the road network and pedestrian cycle and public transport networks have been outlined in Section 9.3 of the Development Plan and incorporated into Figures 14 (Traffic Management Plan), 15 (Road Hierarchy Plan), 16 (Thoroughfare Plan), 17 (Road Cross Sections), 18 (Pedestrian and Cycle Network Plan) and Figure 19 (Public Transport Network Plan).

Access to the subject site is proposed via the currently approved connection to Gillwell Road along the northern boundary of the parcel, which will serve as the sole vehicle connection to the site.

An indicative access point has been shown on the Proposed Addendum, running in an east-west direction from the western boundary, providing access from Gillwell Road. See Figure 8 and Figure 9 of this report for the indicative access and connectivity points and traffic management (which ought to be read as an addendum to Figures 14, 15, 16 and 18 of the approved Development Plan).

This indicative street has been designated as a Local Access Street Type H in the thoroughfare legend as seen at Figure 16 of the Approved Development Plan and as a Secondary Access Street – Figure 15 of the approved Development Plan. The intersection from the access street to Gillwell Road is also indicatively shown as a ‘Give Way Control’ intersection.

The local access street is also a designated pedestrian pathway. An indicative pedestrian pathway to the reserve in the south-east corner has been shown, this will be confirmed as part of the development of the site and detailed design under a future Town Planning Permit application.

Section 9.3.3 of the approved Development Plan ensures that majority of dwellings are within the required 400 metre walking distance catchment for access to public transport. The indicative local access street will provide a critical connection point for pedestrians to access available public transport along Gillwell Road. Exact walking distances and internal access points are to be confirmed at the time of development, as part of detailed design.

A Transport Impact Assessment has been prepared by One Mile Grid and is included at **Appendix B**. The assessment concludes that the changes to the Development Plan being sought through this addendum will have a negligible impact on the operation and capacity of the approved road network for the Development Plan Area and will not require any changes to the approved elements (and figures) provided in the approved Development Plan.

The proposed Addendum to Figure 14, Figure 15, Figure 16, and Figure 18 can be found at **Appendix A**.

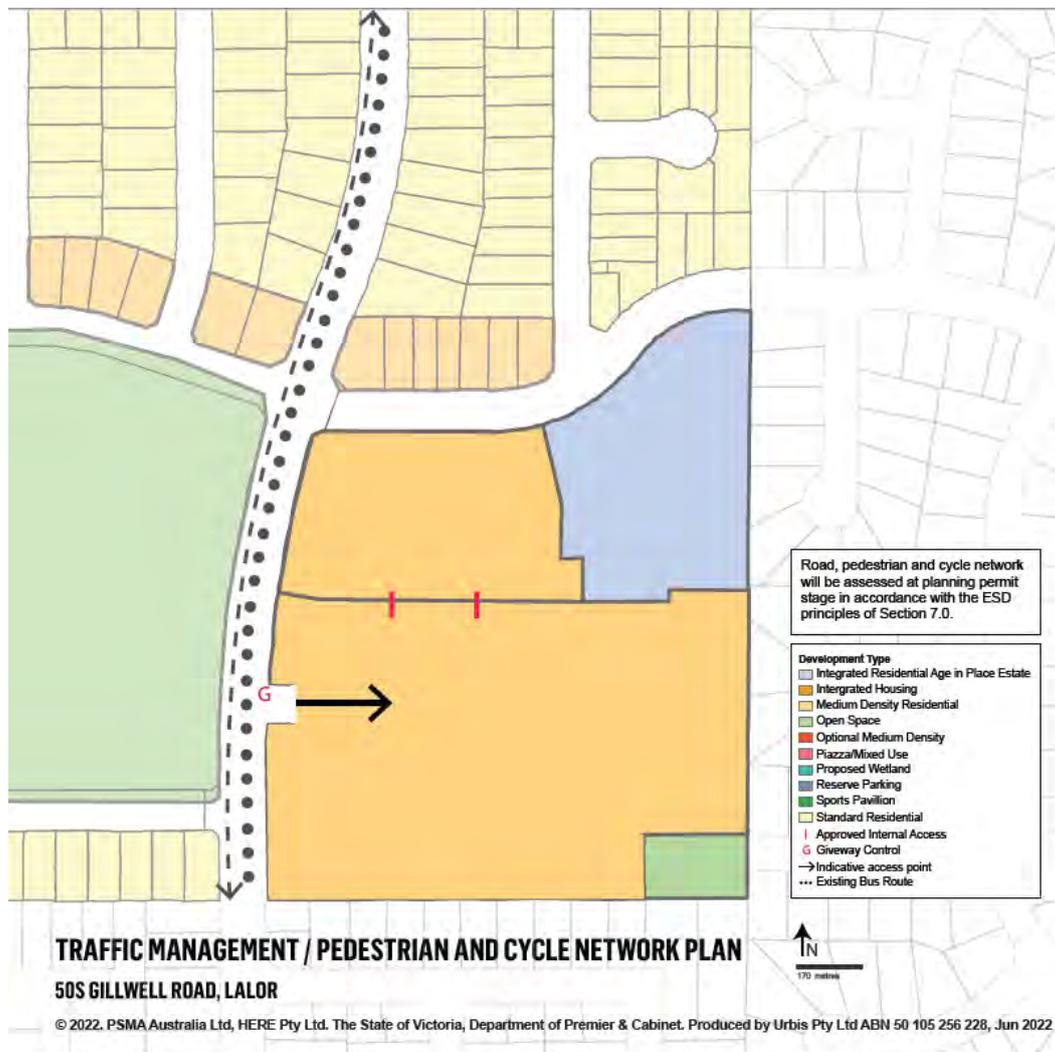


Figure 8: Proposed Addendum to the Development Plan Figure 14 and Figure 18 (Indicative) (Source: Urbis)

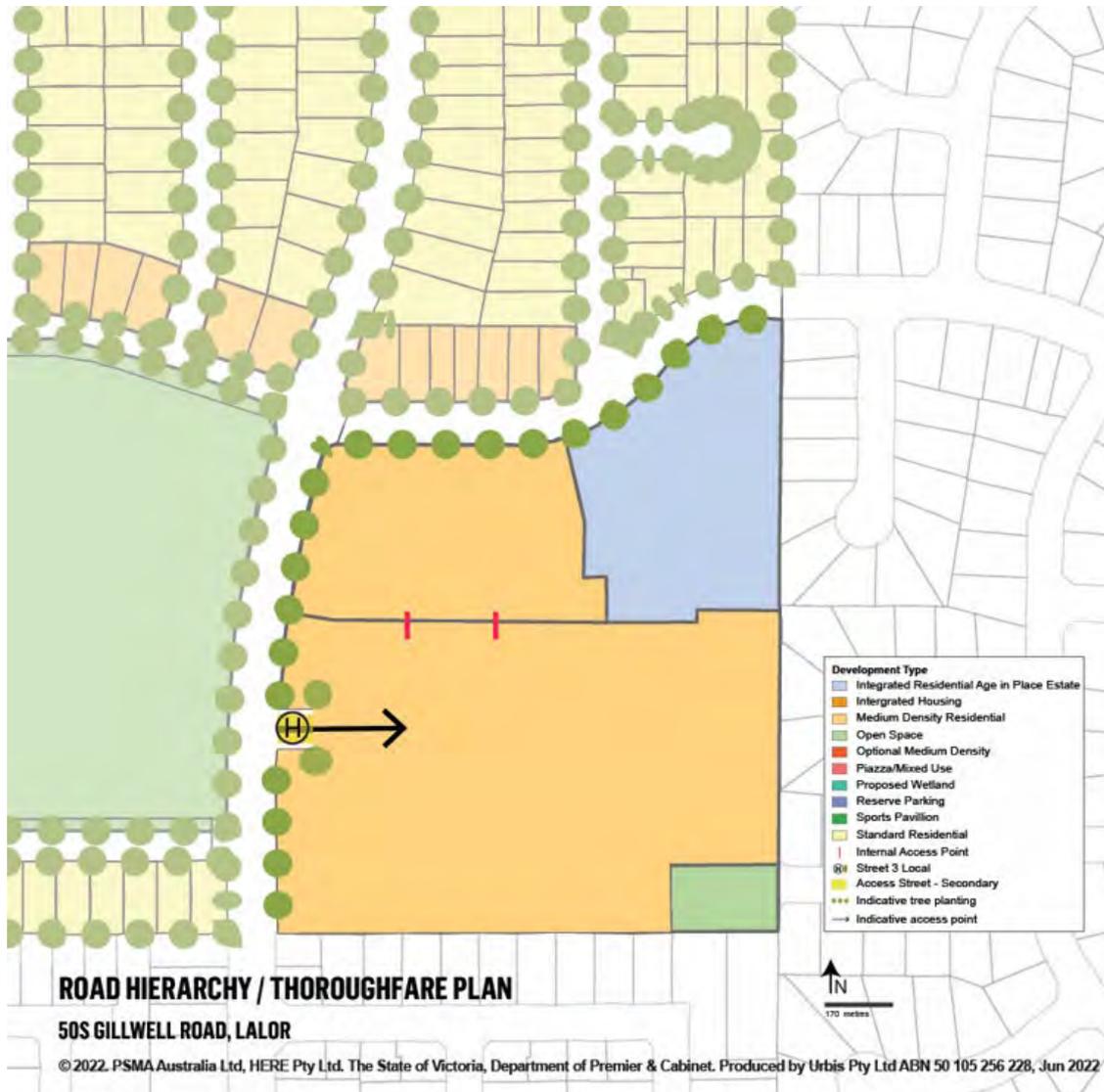


Figure 9: Proposed Addendum to the Development Plan Figure 15 and figure 16 (Indicative) (Source: Urbis)

4.5. LOT PLANNING AND BUILDING ENVELOPES

Section 9.4 of the approved Development Plan includes a range of design and built form considerations for new housing within the Development Plan Area. No changes are being sought to these principles, including Figures 20a, 20b, 20c and 20d.

4.6. LANDSCAPING AND OPEN SPACE

Section 9.5 of the approved Development Plan provides the Open Space Master Plan and Street Tree Master Plan, along with noting vegetation protection throughout the Development Plan Area.

No changes are being sought to the Open Space Master Plan (Figure 22-23 and Table 4) or the Street Tree Master Plan (Figure 24). As shown on the Addendum at Figure 1, the indicative local access street which runs through the site in an east-west direction has been indicatively shown to have street tree planting. Any proposed street tree planting will be in accordance with the Street Tree Master Plan and to the satisfaction of

the Responsible Authority at the time of development/detailed design through a future Town Planning Permit application.

It is also noted that there are no proposed changes to the proposed removal of trees on the subject site, in accordance with the Tree Retention and Removal Plan at Figure 21.

Any further landscaping will be managed at the time of development as part of a planning permit application. At this stage, any future landscaping (as part of a future development) can be to Council’s satisfaction. There is no change to the Open Space designation in the south-eastern corner of the Development Plan area, which has already been separately subdivided from the subject land subject to this Addendum.

4.7. TREATMENT OF INTERFACES

Section 9.6 of the approved Development Plan provides an analysis of the various interfaces of the Development Plan Area with other nearby land uses.

There are no changes being sought as part of this addendum to these interfaces.

Notwithstanding, for clarity we include an excerpt from the existing approval, specifically Figure 29, which indicates the future intent for interface treatments along the Eastern Boundary as per Section 9.6.3.

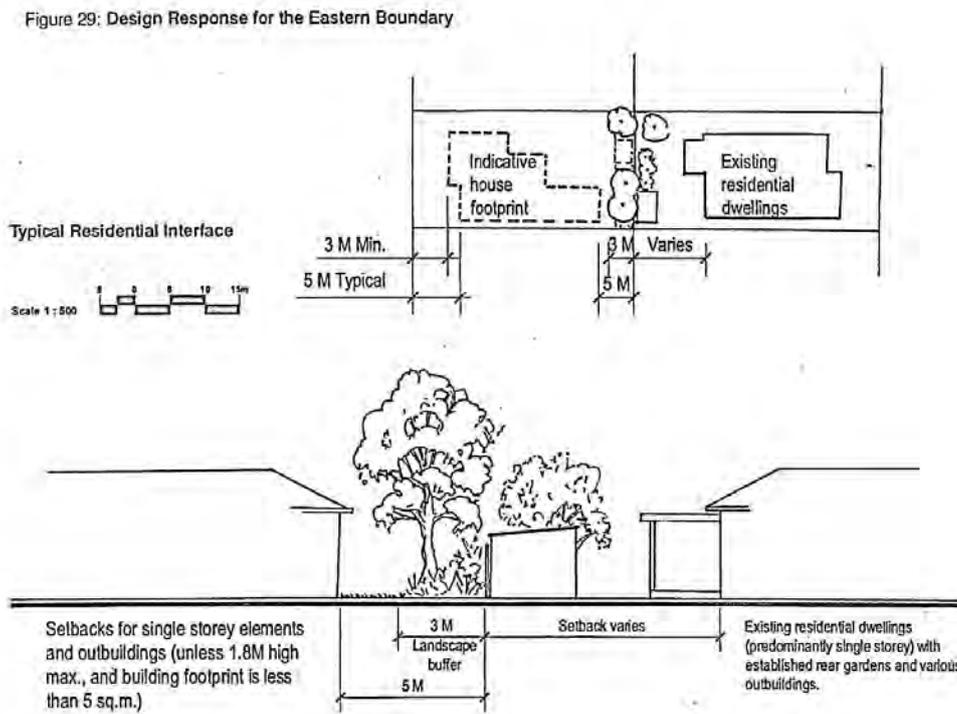


Figure 10: Replicated Figure 29 from approved Development Plan demonstrating interface treatment intent along eastern boundary

This Addendum affirms the expected interface treatments subject to lot planning principles as part of a future town planning application. Protecting the High-Pressure Gas Pipeline

Section 9.7 of the approved Development Plan provides considerations for protecting a high-pressure gas pipeline within the Development Plan Area.

This consideration has no impact on the subject site or the proposed addendum to the Development Plan.

4.8. INTEGRATED WATER MANAGEMENT

Section 9.8 of the approved Development Plan provides an integrated water management strategy, including considerations for sewer, water supply and water re-use.

No changes to these considerations are being sought by the proposed addendum to the Development Plan.

4.9. STORMWATER MANAGEMENT PLAN

Section 9.9 of the approved Development Plan provides the SMP for the Development Plan Area, including the proposed drainage system.

A Stormwater Management Plan (SMP) for the subject site has been prepared by FMG Engineering and is included at **Appendix C**.

The SMP notes that the proposed changes to the Development Plan are anticipated to have negligible stormwater impacts and will not result in any material changes in impermeable area or general stormwater management for the site.

Further detailed stormwater analysis and design will be undertaken at the future town planning application stage, as part of the detailed design, to the satisfaction of the Responsible Authority, in accordance with the requirements of the Whittlesea Planning Scheme and WSUD principles as outlined in the existing Development Plan.

The future development of this parcel will need to have regard to the existing private drainage infrastructure within the site, to be further resolved at the planning permit application stage.

4.10. TELECOMMUNICATIONS CONDUITS PLAN

There are no changes proposed to the Telecommunications Conduit Plan and Figure 35. Appropriate servicing of the site will be addressed as part of a planning permit application.

4.11. STAGING OF DEVELOPMENT

Section 9.11 of the approved Development Plan provides an indicative overview of the staging of development for the Development Plan Area.

On the basis that all stages have progressed and the Development Plan area remains largely developed, there is not considered a need to amend Figure 36 and the Proposed Indicative Staging Plan.

5. CONCLUSION

The proposed addendum to the Lalor Development Plan is considered to strategically align with the principles and outcomes which continue to be envisaged for the Development Plan Area, while also satisfying the statutory requirements as outlined in Schedule 20 the Development Plan Overlay.

The proposed changes being sought through this addendum will also support the increase of housing support in a location strategically identified for infill housing growth, and in an area which is well serviced by adjacent areas of public open space and the availability of services and community infrastructure. The dwelling typology change does not represent a real increase in dwelling numbers, and only a minor increase to projected occupancy rates, reflective of current market demand.

It is considered the indicative access, pedestrian connectivity and tree planting is generally in accordance with the approved Development Plan. Further detailed design such as stormwater and drainage, specific lot yield, internal access and landscaping are matters to be addressed as part of a development and/or subdivision (planning permit) application for the site.

Overall, the proposed addendum is considered to have a positive impact on the outcomes being delivered by the Lalor Development Plan and will provide a net community benefit.

DISCLAIMER

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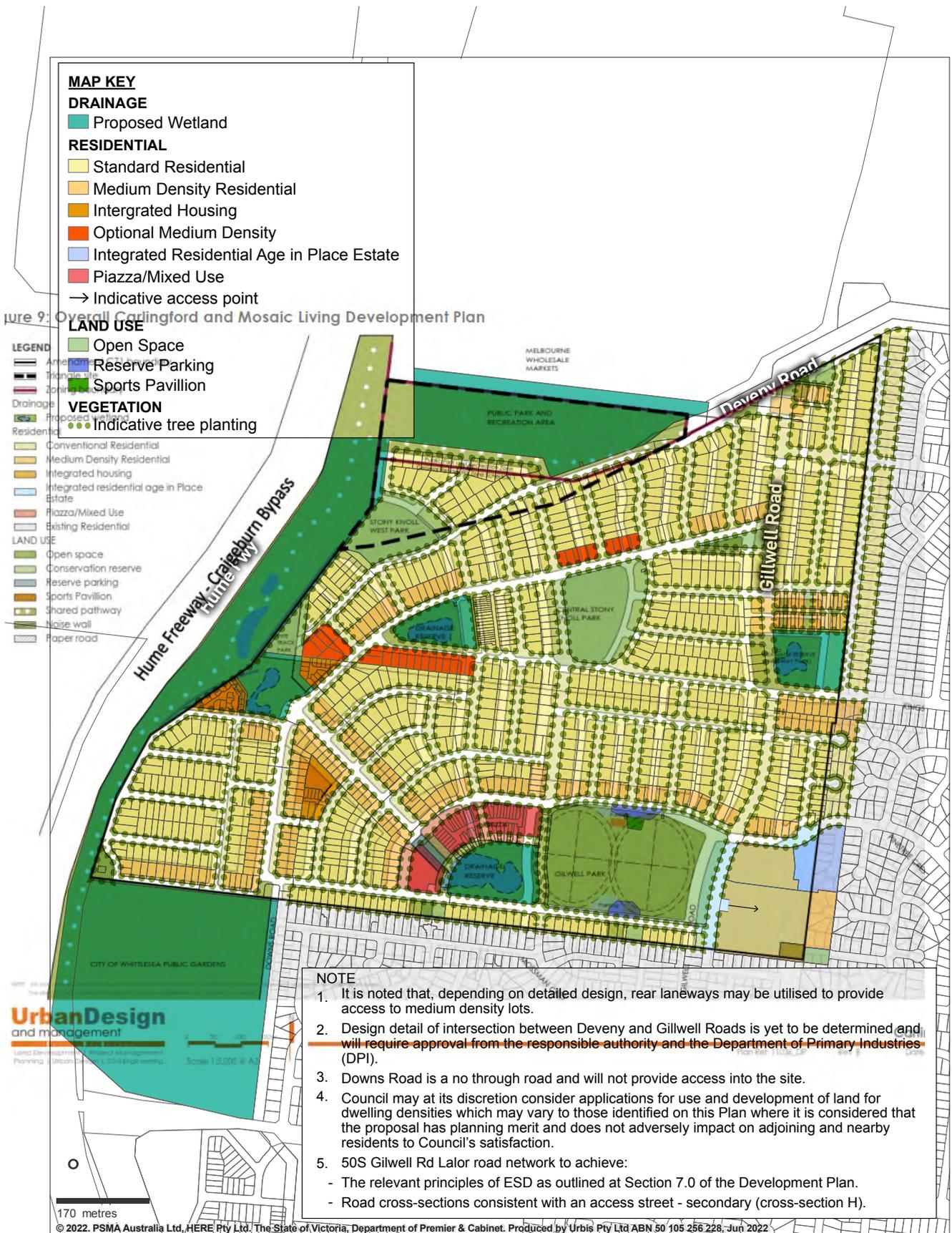
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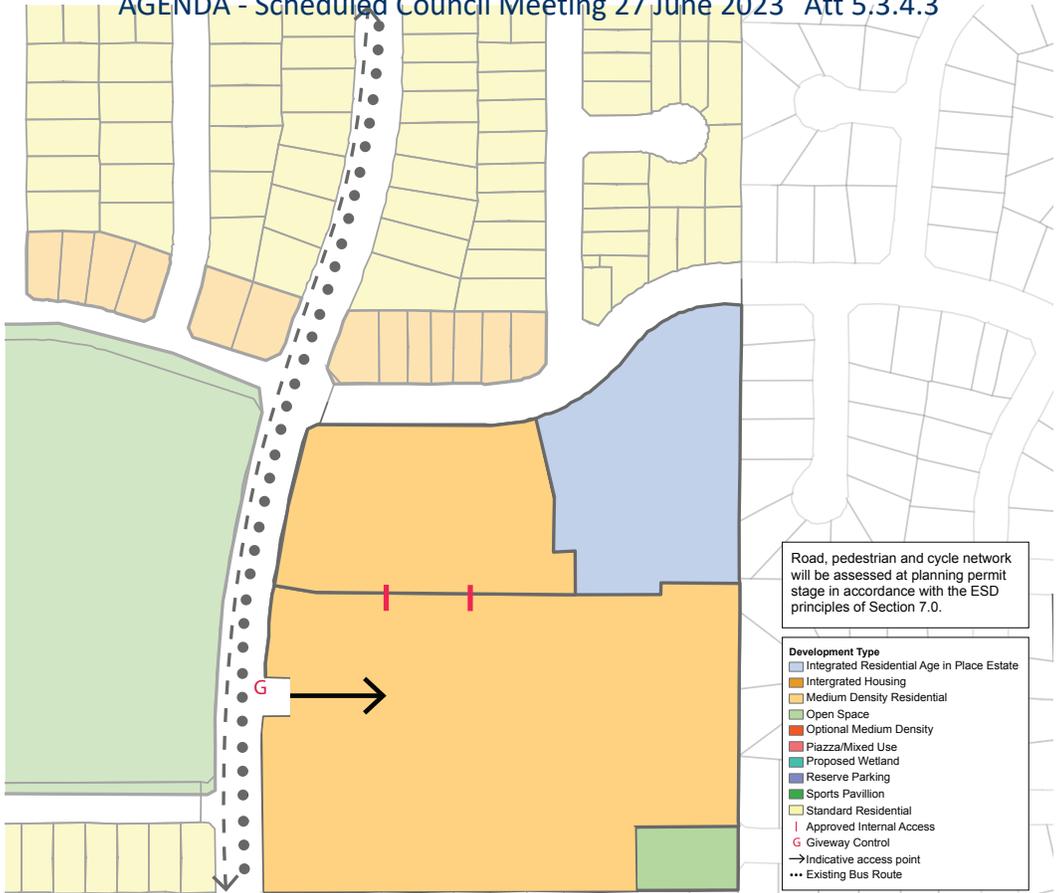
APPENDIX A

PROPOSED ADDENDUM TO DEVELOPMENT PLAN (REPLACEMENT TO FIGURE 11 AND TRAFFIC/PEDESTRIAN MOVEMENT DIAGRAMS (ADDENDUMS TO FIGURES 14, 15, 16 AND 18))



URBIS

**50S GILLWELL ROAD, LALOR
DEVELOPMENT PLAN**



Road, pedestrian and cycle network will be assessed at planning permit stage in accordance with the ESD principles of Section 7.0.

TRAFFIC MANAGEMENT / PEDESTRIAN AND CYCLE NETWORK PLAN

505 GILLWELL ROAD, LALOR





Development Type	
[Light Blue Box]	Integrated Residential Age in Place Estate
[Orange Box]	Integrated Housing
[Yellow Box]	Medium Density Residential
[Light Green Box]	Open Space
[Red Box]	Optional Medium Density
[Red Box]	Piazza/Mixed Use
[Blue Box]	Proposed Wetland
[Blue Box]	Reserve Parking
[Green Box]	Sports Pavilion
[Light Green Box]	Standard Residential
[Red Line]	Internal Access Point
[Yellow Circle with H]	Street 3 Local
[Yellow Box]	Access Street - Secondary
[Green Dots]	Indicative tree planting
[Arrow]	Indicative access point

ROAD HIERARCHY / THOROUGHFARE PLAN

50S GILLWELL ROAD, LALOR



APPENDIX B TRANSPORT IMPACT ASSESSMENT



Pinetree Crescent, Lalor Transport Impact Assessment – Amended Development Plan



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7 July 2022

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1 INTRODUCTION

onemilegrid has been requested by Baptcare to undertake a Transport Impact Assessment of the proposal for the change of the use of the parcel of land at Pinetree Crescent, Lalor, from 'integrated residential age in place estate' to a standard residential use within the development plan

As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The subject site forms part of an overall area owned by Baptcare, which includes an existing residential aged care facility towards the north-eastern corner, Baptcare retained land towards the north-western corner, and the subject site within the southern portion of the site.

The subject site is located on the eastern side of Gillwell Road, approximately 70m south of the intersection between Pinetree Crescent and Gillwell Road, as shown in Figure 1.

Figure 1 Site Location

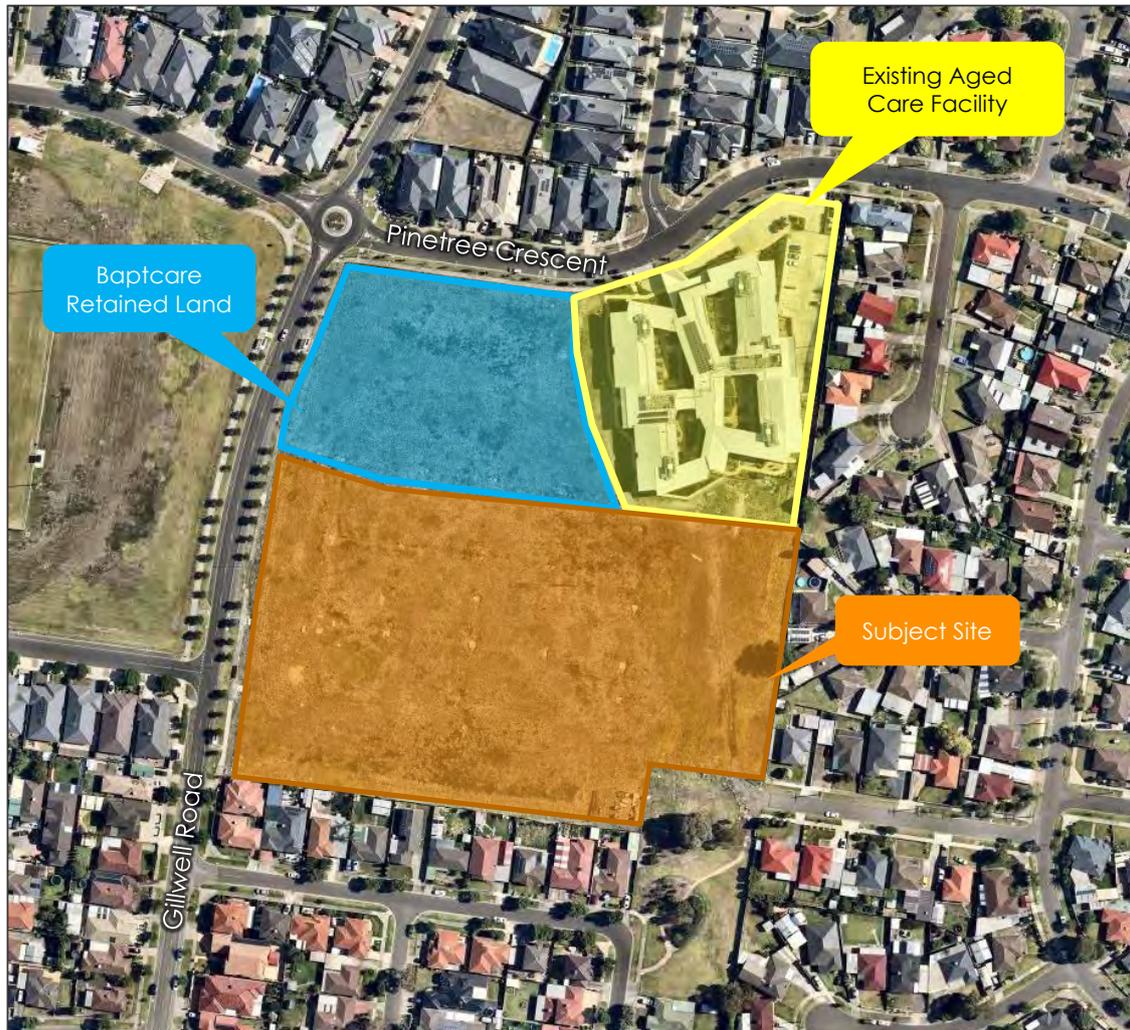


Copyright Melway Publishing

The subject site is currently vacant, with no vehicle access provided.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (24 January 2021)



Copyright Nearmap

Land use in the immediate vicinity of the site is largely residential in nature, and is located directly opposite from Gillwell Park.

2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a General Residential Zone (GRZ1). In addition, the site is subject to the Development Plan Overlay – Schedule 20 (DPO20).

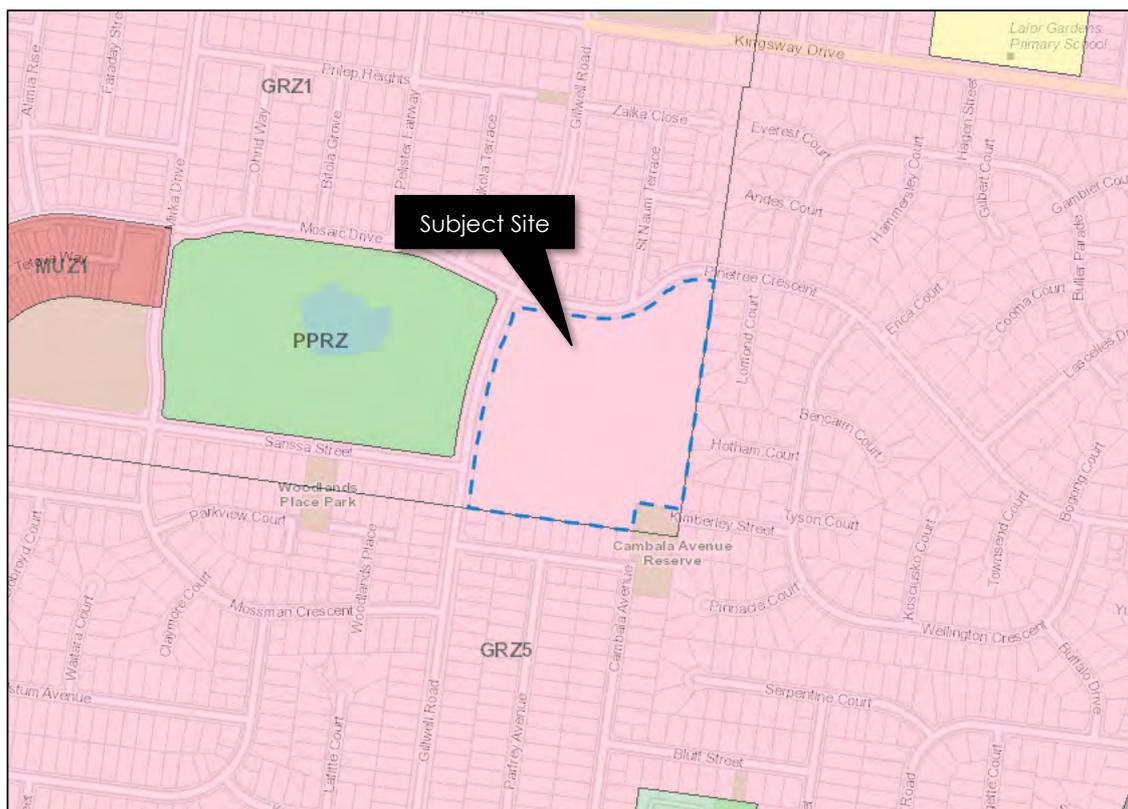
Schedule 20 to the DPO specifies that the development plan must show the following, amongst other things:

"The proposed road network, which should show:

- A high degree of connectivity and internal permeability
- Typical road cross-sections
- A method of integration with the existing and proposed surrounding road network
- Bus routes for public transport access on collector roads
- A bicycle and pedestrian network
- Any features necessary to give effect to the traffic management plan."

It is noted that the proposed development is exempt from the above, given that the application is subject to the Clause 52.20 approval process. Notwithstanding, the proposed development has sought to align with the outcomes listed as part of the Development Plan Overlay.

Figure 3 Planning Scheme Zones



2.3 Road Network

2.3.1 Pinetree Crescent

Pinetree Crescent is a local road generally aligned east-west, running from Edgars Road in the east and continuing as Mosaic Drive in the west.

Pinetree Crescent provides a pavement width of 7.3 metres, accommodating two-way traffic flow and kerbside parking. Unrestricted kerbside parking is permitted on both sides of the road.

The default 50km/h speed limit applies to Pinetree Crescent in the vicinity of the site.

The cross-section of Pinetree Crescent at the frontage of the site is shown below.

Figure 4 Pinetree Crescent, looking west adjacent to the site

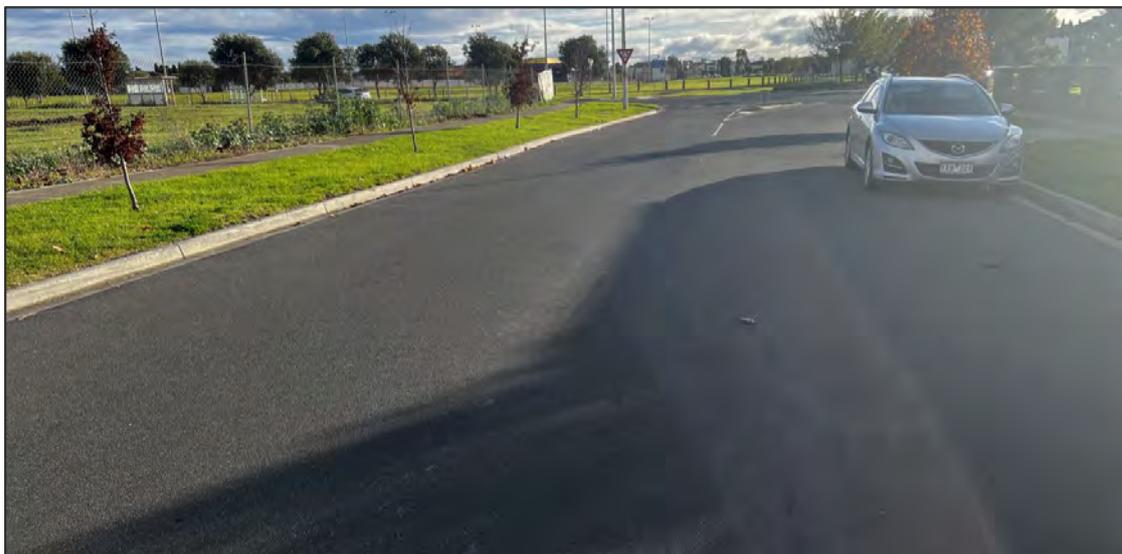


Figure 5 Pinetree Crescent, looking east adjacent to the site



2.3.2 Gillwell Road

Gillwell Road is a local road generally aligned north-south, running between Edgars Road in the north and Barry Road in the south. Gillwell Road provides a single traffic lane and a shared kerbside parking/bike lane in each direction adjacent to the site. Kerbside parking is generally unrestricted in the vicinity of the site.

The default 50km/h speed limit applies to Gillwell Road in the vicinity of the site.

The cross-section of Gillwell Road at the frontage of the site is shown in Figure 6.

Figure 6 Gillwell Road, looking south adjacent to the subject site



Figure 7 Gillwell Road, looking north adjacent to the subject site



2.4 Traffic Volumes

2.4.1 Intersection Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the intersection of Gillwell Road and Pinetree Crescent, on Wednesday 25th May 2022, between 6:30am and 9:30am, and between 2:30pm and 6:30pm.

The peak hour results of the surveys are shown in Figure 8.

Figure 8 Existing Traffic Volumes – Gillwell Road / Pinetree Crescent



To assess the operation of the intersection the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The SIDRA Intersection software package has been developed to provide information on the capacity of an intersection with regard to a number of parameters. Those parameters considered relevant are, Degree of Saturation (DoS), 95th Percentile Queue, and Average Delay as described below.

Table 1 SIDRA Intersection Parameters

Parameter	Description														
Degree of Saturation (DoS)	The DoS represents the ratio of the traffic volume making a particular movement compared to the maximum capacity for that particular movement. The value of the DoS has a corresponding rating depending on the ratio as shown below.														
	<table border="1"> <thead> <tr> <th>Degree of Saturation</th> <th>Rating</th> </tr> </thead> <tbody> <tr> <td>Up to 0.60</td> <td>Excellent</td> </tr> <tr> <td>0.61 – 0.70</td> <td>Very Good</td> </tr> <tr> <td>0.71 – 0.80</td> <td>Good</td> </tr> <tr> <td>0.81 – 0.90</td> <td>Fair</td> </tr> <tr> <td>0.91 – 1.00</td> <td>Poor</td> </tr> <tr> <td>Above 1.00</td> <td>Very Poor</td> </tr> </tbody> </table>	Degree of Saturation	Rating	Up to 0.60	Excellent	0.61 – 0.70	Very Good	0.71 – 0.80	Good	0.81 – 0.90	Fair	0.91 – 1.00	Poor	Above 1.00	Very Poor
	Degree of Saturation	Rating													
	Up to 0.60	Excellent													
	0.61 – 0.70	Very Good													
	0.71 – 0.80	Good													
	0.81 – 0.90	Fair													
0.91 – 1.00	Poor														
Above 1.00	Very Poor														
It is noted that whilst the range of 0.91 – 1.00 is rated as 'poor', it is acceptable for critical movements at an intersection to be operating within this range during high peak periods, reflecting actual conditions in a significant number of suburban signalised intersections.															
Average Delay (seconds)	Average delay is the time delay that can be expected for all vehicles undertaking a particular movement in seconds.														
95th Percentile (95%ile) Queue	95%ile queue represents the maximum queue length in metres that can be expected in 95% of observed queue lengths in the peak hour														

The results of the analysis are provided in Table 2.

Table 2 Gillwell Road / Pinetree Crescent – Existing Conditions

Approach	DoS	Avg. Delay (sec)	Queue (m)
AM Peak			
Gillwell Road South	0.131	5.4	5.0
Pinetree Crescent East	0.062	6.1	2.2
Gillwell Road North	0.120	5.8	4.6
Pinetree Crescent West	0.108	7.0	4.0
PM Peak			
Gillwell Road South	0.165	5.4	6.5
Pinetree Crescent East	0.070	6.7	2.5
Gillwell Road North	0.152	5.8	6.0
Pinetree Crescent West	0.082	6.9	3.0

It is shown the roundabout between Gillwell Road and Pinetree Crescent currently operates under 'Excellent' conditions on each approach, during the morning and evening peak hour periods. Minimal queues and delays are experienced by motorists.

2.4.2 Local Road Capacity

In addition to the above, traffic volume, speed and classification surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** on Pinetree Crescent and Gillwell Road adjacent to the site, for a one-week period from Wednesday 25th May 2022 to Wednesday 1st June 2022.

The results of the surveys are summarised below.

Table 3 Traffic Volume and Speed Surveys – Pinetree Crescent

Time Period	Direction	Traffic Volume (vpd)	Average Speed (km/h)	85 th Percentile Speed (km/h)
Weekday Average	Eastbound	406	34.7	39.5
	Westbound	373	32.5	36.7
	Both Directions	779	33.8	38.1
7 Day Average	Eastbound	379	34.7	39.8
	Westbound	348	32.7	36.8
	Both Directions	727	33.7	38.3

Table 4 Traffic Volume and Speed Surveys – Gillwell Road

Time Period	Direction	Traffic Volume (vpd)	Average Speed (km/h)	85 th Percentile Speed (km/h)
Weekday Average	Northbound	1,814	49.3	56.7
	Southbound	1,935	50.2	56.8
	Both Directions	3,749	49.7	56.7
7 Day Average	Northbound	1,790	49.5	56.9
	Southbound	1,930	50.2	57.0
	Both Directions	3,720	49.9	56.9

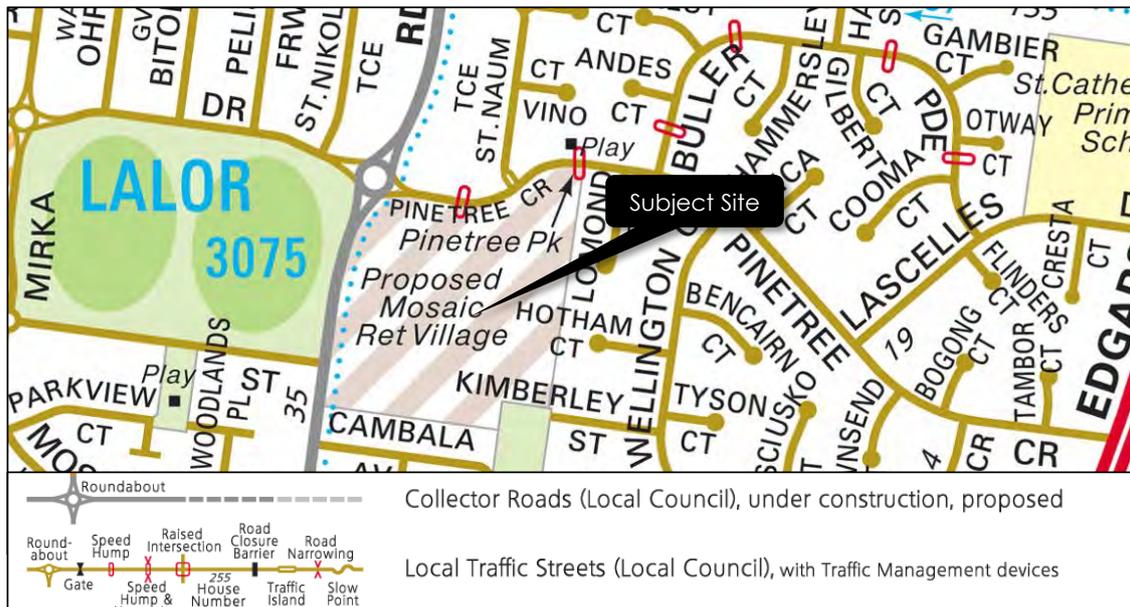
2.5 Road Classifications

2.5.1 Melway Classification

The Melway maps provide general classifications of roads, as shown below in Figure 9.

Based on the Melway maps, Pinetree Crescent is classified as a local access street which has an indicative capacity of 1,000 – 2,000 vehicles per day. Gillwell Road is identified as a collector road, which has an indicative capacity of between 3,000 – 7,000 vehicles per day.

Figure 9 Melway Road Classification



2.5.2 Lalor Development Plan

The Lalor Development Plan approved by the City of Whittlesea on 4th July 2008 and amended September 2015 identified the subject site as an integrated Residential Age in Place Estate as shown Figure 10.

Figure 10 Development Plan



Of particular relevance to traffic the Lalor Development Plan provides a Road Hierarchy Map, which identifies Pinetree Crescent as an Access Street – Primary and Gillwell Road as a Collector Road. The Road Hierarchy Map from the Lalor Development Plan is shown below in Figure 11.

Figure 11 Lalor Development Plan – Road Hierarchy Map



The Lalor Development Plan also includes a Thoroughfare Plan, which is shown below in Figure 12. The Thoroughfare Plan denotes Gillwell Road as No. 'F', and Pinetree Crescent as No. 'D'. The cross-sections for notation 'F' and notation 'D' are shown below in Figure 13 and Figure 14.

Figure 12 Lalor Development Plan – Thoroughfare Plan

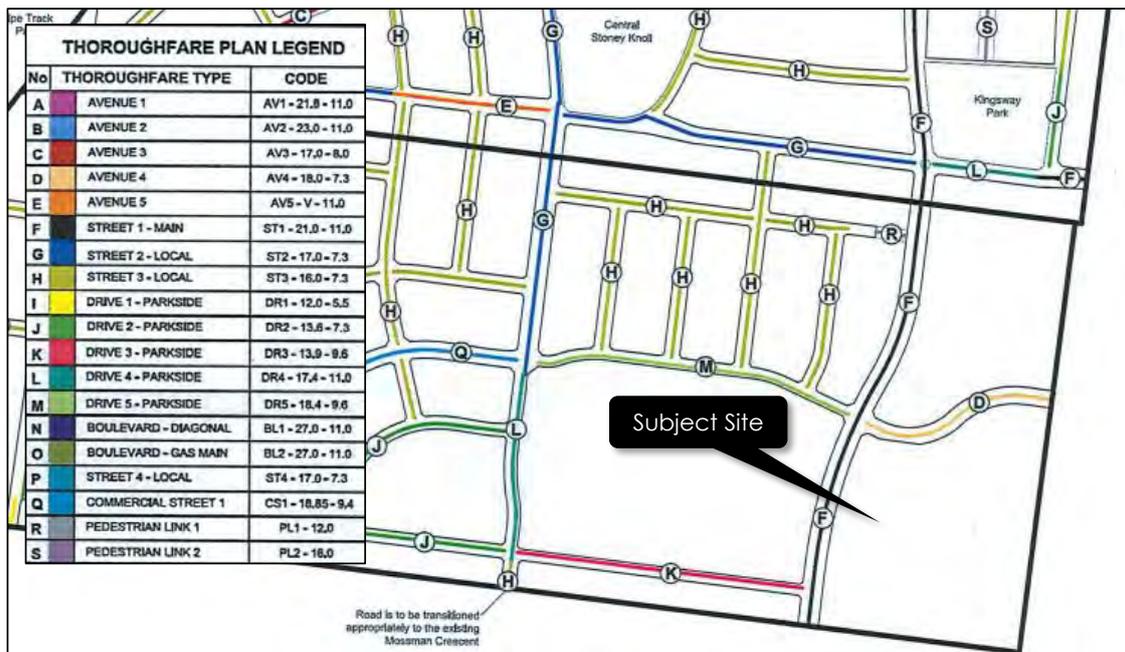


Figure 13 Gillwell Road – Road Cross Section

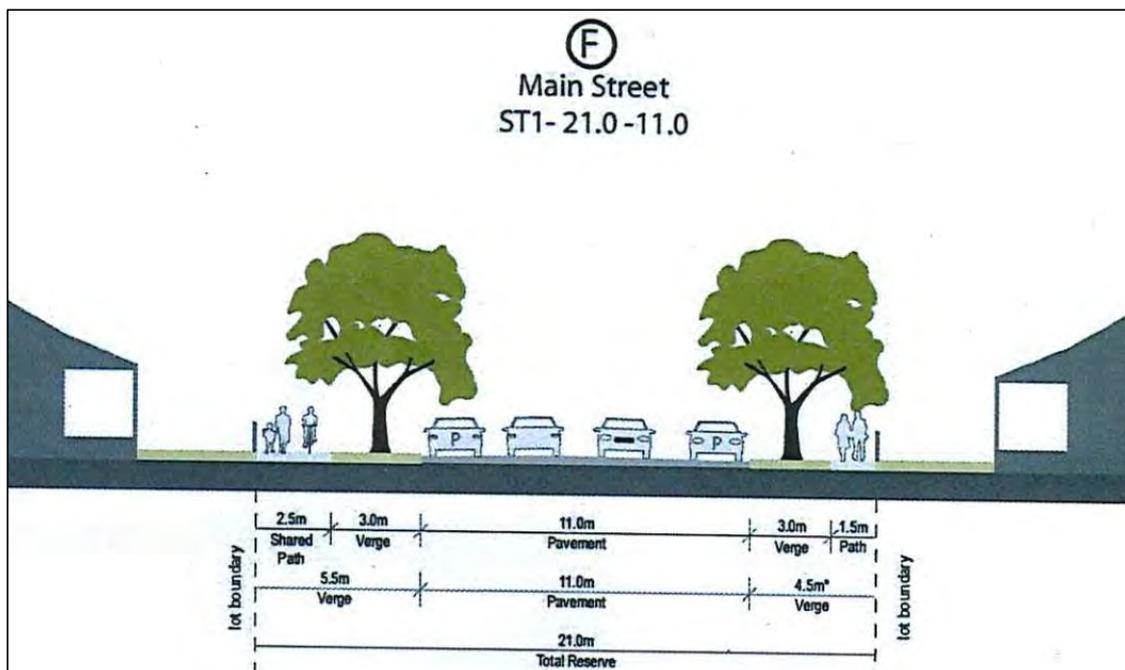
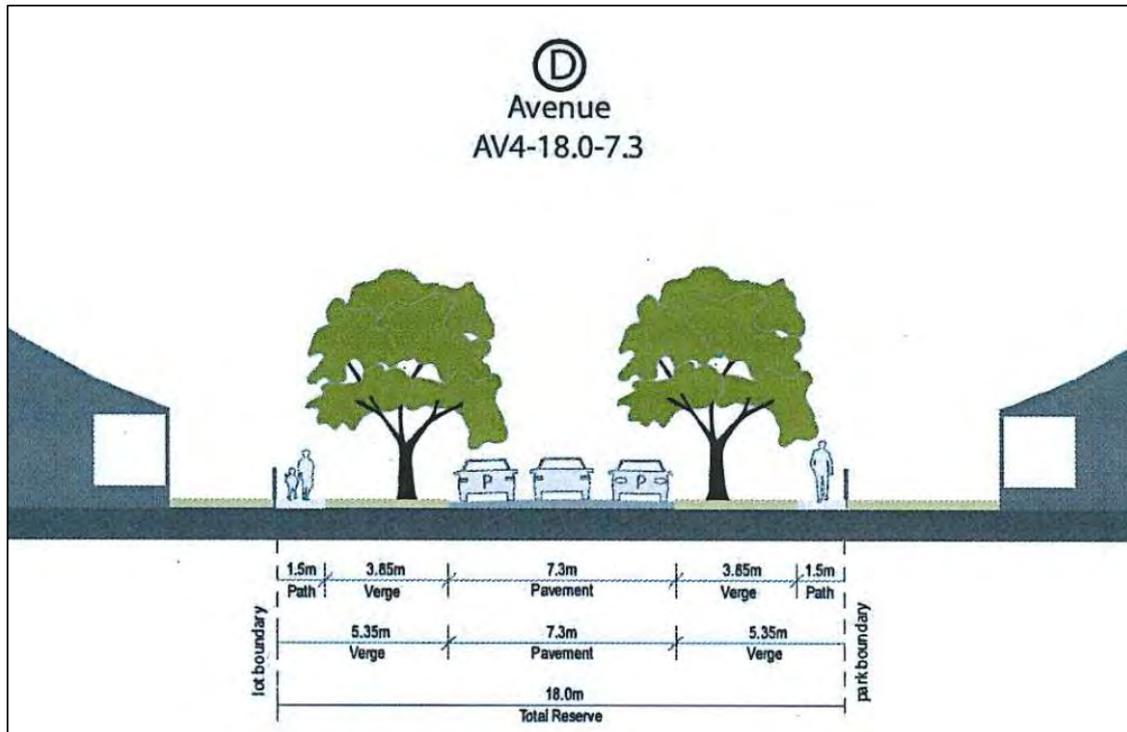


Figure 14 Pinetree Crescent – Road Cross Section



2.5.3 Road Classification Summary

Based on the information provided above from Melway and the approved Lalor Development Plan, it is concluded that Pinetree Crescent is an Access Street Level 1, and Gillwell Road is a Connector Street. A summary of the classifications and indicative capacities is shown in Table 5.

Table 5 Road Hierarchy

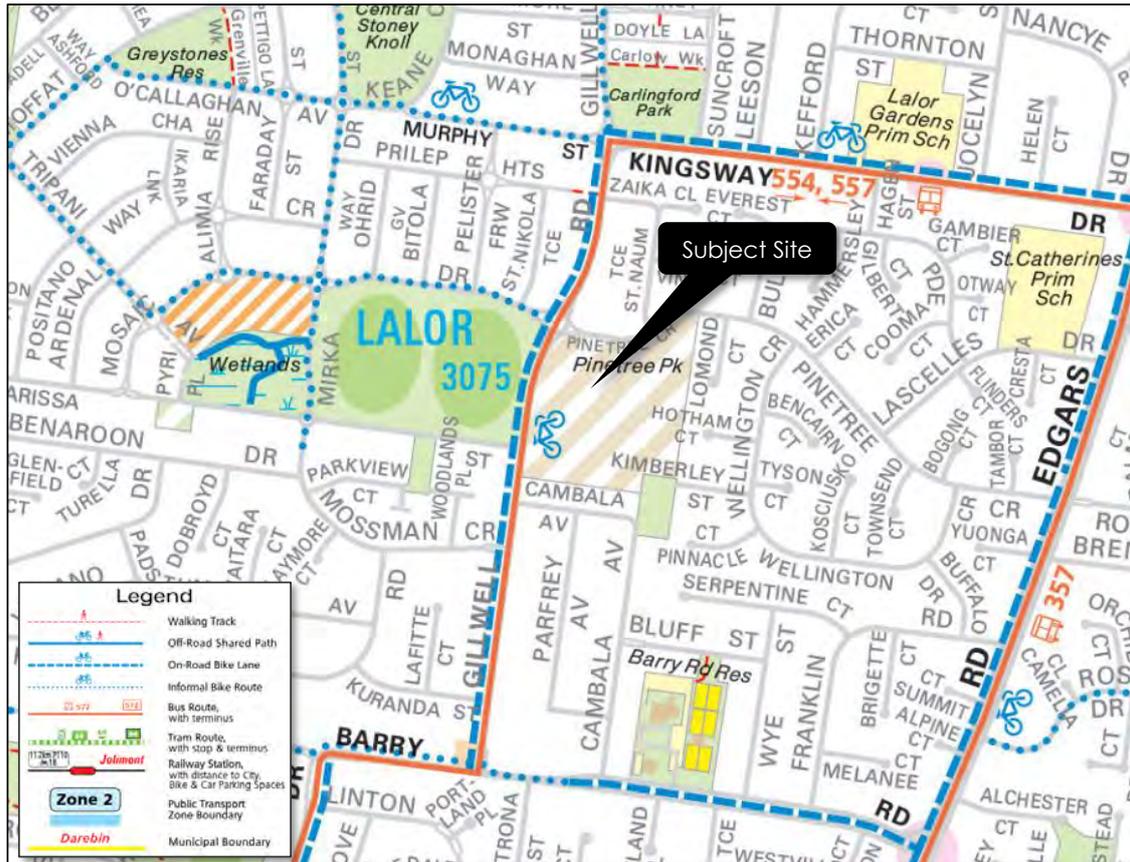
Road	Responsibility	Classification	Capacity
Pinetree Crescent	Council	Access Street	1,000 – 2,000 vpd
Gillwell Road	Council	Connector Street	3,000 – 7,000 vpd

2.6 Sustainable Transport

2.6.1 General

An extract of the TravelSmart Map for the City of Whittlesea is shown in Figure 15, highlighting the public transport, bicycle and pedestrian facilities in the area.

Figure 15 TravelSmart Map



2.6.2 Public Transport

The public transport provision in the vicinity of the site is shown in Figure 16 and detailed in Table 6.

Figure 16 Public Transport Provision

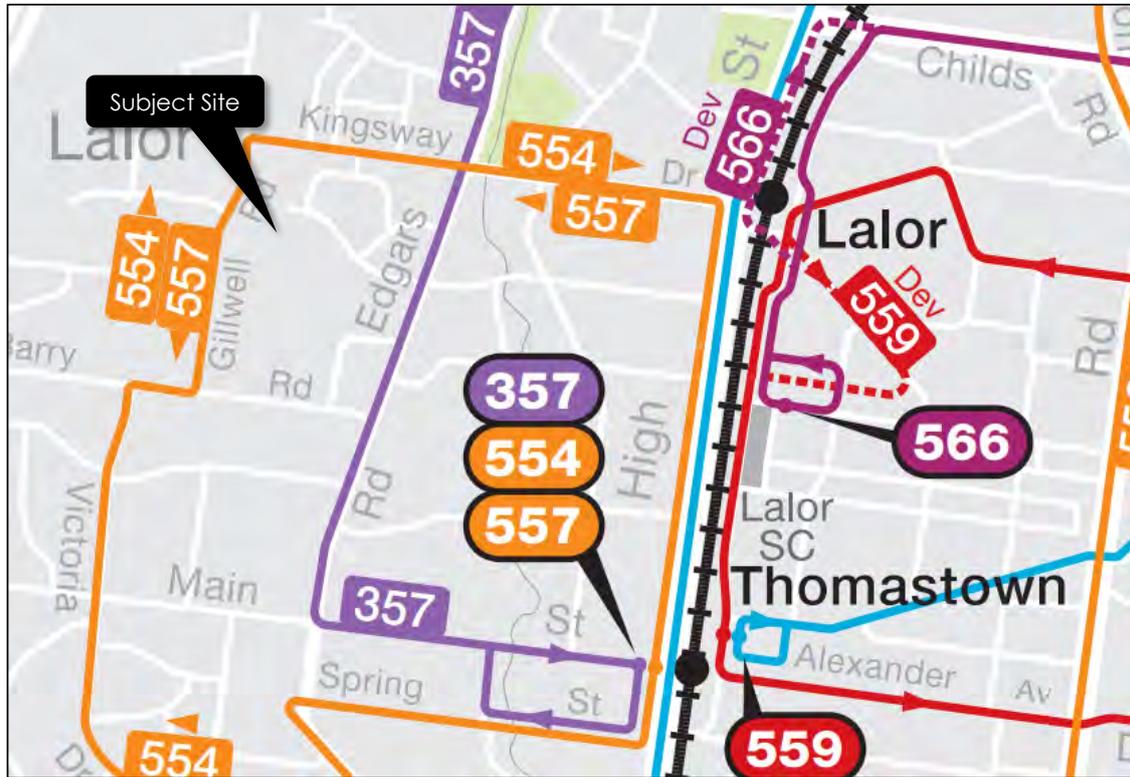


Table 6 Public Transport Provision

Mode	Route No	Route Description	Nearest Stop/Station
Train		Mernda Line	Lalor Railway Station
Bus	554	Thomastown via West Lalor (clockwise loop)	Gillwell Road
	557	Thomastown via West Lalor (anti clockwise loop)	

Public transport in the immediate vicinity of the subject site is limited to bus services. With the Route 554 and Route 557 located on Gillwell Road, along the sites western boundary.

Additionally, the site is within approximately 2.3km walking distance from Lalor Railway Station and connecting through to the Melbourne CBD.

2.6.3 Previous Application

An application for development of the site was submitted by Connect PM in 2015 for the purposes of a residential aged care facility, independent living units (ILU) and independent living apartments (ILA).

The application included the following development yield.

Table 7 Previous Application – Development Yield

<i>Component</i>		<i>Number</i>
Aged Care		120 beds
ILU	Two-bedroom	74
	Three-bedroom	8
	Sub-total	82
ILA	One-bedroom	11
	Two-bedroom	35
	Three-bedroom	7
	Sub-total	53

It is noted that the aged care component has since been developed, and is known as Baptcare Wattle Grove Community, which is located towards the north-eastern corner of the site.

The remaining 82 independent living units and 53 independent living apartments proposed access via a single connection to Gillwell Road along the sites western boundary. The ILU's were proposed to be located to the south of the internal east-west road, while the ILA's were shown to the north.

A Transport Impact Assessment was prepared by Cardno in 2015 and was submitted with the previous application. The report included an assessment of traffic generation, which found that the independent living units and apartments would generate 27 vehicle movements during the morning and evening peak periods, comprising 16 movements from the ILU's and 11 movements from the ILA's.

The layout of the site is shown below in Figure 17.

Figure 17 Previous Application – Proposed Layout



3 DEVELOPMENT PLAN PROPOSAL

It is planned to develop the portion of the subject site previously approved for the development of 82 independent living units for the purposes of a residential development, comprising a similar number of dwellings as the previously approved use.

Vehicle access to the site is proposed via the currently approved connection to Gillwell Road, which will serve as the sole vehicle connection to the site.

4 RESIDENTIAL SUBDIVISION DESIGN ASSESSMENT

4.1 General

The proposed development should consider the requirements outlined in Clause 56 of the Whittlesea Planning Scheme (Residential Subdivision). These requirements are reproduced below.

4.2 Whittlesea Planning Scheme – Clause 56

Clause 56.06 identifies Access and Mobility Management requirements for residential subdivisions such as that proposed at the site. The following Clauses are applicable.

4.2.1 Clause 56.06-2, Walking and Cycling Network Objectives

Standard C15

The walking and cycling network should be designed to:

- *Implement any relevant regional and local walking and cycling strategy, plan or policy for the area set out in this scheme.*
- *Link to any existing pedestrian and cycling networks.*
- *Provide safe walkable distances to activity centres, community facilities, public transport stops and public open spaces.*
- *Provide an interconnected and continuous network of safe, efficient and convenient footpaths, shared paths, cycle paths and cycle lanes based primarily on the network of arterial roads, neighbourhood streets and regional public open spaces.*
- *Provide direct cycling routes for regional journeys to major activity centres, community facilities, public transport and other regional activities and for regional recreational cycling.*
- *Ensure safe street and road crossings including the provision of traffic controls where required.*
- *Provide an appropriate level of priority for pedestrians and cyclists.*
- *Have natural surveillance along streets and from abutting dwellings and be designed for personal safety and security particularly at night.*
- *Be accessible to people with disabilities.*

4.2.2 Clause 56.06-3, Public Transport Network Objectives

Standard C16

The public transport network should be designed to:

- Implement any relevant public transport strategy, plan or policy for the area set out in this scheme.
- Connect new public transport routes to existing and proposed routes to the satisfaction of the relevant public transport authority.
- Provide for public transport links between activity centres and other locations that attract people using the Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne.
- Locate regional bus routes principally on arterial roads and locate local bus services principally on connector streets to provide:
 - ✦ Safe and direct movement between activity centres without complicated turning manoeuvres.
 - ✦ Direct travel between neighbourhoods and neighbourhood activity centres.
 - ✦ A short and safe walk to a public transport stop from most dwellings.

4.2.3 Clause 56.06-4, Neighbourhood Street Network Objective

Standard C17

The neighbourhood street network must:

- Take account of the existing mobility network of arterial roads, neighbourhood streets, cycle paths, cycle paths, footpaths and public transport routes.
- Provide clear physical distinctions between arterial roads and neighbourhood street types.
- Comply with the Roads Corporation's arterial road access management policies.
- Provide an appropriate speed environment and movement priority for the safe and easy movement of pedestrians and cyclists and for accessing public transport.
- Provide safe and efficient access to activity centres for commercial and freight vehicles.
- Provide safe and efficient access to all lots for service and emergency vehicles.
- Provide safe movement for all vehicles.
- Incorporate any necessary traffic control measures and traffic management infrastructure.

The neighbourhood street network should be designed to:

- Implement any relevant transport strategy, plan or policy for the area set out in this scheme.
- Include arterial roads at intervals of approximately 1.6 kilometres that have adequate reservation widths to accommodate long term movement demand.
- Include connector streets approximately halfway between arterial roads and provide adequate reservation widths to accommodate long term movement demand.
- Ensure connector streets align between neighbourhoods for direct and efficient movement of pedestrians, cyclists, public transport and other motor vehicles.
- Provide an interconnected and continuous network of streets within and between neighbourhoods for use by pedestrians, cyclists, public transport and other vehicles.
- Provide an appropriate level of local traffic dispersal.
- Indicate the appropriate street type.
- Provide a speed environment that is appropriate to the street type.
- Provide a street environment that appropriately manages movement demand (volume, type and mix of pedestrians, cyclists, public transport and other motor vehicles).
- Encourage appropriate and safe pedestrian, cyclist and driver behaviour.
- Provide safe sharing of access lanes and access places by pedestrians, cyclists and vehicles.
- Minimise the provision of culs-de-sac.
- Provide for service and emergency vehicles to safely turn at the end of a dead-end street.

- Facilitate solar orientation of lots.
- Facilitate the provision of the walking and cycling network, integrated water management systems, utilities and planting of trees.
- Contribute to the area's character and identity.
- Take account of any identified significant features.

4.2.4 Clause 56.06-5, Walking and Cycling Detail Network Objectives

Standard C18

Footpaths, shared paths, cycle paths and cycle lanes should be designed to:

- Be part of a comprehensive design of the road or street reservation.
- Be continuous and connect.
- Provide for public transport stops, street crossings for pedestrians and cyclists and kerb crossovers for access to lots.
- Accommodate projected user volumes and mix.
- Meet the requirements of Table C1.
- Provide pavement edge, kerb, channel and crossover details that support safe travel for pedestrians, footpath bound vehicles and cyclists, perform required drainage functions and are structurally sound.
- Provide appropriate signage.
- Be constructed to allow access to lots without damage to the footpath or shared path surfaces.
- Be constructed with a durable, non-skid surface.
- Be of a quality and durability to ensure:
 - + Safe passage for pedestrians, cyclists, footpath bound vehicles and vehicles.
 - + Discharge of urban run-off.
 - + Preservation of all-weather access.
 - + Maintenance of a reasonable, comfortable riding quality.
 - + A minimum 20 year life span.
- Be accessible to people with disabilities and include tactile ground surface indicators, audible signals and kerb ramps required for the movement of people with disabilities.

4.2.5 Clause 56.06-6, Public Transport Network Detail Objectives

Standard C19

Bus priority measures must be provided along arterial roads forming part of the existing or proposed Principal Public Transport Network in Metropolitan Melbourne and the regional public transport network outside Metropolitan Melbourne to the requirements of the relevant roads authority.

Road alignment and geometry along bus routes should provide for the efficient, unimpeded movement of buses and the safety and comfort of passengers.

The design of public transport stops should not impede the movement of pedestrians.

Bus and tram stops should have:

- Surveillance from streets and adjacent lots.
- Safe street crossing conditions for pedestrians and cyclists.
- Safe pedestrian crossings on arterial roads and at schools including the provision of traffic controls as required by the roads authority.
- Continuous hard pavement from the footpath to the kerb.
- Sufficient lighting and paved, sheltered waiting areas for forecast user volume at neighbourhood centres, schools and other locations with expected high patronage.
- Appropriate signage.

4.2.6 Clause 56.06-7, Neighbourhood Street Network Detail Objective

Standard C20

The design of streets and roads should:

- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met.
- Provide street blocks that are generally between 120 metres and 240 metres in length and generally between 60 metres to 120 metres in width to facilitate pedestrian movement and control traffic speed.
- Have verges of sufficient width to accommodate footpaths, shared paths, cycle paths, integrated water management, street tree planting, lighting and utility needs.
- Have street geometry appropriate to the street type and function, the physical land characteristics and achieve a safe environment for all users.
- Provide a low-speed environment while allowing all road users to proceed without unreasonable inconvenience or delay.
- Provide a safe environment for all street users applying speed control measures where appropriate.
- Ensure intersection layouts clearly indicate the travel path and priority of movement for pedestrians, cyclists and vehicles.
- Provide a minimum 5 metre by 5 metre corner splay at junctions with arterial roads and a minimum 3 metre by 3 metre corner splay at other junctions unless site conditions justify a variation to achieve safe sight lines across corners.
- Ensure streets are of sufficient strength to:
 - ✦ Enable the carriage of vehicles.
 - ✦ Avoid damage by construction vehicles and equipment.
- Ensure street pavements are of sufficient quality and durability for the:
 - ✦ Safe passage of pedestrians, cyclists and vehicles.
 - ✦ Discharge of urban run-off.
 - ✦ Preservation of all-weather access and maintenance of a reasonable, comfortable riding quality.
- Ensure carriageways of planned arterial roads are designed to the requirements of the relevant road authority.
- Ensure carriageways of neighbourhood streets are designed for a minimum 20 year life span.
- Provide pavement edges, kerbs, channel and crossover details designed to:
 - ✦ Perform the required integrated water management functions.
 - ✦ Delineate the edge of the carriageway for all street users.
 - ✦ Provide efficient and comfortable access to abutting lots at appropriate locations.
 - ✦ Contribute to streetscape design.
- Provide for the safe and efficient collection of waste and recycling materials from lots.
- Be accessible to people with disabilities.
- Meet the requirements of Table C1. Where the widths of access lanes, access places, and access streets do not comply with the requirements of Table C1, the requirements of the relevant fire authority and roads authority must be met. Where the widths of connector streets do not comply with the requirements of Table C1, the requirements of the relevant public transport authority must be met.

A street detail plan should be prepared that shows, as appropriate:

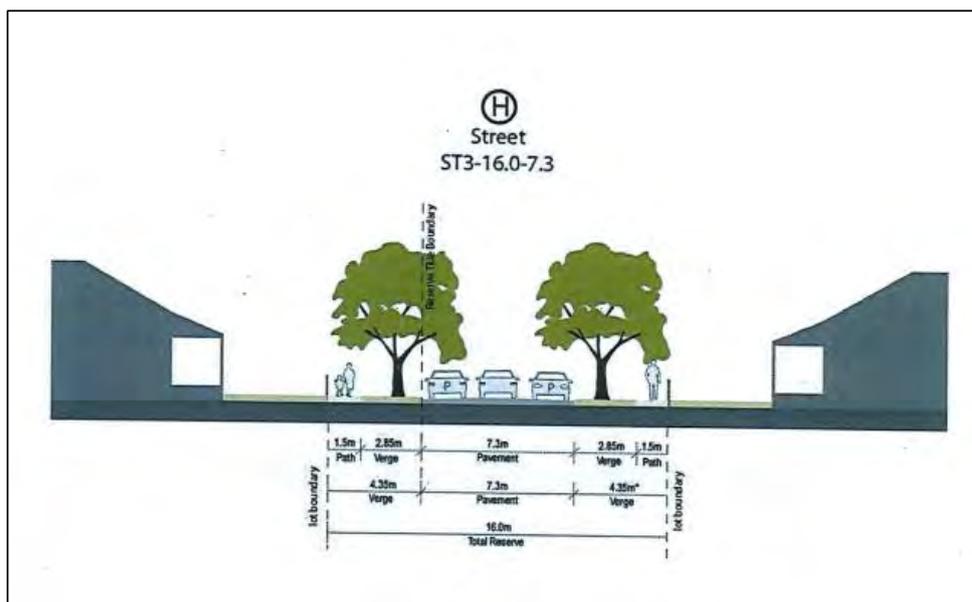
- The street hierarchy and typical cross-sections for all street types.
- Location of carriageway pavement, parking, bus stops, kerbs, crossovers, footpaths, tactile surface indicators, cycle paths and speed control and traffic management devices.
- Water sensitive urban design features.
- Location and species of proposed street trees and other vegetation.
- Location of existing vegetation to be retained and proposed treatment to ensure its health.
- Any relevant details for the design and location of street furniture, lighting, seats, bus stops, telephone boxes and mailboxes.

Table C1 Design of roads and neighbourhood streets

Element	Access Lane	Access Place	Access Street – Level 1	Access Street – Level 2	Connector Street – Level 1	Connector Street – Level 2
Traffic Volume	300 vpd	300-1000 vpd	1000-2000 vpd	2000-3000 vpd	3000 vpd	3000-7000 vpd
Target Speed	10 km/h	15 km/h	30 km/h	40 km/h	50 km/h (40 km/h at schools, 20km/h at crossing points)	60 km/h or 50 km/h (40 km/h at schools)
Carriageway Width	5.5m	5.5m	5.5m	7 – 7.5m	3.5m per lane (4.0m at intersections)	3.5m per lane (4.0m at intersections)
Parking Within Street	None	1 verge space per 2 lots, or one-side on carriageway	1 verge space per 2 lots	Both sides	Dedicated lane 2.3m where required	Dedicated lane 2.3m where required
Verge Width	Not required	7.5m (3.5m / 2.5m min)	4.0 / 4.0m	4.5 / 4.5m	4.5 / 4.5m	6.0 / 6.0m
Footpath Provision	Shared Zone	1.5m (Not required if < 5 dwellings)	2 x 1.5m (2.0m at schools, shop, activity centre)	2 x 1.5m (2.0m at schools, shop, activity centre)	2 x 1.5m (2.0m at schools, shop, activity centre)	2 x 1.5m (2.0m at schools, shop, activity centre)
Cycle Path Provision	None	None	Shared Zone	Shared Zone	0.7 - 1.7m	0.7 - 1.7m or shared path

The above dimensions are generally in accordance with the development plan road cross-sections with any roads within the subdivision to be in accordance with the 'H' local street cross-section as follows.

Figure 18 Cross-section H – Development Plan



4.2.7 Clause 56.06-8, Lot Access Objective

Standard C21

Vehicle access to lots abutting arterial roads should be provided from service roads, side or rear access lanes, access places or access streets where appropriate and in accordance with the access management requirements of the relevant roads authority.

Vehicle access to lots of 300 square metres or less in area and lots with a frontage of 7.5 metres or less should be provided via rear or side access lanes, places or streets.

The design and construction of a crossover should meet the requirements of the relevant road authority.

5 BICYCLE PARKING

Clause 52.34 of the Whittlesea Planning Scheme does not specify bicycle parking provision requirements for dwellings or townhouse style developments, generally assuming that bicycles can be stored in the garage required for each dwelling.

Garage dimensions for each dwelling should therefore be provided in accordance with the Planning Scheme minimum dimensions, to ensure sufficient space is provided for bicycle parking.

6 CAR PARKING

The car parking requirements for the subject site are identified in Clause 52.06 of the Whittlesea Planning Scheme, which specifies the following requirements for residential uses, as summarised in Table 8.

Table 8 Clause 52.06 – Car Parking Requirements

<i>Use</i>	<i>Rate</i>	<i>Car Parking Measure</i>
Dwelling	1	to each one or two-bedroom dwelling, plus
	2	to each three or more-bedroom dwelling (with studies or studios that are separate rooms counted as bedrooms), plus
	1	For visitors to every 5 dwellings for developments of 5 or more dwellings

Based on the above requirements, each 2-bedroom dwelling will need to provide one parking space and each 3 or more bedroom dwelling 2 parking spaces.

For the purposes of this assessment, it is estimated that up to a maximum of approximately 82 dwellings will be developed on the site, thereby generating a visitor car parking requirement of 16 spaces.

7 TRAFFIC

7.1 Traffic Generation

It is generally accepted that single dwellings on a lot in outer suburban areas may generate traffic at up to 10 vehicles per day, whilst in areas with good public transport, and for higher density dwellings, lower traffic generation rates are often recorded.

With consideration to the proximity of the site to public transport and amenities, it is anticipated that the proposed development may generate up to 7 vehicle trips per day per dwelling.

By applying the above traffic generation rates to the estimated maximum of up to 82 lots, the development is expected to generate up to approximately 574 vehicle trips per day, and approximately 58 vehicle trips per hour during both the AM and PM peak.

Traffic volumes generated by residential uses are typically tidal, with the majority of movements generated during the AM peak hour occurring in the outbound direction and the majority of movements during the PM peak hour occurring in the inbound direction.

For the purposes of this assessment, the following directional splits will be adopted:

- > AM peak hour: 70% outbound, 30% inbound; and
- > PM peak hour: 40% outbound, 60% inbound.

Peak hour traffic volumes anticipated to be generated by the proposed development are outlined in Table 9.

Table 9 Anticipated Peak Hour Traffic Generation

<i>Period</i>	<i>Outbound Volume</i>	<i>Inbound Volume</i>	<i>Two-Way Volume</i>
AM Peak Hour	41 movements	17 movements	58 movements
PM Peak Hour	23 movements	35 movements	58 movements

7.2 Traffic Distribution

The site is proposed to provide sole vehicle access via Gillwell Road.

With consideration to the above, noting the site's location in relation to the arterial road network, public transport facilities, schools, recreation and retail and employment precincts, the directional distribution shown in Table 10 has been adopted.

Table 10 Adopted Directional Traffic Distribution

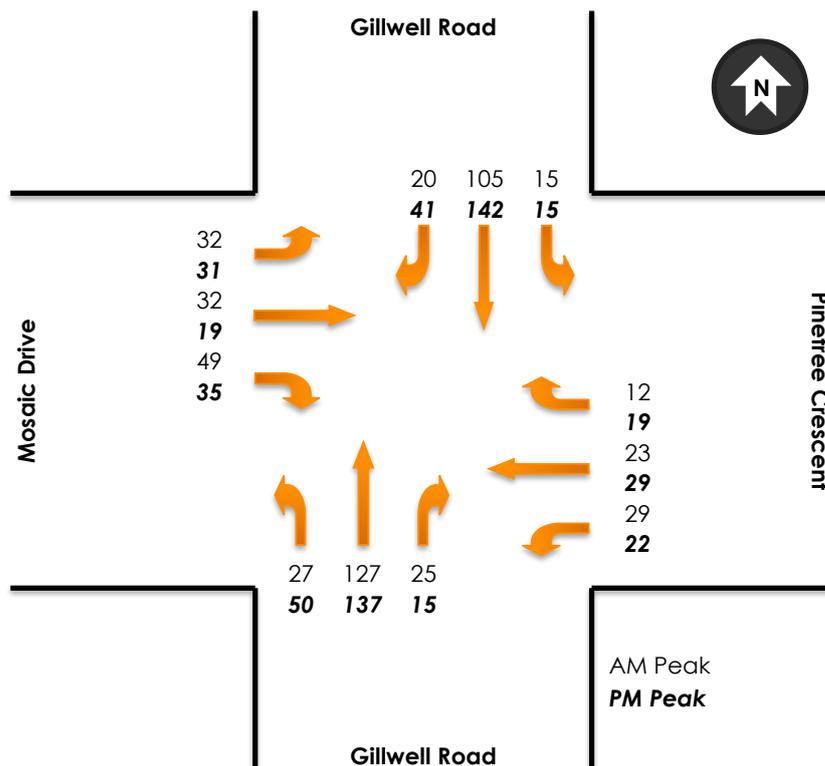
<i>Road</i>	<i>Destination</i>	<i>Percentage</i>
Gillwell Road	North	50%
Gillwell Road	South	50%

7.3 Resultant Future Traffic Volumes

Based on the above, the future intersection volumes at the Hallam Road/Centre Road intersection can be calculated by combining the existing volumes with the expected traffic volume growth, and superimposing the traffic anticipated to be generated by the proposed development.

The resultant peak hour traffic volumes are shown in Figure 19.

Figure 19 Resultant Future Traffic Volumes



7.3.1 Intersection Capacity Assessment

To assess the operation of the intersection the traffic volumes have been input into SIDRA Intersection, a traffic modelling software package.

The results of the analysis are provided in Table 11.

Table 11 Gillwell Road / Pinetree Crescent – Existing / Future Conditions

Approach	DoS		Avg. Delay (sec)		Queue (m)	
	Existing	Future	Existing	Future	Existing	Future
AM Peak						
Gillwell Road South	0.131	0.147	5.4	5.4	5.0	5.7
Pinetree Crescent East	0.062	0.063	6.1	6.2	2.2	2.2
Gillwell Road North	0.120	0.128	5.8	5.7	4.6	4.9
Pinetree Crescent West	0.108	0.110	7.0	7.1	4.0	4.1
PM Peak						
Gillwell Road South	0.165	0.175	5.4	5.4	6.5	7.0
Pinetree Crescent East	0.070	0.071	6.7	6.8	2.5	2.6
Gillwell Road North	0.152	0.166	5.8	5.7	6.0	6.7
Pinetree Crescent West	0.082	0.083	6.9	7.0	3.0	3.0

As shown above the intersection continues to operate under excellent conditions during both the morning and afternoon peak hours with negligible additional queues and delays experienced by motorists. In view of the foregoing, the planned development is considered to have a negligible impact on the operation of the Gillwell Road / Pinetree Crescent roundabout.

7.4 Local Road Capacity

As noted in Section 2.5, Pinetree Crescent is classified as a Level 1 Access Street with an indicative capacity of up to 2,000 vehicles per day. Gillwell Road was determined to be classified as a Connector Street with an indicative capacity of between 3,000 – 7,000 vehicles per day.

As per the traffic analysis presented above, the planned development is expected to generate up to 574 vehicle trips per day, all of which directly generated to Gillwell Road due to the currently approved access location.

A comparison of the existing and future road capacities is shown below in Table 12.

Table 12 Local Road Capacity Assessment

Road	Capacity	Existing Traffic	Future Traffic
Pinetree Crescent	1,000 – 2,000 vpd	727 vpd	727 vpd
Gillwell Road	3,000 – 7,000 vpd	3,720 vpd	4,294 vpd

Based on the above, the traffic generated by the planned development does not trigger the local road network to exceed the indicative environmental capacities and is therefore expected to have a minimal impact on the operation of the surrounding road network.

8 CONCLUSIONS

It is planned to amend the development plan from 'integrated residential age in place to a standard residential use within the development plan. Based on the anticipated development yield of approximately 82 dwellings, it is concluded that:

- Based on a lot yield of approximately 82 dwellings, the planned development will have a negligible impact on the operation of the Gillwell Road / Pinetree Crescent roundabout, with insignificant added queues or delays to existing motorists; and
- The traffic generated by the planned development does not trigger the local road network to exceed the indicative environmental capacities and is expected to have a minimal impact on the operation of the surrounding road network and is therefore considered acceptable.

APPENDIX C STORMWATER MANAGEMENT PLAN



Stormwater Management Plan

**50s Gilwell Road, Lalor
Superlot Subdivision**

JOB NUMBER: S54643 - 277075
CLIENT: Baptcare
SITE: 50S Gilwell Road, LALOR, VIC 3075
DATE: 29 June 2022
REVISION: 0

**Engineering
your success.**

ADELAIDE
MELBOURNE
SYDNEY

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3. AREAS (sq.m.) & RUN-OFF COEFFICIENTS

Total Site area : 4648

4. EXISTING SITE DETAILS

Aes1 : 4648 Ces1 : 0.35
 Aes2 : 0 Ces2 : 0.30
 Aes3 : 0 Ces3 : 0.15
 Aes4 : 0 Ces4 : 0.12
 Weighted C - site Cew : 0.35

5. PROPOSED SITE DETAILS

Aps1 : 2364 Cps1 : 1.00
 Aps2 : 2284 Cps2 : 0.30
 Aps3 : 0 Cps3 : 0.15
 Aps4 : 0 Cps4 : 0.12
 Weighted C - site Cpw : 0.66
 Uncontrolled portion(s) UPfrac : 0.00

6. CATCHMENT TIMES (minutes)

Time of concentration : 10.00
 Travel time from discharge point
 to catchment outlet : 5.00

7. OSD DESIGN

Flow Control Device : Orifice
 Storage type : Tank
 Rainfall zone : MELBOURNE
 ARI for OUTFLOW (years) : 5
 ARI for STORAGE (years) : 10
 Qptot (L/s) : 28.48
 Qu (L/s) : 0.00
 Qp (L/s) : 0.00
 Calculated PSD (L/s) : 33.30
 Nominated PSD (L/s) : -----
 Adopted PSD (L/s) : 33.30

8. STORAGE DETAILS

Volume (cub.m.) : 32.78
 Time to fill storage (mins) : 18.8
 Time to empty storage (mins) : 53.4
 Critical storm duration (mins) : 26.3

9. STORM DURATIONS & RAINFALL INTENSITIES

PSD Duration : 10.0 min. Intensity : 63.0 mm/hr
 MAX. STORAGE Duration : 26.3 min. Intensity : 46.2 mm/hr

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1 Introduction

FMG Engineering have been engaged by Baptistcare to prepare a stormwater management plan (SWMP) for the subject site at 50s Gillwell Road, Lalor.

This SWMP outlines the conceptual stormwater requirements for proposed development on the subject site and has been prepared to accompany an addendum to The Lalor Development plan.

This plan should ensure that the stormwater and drainage discharge from the development site meets current best practice performance objectives for stormwater, demonstrates the application of Water Sensitive Urban Design (WSUD) and complies with the intent of City of Whittlesea requirements.

1.1 Purpose

The purpose of this SWMP is to evaluate the quantity and quality of stormwater associated with the proposed development plan to demonstrate to Whittlesea City Council that an appropriate stormwater management strategy has been adopted.

The SWMP specifically addresses the following items for both the construction and operational phases of the development:

- Stormwater runoff volumes and detention (Stormwater Quantity); and
- Stormwater quality treatment measures (Stormwater Quality);

The following will be achieved with the correct application of this SWMP report:

- Appropriate standards to be maintained on all aspects of stormwater within the site,
- Pollution control to be maintained,
- Examination of the surrounding area and properties to ensure they will not be adversely affected nor unduly disrupted by stormwater, and
- Establishment of a unified, clear and concise stormwater management strategy.

1.2 Existing Site Conditions

1.2.1 Property Details

Address:	50s Gilwell Road, Lalor, VIC 3075
Lot and Plan Number:	Part of Lot RR PS646643
Site Area:	2.6ha

As shown in Figure 1, the site has street frontage to Gillwell Road. The northern boundary will be shared with an existing Baptistcare Residential Aged Care Facility, and other Baptistcare retained land.



Figure 1 – Site Location Plan (indicative boundaries)

1.3 Development Summary

The subject site at 50s Gillwell Road, Lalor was originally designated as “Integrated Residential Age in Place Estate” and is now sought to be re-designated as “Medium Density Residential”.

A detailed summary of the proposed land use changes is outlined within the overarching townplanning report prepared by URBIS, however there is anticipated to be negligible change to the overall number of dwellings proposed on site.

Given the site area is not changing, and number of dwelling is unlikely to differ greatly, FMG does not believe the change in land zoning will result in a material change in impermeable area or general stormwater management strategy for the site.

1.4 Flooding

Reference to the VicPlan Planning Overlay mapping indicates that the development site is not subject to any Special Building Overlays (SBO) or Land Subject to Inundation (LSIO), Flood Overlay (FO). This indicates that the site should not be prone to storm water overflow (originating external to the site) during a 1 in 100 year storm. Appropriate measures should still be put in place to ensure the development does not flood in storm events. Figure 3 shows the planning – land management overlays relative to the proposed site



Figure 3 – Land Management overlays

1.5 Overland Flow Path

There is gentle fall across the site from east to west. Overland flow from will be possible to Gillwell road, with a Q100 underground drain providing a safe route for Major storm flows.

2 Stormwater Management

Council feedback from adjacent developments confirmed Council's preference for downstream stormwater treatment to occur at precinct / municipal level and not via proprietary products within the road reserve of this development.

In general, The stormwater management for the development will be based on water sensitive urban design (WSUD) principles and will be consistent with Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO 2006). The following key items will be considered:

- Adequate drainage to ensure a free draining development.
- Pavement, road and drainage levels designed to ensure surrounding properties are not adversely affected.
- The discharge volumes of the development are stored to pre-development levels.
- The pollutant discharge from the site is minimised to meet Best Practice. 1

3 On-site Detention System

The whole site has been considered as a single catchment discharging to the existing stormwater drainage alignment immediately to the west of the development site boundary.

3.1 Detention System

To minimise the impacts from the development on the downstream stormwater system, detention systems are required to partially restrict flows from lots. This may not be required at the discretion of Council, given feedback from adjacent developments suggested Council's preference for the development to be free-flowing to the downstream council stormwater drainage system.

Stormwater results should be calculated using OSD4W and in liaison with Council to confirm required site detention requirements once a site layout has been confirmed. Other locations within the development plan have been required to detain 10% AEP storm flows back to the 0.2EY AEP permissible site discharge.

Under both "Integrated Residential Age in Place Estate" and "Medium Density Residential" there is limited public space to provide all detention and water quality requirements on site, and this SMP anticipates some detention storage and water quality shortfalls will be accommodated in downstream precinct stormwater infrastructure (basins, wetlands etc.)

4 Stormwater Drainage Strategy and LPD nomination

The stormwater drainage strategy is comprised of the following key elements:

- Majority of the site to fall towards existing route to the south west towards Gillwell Road (major storm event → overland flow)
- Underground stormwater drainage shall convey 100 year flow (major storm event) to the existing Council stormwater drain, or surcharge within the road reserve to back of kerb if high tailwater levels are present
- Dwelling levels should be situated to ensure minimum 150mm freeboard from proposed ponding levels within the development. at approximately 300mm above existing surface levels
- Primary stormwater drainage catchment to council stormwater assets within Gillwell Road.
- Road reserve catchment to be free draining to downstream council stormwater drainage system.
- Detention requirements to be confirmed by council;
 - If detention is required, 10% AEP back to 0.2EY storm event storage required
- Conventional pit and pipe road stormwater drainage for to cater for 1:10 year storm events (minor storm event).

5 Limitations

This document was prepared by FMG Engineering (FMG) for the sole use of Baptcare ("The Client"), the only intended beneficiaries of our work. Any advice, opinions or recommendations contained in this document should be read and relied upon only in the context of the document as a whole and are considered current to the date of this document. Any other party should satisfy themselves that the scope of work conducted and reported herein meets their specific needs. FMG cannot be held liable for third party reliance on this document, as FMG is not aware of the specific needs of the third party.

This document was prepared for the purpose described herein. FMG's professional opinions are based upon its professional judgment, experience and training. It is possible that testing and analysis might produce different results and/or different opinions. FMG has limited its assessment to the scope agreed upon with its client. FMG believes that its opinions are reasonably supported and that those opinions have been developed according to the professional standard of care for the civil engineering consulting profession in this area at this time. That standard of care may change and new methods and practices may develop in the future, which might produce different results. FMG's professional opinions contained in this document are subject to modification if additional information is obtained through further investigation, observations, or testing and analysis during any future assessment or remedial activities

Appendix A

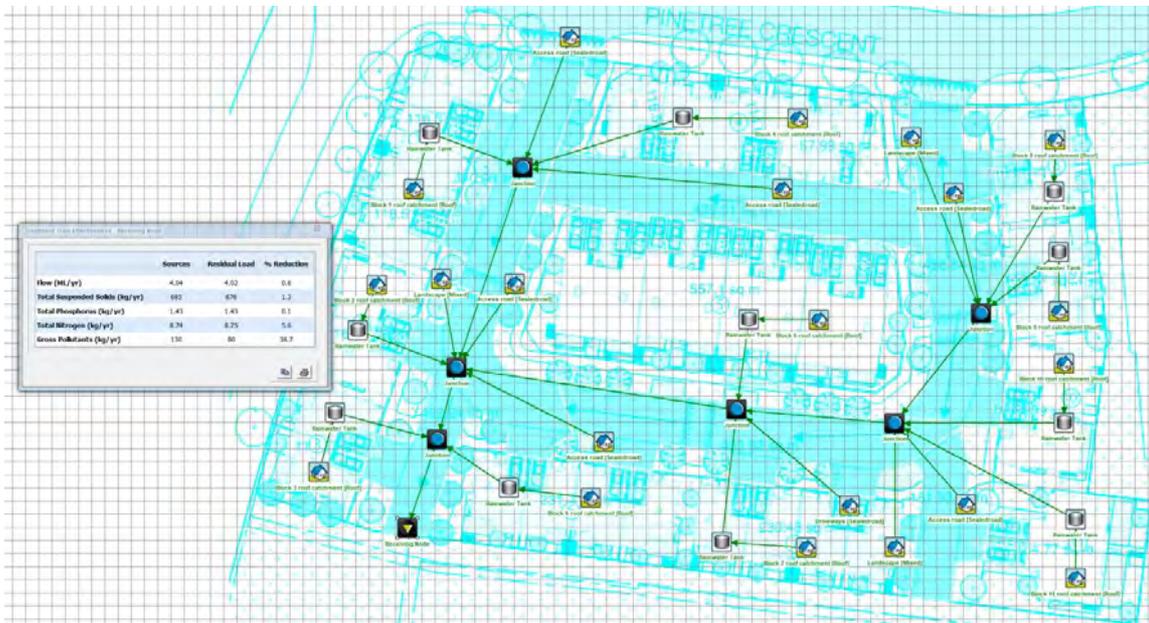
Catchment Areas / Council DBYD plan / site survey / services plan



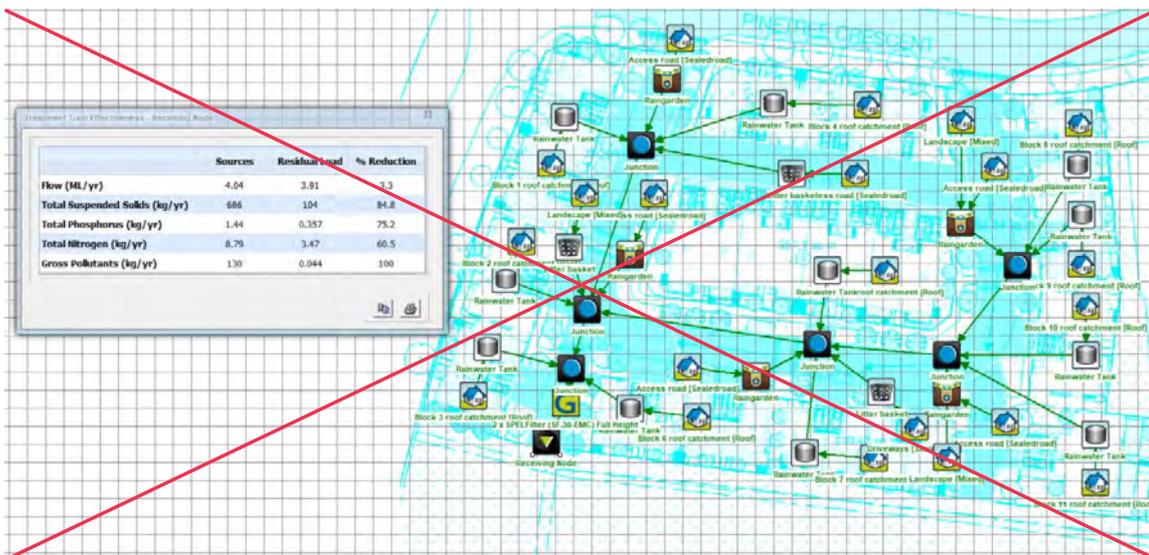
Appendix B

MUSIC Model Results / OSD4W Detention Storage Calculation

MUSIC model adopted after council feedback. Stormwater pollutants to be treated downstream as part of precinct / municipal level



MUSIC model from revision 2 featuring stormwater treatment in road reserve and proprietary products



OSD4W Detention Storage Calculation (roof areas)

3. AREAS (sq.m.) & RUN-OFF COEFFICIENTS

Total Site area : 4648

4. EXISTING SITE DETAILS

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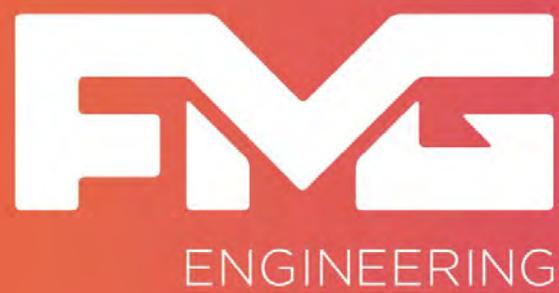
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 MAX. STORAGE Duration : 26.3 min. Intensity : 46.2 mm/hr

Appendix C

Stormwater drainage schematic to demonstrate design intent and LPD nomination

Appendix D

Q100 Gap Flow reporting



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URBIS.COM.AU

5.3.5 Petition - 605 Dalton Road Epping Nature Strip

Responsible Officer: Acting Director Infrastructure & Environment

Author: Unit Manager Landscape & Open Space Planning

In Attendance: Manager Urban Design & Transport

Purpose

The purpose of this report is to outline the response to a petition received from 15 residents requesting Council allow the nature strip mulch at 605 Dalton Road, Epping to remain and small endemic grasses and wildflowers to be planted as per the City of Whittlesea's Urban Nature Strip Guidelines 2015.

Brief Overview

A petition was tabled at the Scheduled Council Meeting held on 18 April 2023 requesting Council allow the nature strip mulch at 605 Dalton Road, Epping to remain and small endemic grasses and wildflowers to be planted as per the Urban Nature Strip Guidelines 2015, and resolved to:

1. A report to Council will be prepared for the June 2023 Council Meeting, advising how the petitioners concerns have been addressed.
2. All signatories will be advised of Council's decision following the June 2023 Council meeting.

This report intends to provide Council with an update on the petition to allow the alterations to the nature strip at 605 Dalton Road Epping to remain with changes aligning to proposed DRAFT Nature Strip Garden Guidelines 2023.

Recommendation

THAT Council in responding to the petition to allow the nature strip mulch at 605 Dalton Road, Epping to remain and small endemic grasses and wildflowers to be planted as per the Urban Nature Strip Guidelines 2015, resolves to:

1. **Allow the alterations to the nature strip to remain with changes aligning to the proposed Draft Nature Strip Garden Guidelines 2023.**
2. **Advise the head petitioner of Council's decision.**

Key Information

Background

A petition was received by Council on Sunday 16 April 2023 by lead petitioner Mr Samuel Eisen of 605 Dalton Road Epping. The petition was in relation to the modification of the nature strip, consisting of unrestrained bush mulch, native wildflowers and grasses, as suggested by the petitioner are generally permitted (if under 300mm in height) and contained within the 'planting areas' as depicted below.

Council's existing Urban Nature Strip Guidelines 2015 do not allow for unrestrained mulch across the entire nature strip; however, Council is currently undertaking the review of these guidelines and have prepared a new draft Nature Strip Garden Guidelines 2023. New draft guidelines need to go through community consultation and Council endorsement prior to full adoption and becoming live.

New applications for nature strip enhancements are on hold during this period.

The proposed new draft Nature Strip Garden Guidelines 2023 allow mulch across the nature strip with clear zones around the perimeter. Council has liaised with the head petitioner and provided information about proposed guidelines. Head petitioner has agreed to make changes to the nature strip to align with the proposed draft Nature Strip Garden Guidelines 2023.

Community Consultation and Engagement

Council officers have met with the head petitioner on site to discuss the petition and his proposal of amendments to the nature strip. Key points from the meeting included:

- Current modifications to the nature strip do not accord to Council's existing Urban Nature Strip Guidelines 2015.
- Council draft Nature Strip Garden Guidelines 2023 were shared with the petitioner that allow more flexibility than the previous guidelines.
- Petitioner agreed to rectify the changes to nature strip aligning to the proposed Draft Nature Strip Garden Guidelines 2023.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Sustainable environment

Our City is well-planned and beautiful, and our neighbourhoods and town centres are convenient and vibrant places to live, work and play.

Planting of nature strips aligns with Councils' W2040 Sustainable Environment Goals of Valued Natural Landscapes and Biodiversity and being Climate Ready.

Considerations

Environmental

Nature strip plantings using local species provides fauna habitat and visually softens the effect of the harder surfaces of road, footpath and driveway paving, fences, and buildings. Nature strips play an important role in the environmental health of a city.

Social, Cultural and Health

Nature strips play an important role in the aesthetic, environmental, and social health of a city. A nature strip, or roadside verge, is one element of the formal road reserve. It is a piece of public land located between a private property boundary and the kerb, it excludes the footpath and vehicle crossing where one exists.

Economic

No Implications.

Financial Implications

There are no financial implications arising from this report. It is the responsibility of residents/property owners to maintain the nature strip abutting their property in a manner that provides for safe and unhindered movement, and this normally entails activities such as regular mowing, weeding, and the removal of litter.

Link to Strategic Risk

Strategic Risk *Health, Safety and Welfare* - Failure of safety and risk management systems resulting in serious injury or harm to staff or member of public.

Changes made to the nature strip are compliant with the future Nature Strip Garden Guidelines 2023. There are no risks associated with this report.

Implementation Strategy**Communication**

Council Officers have liaised with the resident and have agreed on minor changes to the nature strip and advised of new Nature Strip Garden Guidelines 2023.

Critical Dates

There are no critical dates related to this report.

Declaration of Conflict of Interest

Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Conclusion

A petition received from 15 residents requesting Council allow the nature strip mulch at 605 Dalton Road, Epping, remain and small endemic grasses and wildflowers to be planted as per the Urban Nature Strip Guidelines 2015. Council in discussions with the head petitioner agreed to minor changes to the current nature strip. The head petitioner is satisfied, and the nature strip complies with the future Nature Strip Garden Guidelines 2023.

5.4 Strong Local Economy

Nil reports

5.5 Sustainable Environment

5.5.1 Environmental Sustainability Strategy 2012 - 2022 Close Out

Responsible Officer: Acting Director Infrastructure & Environment

Author: Sustainable Organisation Officer

In Attendance: Sustainable Organisation Officer

Attachments:

1. Environmental Sustainability Strategy 2012-2022 v 4 [5.5.1.1 - 21 pages]

Purpose

This report presents the close out report on the implementation of Whittlesea's *Environmental Sustainability Strategy 2012-2022*.

The *Environmental Sustainability Strategy 2012-2022* was adopted by Council on 7 May 2013. It set out 206 actions prioritised over ten years to achieve the strategic objectives and community's vision to live sustainably in the urban and rural areas of the municipality and, ensure that our carbon footprint, water, waste, energy use, flora and fauna are managed sustainably. This is the second and final progress report on the *Environmental Sustainability Strategy 2012-2022*.

Brief Overview

This report summarises the initiatives undertaken by the City of Whittlesea to implement the *Environmental Sustainability Strategy 2012-2022* (ESS) which was adopted by Council on 7 May 2013. Regular reporting against the Strategy's actions is a requirement of the adopted Monitoring and Evaluation Framework. This is the second and final progress report on the ESS.

The ESS comprised 206 actions that relate to the themes of water, biodiversity, land management, climate change, urban development and the built environment, waste management and resource recovery, and behaviour change strategies. It included 57 short-term actions, 10 short to medium-term actions, 12 medium-term actions, four long-term actions and 123 ongoing actions. Various departments and teams across Council have contributed to the implementation of the actions to achieve the ESS's strategic objectives and the community's vision to live sustainably in the urban and rural areas of the municipality, and ensure that our carbon footprint, water, waste, energy use, flora and fauna are managed sustainably.

The report outlines progress against the 206 actions of the plan, highlighting the key achievements and next steps for the City of Whittlesea's contribution toward securing a sustainable, net zero emissions and climate resilient future.

In summary, the 2022 reporting shows a tremendous achievement with all but one of the 206 actions commenced. Of the 57 short, 10 short-medium, 12 medium, four long-term actions, and 123 ongoing actions, 203 have been completed, and the 3 remaining actions have been carried over into the new *Sustainable Environment Strategy 2022-2032*. All 123 ongoing actions are operational and continue to be supported across Council as part of day-to-day business operations.

Recommendation

THAT Council:

1. **Note the successful completion of the Environmental Sustainability Strategy 2012-2022 and officially close out the document.**
2. **Write to the Minister for Climate Action and the Minister for Environment to provide an update on the outcomes of the Environmental Sustainability Strategy 2012-2022.**
3. **Write to members of Parliament representing Upper and Lower House seats in our municipality to provide an update on the outcomes of the Environmental Sustainability Strategy 2012-2022.**

Key Information

Background

Our Environment Our Future – Sustainability Action Statement 2006, the previous State Government's environmental sustainability framework, identified 150 priority sustainability initiatives to secure a sustainable state. It focussed on five key action areas: climate change, protecting natural assets, efficient resource use, reducing our everyday environmental impacts and government leadership. A range of policy and legislation governed each of these five areas to achieve environmentally sustainable outcomes.

As the local planning authority, manager of parks and open space, and operator of community infrastructure, Council is responsible for many activities which impact upon the environment. A sustainable environment is critical for our community's health and well-being and our community continuously identifies the protection of the environment and responses to climate change as major concerns.

As such, Council is granted the opportunity to improve local conditions, citizens' wellbeing and protect the local environment. Local government also has the unique opportunity to be leaders, via building community awareness and promoting change in the way we utilise and conserve our environment.

Council's role was also guided by the principles and directions articulated in its 2025 - *Strategic Community Plan* developed in 2009. This Strategic Community Plan identified six 'Future Directions' including 'living sustainably'.

This section directed that a sustainability strategy, informed through community consultation, was to be developed to ensure residents live sustainably in our urban and rural areas.

Whittlesea's *Environmental Sustainability Strategy 2012-2022* (ESS) was adopted by Council on 7 May 2013. It provided the City of Whittlesea with a new framework to work towards a sustainable city that supported and protected biodiversity, ecological processes and a healthy and sustainable population. The ESS replaced the City of Whittlesea's *Local Conservation Strategy 2000* which was the framework for all local conservation and environmental activities.

The ESS comprised 206 actions related to the themes of water, biodiversity, land management, climate change, urban development and the built environment, waste management and behaviour change strategies. In summary, it included:

- 57 short-term actions to commence by Year 3 (2014/2015);
- 10 short to medium-term actions to commence by Year 5 (2016/2017);
- 12 medium-term actions to commence by Year 7 (2018/2019);
- Four long-term actions to commence after Year 7 (2019);
- and 123 ongoing actions to be monitored till 2022.

Monitoring and reporting requirements of the ESS included:

- an Environmental Indicators Report to the community in 2016;
- a five-year review – the Year 5 Progress Summary completed in 2016;
- and a 10-year full update and review – this report represents the 2022 and final reporting.

Community Consultation and Engagement

Extensive community consultation processes involving stakeholders, key managers and council staff, environmental and cultural groups and local community members were undertaken in the preparation and development of the ESS before it was adopted in 2013. Further targeted engagement has also been undertaken on some of the individual actions implemented over the past 10 years. Further communications will be undertaken to highlight the achievements in implementing the ESS 2012-2022 to the broader community.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Connected communities

We work to foster an inclusive, healthy, safe and welcoming community where all ways of life are celebrated and supported

Sustainable environment

We prioritise our environment and take action to reduce waste, preserve local biodiversity, protect waterways and green space and address climate change

Implementation of the *Environmental Sustainability Strategy 2012-2022* meet the objectives of Whittlesea 2040 and the Council Plan. Specifically, the Strategy's actions have sought to be leaders in clean, sustainable living, reduce waste, preserve local biodiversity, protect waterways and green spaces and address climate change.

Considerations

ESS 2022 Reporting

Reporting on the ESS actions provides a means to monitor and evaluate Council's progress in implementing the ESS to achieve its vision and objectives. Each responsible Council department has provided an update on the status of their ESS actions, demonstrating that implementing the ESS was a whole of Council effort.

The 2022 reporting shows a remarkable achievement in implementing the majority of the ESS actions to support Council in its work towards a sustainable city that supported and protected biodiversity, ecological processes and a healthy and sustainable population. Of the 206 actions, all but one were commenced (99.5%).

Of the 57 short, 10 short-medium, 12 medium, four long-term actions, and 123 ongoing actions, 203 have been completed (98%), with the three remaining actions (2%) being carried over into the recently adopted *Sustainable Environment Strategy 2022-2032*.

Table 1: Progress of ESS Actions 2016 to 2022

	Achieved*		Delays or issues identified		Unsuccessful		Not started	
	2016	2022	2016	2022	2016	2022	2016	2022
Short term (commence by 2014/2015)	68%	98%	21%	0%	0%	0%	11%	2%
Short-Medium term (commence by 2016/2017)	100%	100%	0%	0%	0%	0%	0%	0%
Medium term (commence by 2018/2019)	8%	100%	0%	0%	0%	0%	92%	0%
Long term (commence after 2019)	25%	100%	0%	0%	0%	0%	75%	0%
Ongoing	98%	98%	0%	2%	1%	0%	1%	0%
* <i>Achieved: Actions that have been completed or are in progress with no significant issues.</i>								

Table 1 compares the progress made in implementing the actions between 2016, when the last progress summary was produced, and 2022, the final review of the ESS.

Short-term actions – 98% complete

- Of the 57 short-term actions, 56 are complete (98%) and one was not started (2%).
- The one remaining short-term action that was never started was action L1.5. It has been carried over into the new *Sustainable Environment Strategy 2022-2032*, which is discussed later in the report.

Short-Medium-term actions – 100% complete

- All 10 short-medium-term actions are complete and were completed by 2015-2016.

Medium-term actions – 100% complete

- All 12 medium-term actions are complete and 10 (83%) were completed by 2020-2021.

Long-term actions – 100% complete

- All four long-term actions are complete.

Ongoing actions – 98% complete

- All 123 ongoing actions are operational and continue to be supported across Council as part of day-to-day business operations. Many of these actions are now considered business as usual.
- The two ongoing actions marked as having delays or minor issues (2%) were W4.2 and CS3.4 and they have been carried over into the new *Sustainable Environment Strategy 2022-2032*, which is discussed later in the report.

Notable ESS Achievements in 2022

In the final year of the ten-year ESS, excellent progress was made. Some of these key achievements include:

- Council Endorsement of the Sustainable Environment Strategy (2022-2032), Climate Change Plan (2022-2032) and Sustainable Environment Action Plan (2022-2024) in late 2022.
- Cat curfew and mandatory desexing was endorsed by Council in July 2022, with an impending implementation date of 1 August 2023.
- Green Wedge Management Plan 2011-2021 reviewed.
- Continued biodiversity monitoring and tree planting at key sites including Quarry Hills Parkland, Growling Frog Golf Course.
- New Lalor Landcare Group supported during its formation in 2022.
- Endorsement and implementation of the Native Vegetation Offset Plan to allow for the acquittal of Council's existing Native Vegetation Offset liability.
- The purchase of 100% renewable energy for all Council operations began in the 2021-22 financial year through the new VECO Power Purchase Agreement, alongside 46 other Victorian councils.
- Council embedded Climate Risk analysis into its annual Service (Operational) Risk assessment process.
- Introduce a Litter Enforcement Team to protect the environment from litter and dumped rubbish.
- Glass Recycling kerbside service was introduced.

Notable Achievements over the 10-year life of the ESS

Over the course of 10 years, there have been a great deal of key achievements of the ESS. The most notable achievements are outlined below.

Achievements on Water

- Construction of the Melbourne Markets Stormwater Harvesting Project which was estimated to save more than 48 million litres of drinking water every year.
- Installed alternative water supplies for 11% of the public open space in the City of Whittlesea, using a mix of recycled water and stormwater.

- Management of more than 1,000 assets (small and large-scale) that deal with stormwater pollution, most of which are inherited from developers.
- Built systems to reduce stormwater pollution in some locations, such as the wetland and stormwater harvesting system adjacent to Melbourne Markets in Epping.
- Introduced the Integrated Water Cycle Management local planning policy to ensure new developments requiring a planning permit incorporate Water Sensitive Urban Design (WSUD) techniques and to encourage opportunities for broader integrated water management outcomes. This was integrated into Clause 19.03-3L of the Whittlesea Planning Scheme.
- Worked with Melbourne Water to understand flood risk across the City of Whittlesea and to identify areas at risk of flooding. Flood modelling was completed for Plenty River, Darebin Creek and Edgars Creek catchments.
- Worked with various external stakeholders on the Upper Merri Creek sub-catchment integrated water management plan, and the Upper Merri Regional Parklands project.
- Created the Integrated Water Management hub.
- Created and recruited an Integrated Water Management Lead role.
- Successfully applied for a grant to fund a WSUD Officer role for education and compliance.
- Created a Waterbody Assessment role to assist the renovation of Council's water assets registration and documentation.
- Undertook interdepartmental staff upskilling in water quality software use for development compliance as well as internal design purposes.
- Established a Community of Practice for water practitioners to share knowledge and work together to improve processes and find innovative solutions.

Achievements on Land

- Management of approximately 520 ha of conservation reserve with an adaptive management approach.
- Implementation and regular update of the Whittlesea Planning Scheme to protect environmental and sustainability values.
- Implementation of the Sustainable Land Management Rebate Scheme and the Environmental Works Grants Program to provide financial support for rural landowners (each year approximately 150 rural landowners have taken part).
- Successful implementation of the City's Green Wedge Management Plan 2011-2021, with all but five of the 84 priority actions identified in the document being in progress or completed.
- Two new dedicated officer resources to help safeguard the diverse values of our Green Wedge being the permanent appointment of an Agribusiness Officer and an Environmental Protection Officer.

- Appointment of a Landcare Officer funded by DELWP/ DEECA to support the activities of existing Landcare and friends of groups and support the creation of new Landcare and friends of groups.
- New Lalor Landcare Group supported during its formation in 2022.
- Continued biodiversity monitoring at key sites including Quarry Hills Parkland, Growling Frog Golf Course.
- Implementation of Pest Plant Education and Compliance program to achieve landscape scale control of priority weed species.
- Implementation of the Pest Animal Management program in 2019-2021.
- Cat curfew and mandatory desexing was endorsed by Council in July 2022, with an impending implementation date of 1 August 2023.
- Implementation of the increased differential farm rate of 40% to better support agribusiness from 2017.
- Partnership between Council and Deakin University to produce a Land Capability Assessment report that was disseminated to the wider community and investigated the potential of regenerative agriculture in enhancing climate resilience in the peri-urban space.
- Supported the establishment of the Whittlesea Community Food and Farm Collective which will develop a hub that will grow food, use recycled water, incorporate sustainable land management practices and circular economy systems and provide training and employment opportunities in agriculture, horticulture, conservation and revegetation.
- Planned trails within the Green Wedge such as the Whittlesea Rail Trail from Mernda Station to connect to Whittlesea township, and the Plenty River Trail from the M80 Ring Road to Bridge Inn Road.
- Preparation, adoption and implementation of the Quarry Hills Parkland Master Plan.
- Since 2012, Council has doubled the size of the Quarry Hills Regional Park and planted over 20,000 trees at the site.
- Completion of the Cultural Heritage Strategy that identifies and protects heritage places across the municipality.

Achievements on Climate Change

- As of 1 July 2021, 100% renewable electricity is used in Council facilities, services and streetlights. This will cut corporate GHG emissions by approximately 66%.
- 12,500 streetlights upgraded with LED and CFL lamps, accounting for approximately 60% of Council's streetlights.
- As of November 2021, 1.65 Megawatt of solar PV installed across 65 Council owned buildings, and 255 kWh of battery storage at 11 facilities.
- Approximately 25% of electricity used in Council facilities is produced by on-site renewable energy systems.

- Existing buildings had energy audits and upgrades completed, saving 560 MW/hr per year.
- In 2021-2022 financial year City of Whittlesea started to purchase 100% renewable energy for all Council operations through the new VECO Power Purchase Agreement, alongside 46 other Victorian councils.
- On average, approximately 16% of corporate emissions have been offset annually since the baseline year of 2011-2012. Emissions from transport and gas will continue to be offset from 2021-2022 FY.
- ESD Guidelines in place to reduce the energy use and environmental impacts of new Council buildings. New Council buildings are built as all electric (no gas appliances) and are built to a higher level of energy efficiency and have solar PV systems to provide a minimum of 50% of daytime electricity consumption installed as-built.
- In November 2021, Council installed its first public rapid (DC) electric vehicle charging station.
- Monitoring and periodic reporting of corporate greenhouse emissions since 2010-2011.
- Completion of a heat vulnerability mapping (Cool It Project) to understand the municipality's vulnerability to heat risk.
- Participation in the development of How Well Are We adapting tool as a tool to monitor, evaluate and report on Council adaptation.
- Implementation of Environmental Upgrade Agreement program to assist local businesses with environmental upgrades.
- Climate Ready Whittlesea adopted 2017 and a more recent Climate Change Plan was adopted by Council 21 November 2022.
- Completed a Climate Change Risk Assessment, identifying economic, environmental and social impacts of changing climatic conditions on Council assets, operations and services through a series of three, three-hour workshops engaging 61 staff from 49 departments. Council has subsequently embedded Climate Risk analysis into its annual Service (Operational) Risk assessment process.

Achievements on Biodiversity

- Planting over 1,100 trees annually in street, open space, and community facility settings.
- Introduced local planning policy (Amendment C197) into the Whittlesea Planning Scheme that provides guidance on habitat corridors and native vegetation retention, net gain offsets and the Green Wedge.
- Updated the River Red Gum Protection Policy (Amendment C221) to ensure that the development of existing and future urban and rural areas considers the presence of and plans for the retention, enhancement and long-term viability of River Red Gum trees. This was integrated into Clause 12.01-1L and various Schedules in the Whittlesea Planning Scheme.

- Endorsement and implementation of the Native Vegetation Offset Plan (NVOP) to allow for the acquittal of Council's existing Native Vegetation Offset liability.
- Purchase of 25 hectares of Grassy Eucalypt Woodland in accordance with NVOP to partially acquit Council's native vegetation offset liability
- Embedded revegetation as a business as usual activity into the main services contract.
- Management of a Seed Production Area (SPA) for indigenous plants and a productive nursery of rare plants for later reintroductions into reserves.
- Successful establishment of native grassland restoration areas via direct seeding.
- Prioritisation of local retention, threatened species and translocating plants where required into local conservation reserves.
- Successfully secured \$100,000 per annum to deliver canopy targets for additional tree planting in conservation reserves.
- Delivery of approximately 15 ecological burns annually across the municipality as required in the conservation services contract (Naturelinks).
- Levels of service approach identified for the pest animal program now embedded in the main service contract.
- Continuous delivery of annual fauna surveys of three key regional parklands, targeted survey for local threatened animal species (Growling Grass Frog and Golden Sun Moth), annual monitoring programs for threatened flora (e.g., Matted Flax Lilly) and annual benchmarking surveys conducted in support of service contract/ contractor performance (Annual Vegetation Assessment).
- Biodiversity Strategy 2019-2029 endorsed.
- Commencement of Biodiversity Asset Mapping Project to inform future decisions regarding the protection and management of Biodiversity.
- Creation of an Environmental Planning Coordinator position.
- Creation of a Biodiversity Strategy and Auditing position.
- Completion of City of Whittlesea Roadside Environmental Regulations.

Achievements on Urban Development and the Built Environment

- Introduction of the Bushfire Management Local Planning Policy (Amendment C198) to address strategic settlement planning to direct new settlement away from areas of high fire hazard. This was integrated into Clause 13.02-1L of the Whittlesea Planning Scheme.
- Introduction of the Housing Diversity and Design Local Planning Policy & in particular, changes to the General Residential Zone (GRZ) Schedules 4 and 5 (Amendment C200) in response to LiDAR evidence which linked the loss of urban tree canopy cover in the established suburbs of the City to infill development.

The GRZ Schedule 4 and GRZ Schedule 5 are contained in Clause 32.08 of the Whittlesea Planning Scheme to address landscape character and the provision of canopy trees on site for multi-unit developments.

- Introduction of the Environmentally Sustainable Development Local Planning Policy (Amendment GC110) to ensure that new development requiring a planning permit will achieve best practice across the range of ESD principles. This was integrated into Clause 15.02-1L of the Whittlesea Planning Scheme.
- Participation in the trial for the Sustainable Subdivisions Framework focusing on improving the long-term community benefits by a subdivision through the planning process.
- The development of the Local and Neighborhood Centres Revitalisation Plan which includes greening aims and improvements for active travel.
- Creation of the Environmental Sustainable Design Planner position.
- Creation of an Environmental Planning Coordinator position.

Achievements on Waste Management and Resource Recovery

- In 2021-22, collected 45,0474 tonnes of garbage, 19,103 tonnes of recycling, 19,729 tonnes of food and garden organics, 49 kg of light globes, seven kg of mobile phones, 843 kg of batteries, 79 tonnes of whitegoods, 2,600 tonnes of bundled branches, and 107 tonnes of e-waste.
- Provision of the pop-up recycling station as a mobile solution to recycling and disposal of items normally associated with moving into a new home (2017).
- Introduced the user pays service for food and garden waste, in which 55,000 households have opted-in since mid-2020, diverting 38,806 tonnes of food and garden waste per week from landfill.
- Trialed using reusable plates, cups and cutlery at four major community events in 2018-19. Wash stations were staffed by Council staff and community volunteers. This initiative saved over 2,600 pieces of food packaging from being manufactured and disposed of.
- Piloted the Whittlesea Waste Busters Program to measure the success of undertaking a targeted community education and engagement program on behaviour change.
- Successfully secured State Government funding for a Litter Prevention Officer position (2016) to investigate dumped rubbish and run an anti-littering education campaign along Council's waterways.
- Winners of the 2015 Keep Australia Beautiful Victorian Sustainable Cities award for the Raspberry Pi Program.
- Introduced food to the garden waste bin in 2020.
- In 2019, established recycling hubs around the municipality to enable easier collection of common household items.

- 'Food Know How' municipal wide education program focussed on reducing food waste in 2018.
- Clean up your game – municipal wide recycling program focussed on sporting clubs.
- Introduced commercial recycling in 2017.
- Introduce a litter enforcement team to protect the environment from litter and dumped rubbish.
- Glass Recycling kerbside service was introduced.

Achievements on Community Capacity Building

- Delivery of the Collectively Caring for Climate Project. A total of 330 local residents participated including people of all ages and from diverse cultural backgrounds, including individuals, schools, artists, community groups and organisations. The artworks were printed onto a range of materials for different uses including aluminum panels (for the 17 murals), 800 road foil stickers and a series of fabric banners.
- Delivery of the GPS litter picker project with students at the Mill Park Library Makers Club.
- Subscription Australian Energy Foundation household energy program resulted in 58 solar installs between 2015 and 2020, contributing to household solar on 21.3% of dwellings across the municipality.
- Implementation of the Pest Plant Local Law Education and Compliance Program to offer weed mapping services, on-site consultation, provision of weed management advice, and educational materials.
- Established Hume Whittlesea Teachers Environment Network to provide information and resources to educators to assist with environmental education and projects.
- Undertook an Environmental Education Project to outline the environmental education framework, objectives, guiding principles, evaluation toolbox and community of practice.
- Established the Sustainability Outreach Whittlesea program which offered funding for sustainability outreach programs to schools, early years centres, community groups and businesses.
- Nature play and bush kinder activities have grown to a regular series of annual events.
- Creation in partnership with Eco Explorers, 15 'Nature play in my background' videos loaded onto Council's website during COVID-19 related restrictions.
- Partnership with Early Years and Health Planning have resulted in targeted nature plan event series called 'Family Nature Club' that targets disadvantaged, isolated or high needs communities.

Achievements on Change Strategies

- Sustainable purchasing was built into Council's Procurement Policy in 2018, with a Sustainability Planning officer embedded in the Procurement team one day a week for over four years to assist with embedding sustainability into procurement systems and processes.
- Sustainability is included as one of four standard evaluation criteria with a default 10% weighting in Council's procurement process. Sustainability questionnaire was built into Council's tender/quotation templates (up to 5% sustainability bonus added to evaluation score).
- Sustainable procurement spend categorisation was built into the finance system and training was rolled out to all purchasing officers.
- Adaptation of Supply Chain Sustainability School to Victorian local government sector.
- eWater systems were installed in Civic Centre to reduce the need for use of chemical cleaners.

Actions Not Complete

Of the remaining three actions (2%), all have commenced to some degree but are yet to be completed, including two ongoing actions and one short-term action. These actions are actively being worked on by Council, however due to several factors were unable to be completed by 2022.

Regarding action L1.5, *"Review the lease arrangements of Council owned rural land based on an assessment of the biodiversity value of the land, with a view to determining its ongoing retention"* will now be undertaken as part of the *Sustainable Environment Strategy Action Plan 2022-2024* (Biodiversity Action Plan). Since the original ESS actions, four of the existing rural parcels with high biodiversity values have been actively managed under Council's Conservation Services Contract, however lease arrangements have not been reviewed. A review of these is scheduled for 2023-24.

With action W4.2, *"Provide annual end of financial year water use reports to track progress towards the corporate water conservation goals,"* whilst the 2016 Environmental Indicators Report reported on water costs and usage from 2013-2014 – 2015-2016, further reporting has not been undertaken. This action was superseded by the integrated water management plan, *Whittlesea Water For All 2020-2030*, which will include a monitoring program. Due to system issues and resources, this has not yet commenced.

Action CS3.4, *"Every two years prepare an 'environment indicators report' which details progress against the indicators listed in this strategy and associated key achievements. The report will be available to the community and will assist Council in assessing whether this Strategy is meeting its stated goals."* was only partially completed.

Although the first Environmental Indicators Report was completed in 2017, subsequent reports did not transpire due to major organisational changes in process, reporting, structure, systems, and leadership. The Integrated Planning Framework and the recently adopted *Sustainable Environment Strategy 2022-2032* include several indicators to monitor progress of environmental actions into the future.

These incomplete actions will continue to be progressed as part of the implementation of the *Biodiversity Strategy 2019-2029* and the *Whittlesea Water For All 2020-2030* strategy. Of the incomplete actions listed above, all have commenced to some degree but were unable to be completed by 2022. These actions will continue to be progressed as part of the implementation of the *Sustainable Environment Strategy 2022-2032*.

Environmental

The *Environmental Sustainability Strategy 2012-2022* hosted Council's commitments towards a sustainable city that supported and protected biodiversity, ecological processes and a healthy and sustainable population for this 10-year period. Current strategies and actions are now reflected in the *Sustainable Environment Strategy 2022-2032*.

Social, Cultural and Health

Addressing and responding to the threat of climate change and loss of biodiversity via securing a sustainable, net zero emissions and climate resilient future will benefit the health and wellbeing of our residents.

Economic

No implications

Financial Implications

No implications

Link to Strategic Risk

Strategic Risk *Not linked to the risks within the Strategic Risk Register.*

Implementation Strategy

Communication

Council's website will be updated to include a completion report of the *Environmental Sustainability Strategy 2012-2022*.

Critical Dates

This report represents the close out reporting on the *Environmental Sustainability Strategy 2012-2022*, in line with the Strategy's Monitoring and Implementation Plan.

Declaration of Conflict of Interest

Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Conclusion

The *Environmental Sustainability Strategy 2012-2022* (ESS) was adopted by Council on 7 May 2013. It set out 206 actions prioritised over ten years to achieve the strategic objectives and community's vision to live sustainably in the urban and rural areas of the municipality and, ensure that our carbon footprint, water, waste, energy use, flora and fauna are managed sustainably.

This represents the close out report for the strategy. It demonstrates tremendous achievement with 203 actions out of a planned 206 actions commenced, including 57 short, 10 short-medium, 12 medium, four long-term actions, and 123 ongoing actions having been completed. The three remaining actions will continue to be progressed as part of the implementation of the recently adopted *Sustainable Environment Strategy 2022-2032* (SES).

The successful implementation of the ESS reflects the deeply collaborative and committed approach across various Council Departments in implementing the Strategy. This collaboration will continue with the implementation of the SES.



Environmental Sustainability Strategy 2012-2022

Final progress summary

Background

The Environmental Sustainability Strategy 2012-2022 was adopted by Council on 7 May 2013.

It set out 206 actions prioritised over ten years to achieve the strategic objectives and community's vision to live sustainably in the urban and rural areas of the municipality and, ensure that our carbon footprint, water, waste, energy use, flora and fauna are managed sustainably.

It included 57 short-term actions, 10 short-to-medium-term actions, 12 medium-term actions, four long-term actions and 123 ongoing actions.

This is the second and final progress report on the *Environmental Sustainability Strategy 2012-2022* and outlines progress against the actions, highlighting the key achievements and next steps for the City of Whittlesea's contribution toward securing a sustainable, net zero emissions and climate resilient future.

In summary, the 2022 reporting shows tremendous achievement with all but one of the 206 actions commenced. The successful implementation of the *Environmental Sustainability Strategy 2012-2022* reflects the deeply collaborative and committed approach across various Council departments in implementing the Strategy.

Seven priority areas



Water



Land



Climate Change



Biodiversity



Urban development and the built environment



Waste management and resource recovery



Change strategies

Summary of progress on actions

Actions complete

Short-term actions – 98% complete

- Of the 57 short-term actions, 56 are complete (98%) and one was not started (2%).
- The one remaining short-term action that was never started was action L1.5.

Short-Medium-term actions – 100% complete

- All 10 short-medium-term actions are complete and were completed by 2015/2016.

Medium-term actions – 100% complete

- All 12 medium-term actions are complete and 10 (83%) were completed by 2020/2021.

Long-term actions – 100% complete

- All four long-term actions are complete.

Ongoing actions – 98% complete

- All 123 ongoing actions are operational and continue to be supported across Council as part of day-to-day business operations. Many of these actions are now considered business as usual.
- The two ongoing actions marked as having delays or minor issues (2%) were W4.2 and CS3.4.

Actions not complete

Of the remaining three actions (2%), all have commenced to some degree but are yet to be completed, including two ongoing actions and one short-term action. These actions are actively being worked on by Council and will be progressed as part of the implementation of the *Biodiversity Strategy 2019-2029*, the *Whittlesea Water For All Strategy 2020-2030* and the *Sustainable Environment Strategy 2022-2032*.

Action L1.5

Review the lease arrangements of Council owned rural land based on an assessment of the biodiversity value of the land, with a view to determining its ongoing retention.

This will now be undertaken as part of the *Sustainable Environment Strategy Action Plan 2022-2024* (Biodiversity Action Plan).

Since the original *Environmental Sustainability Strategy 2012-2022* actions, four of the existing rural parcels with high biodiversity values have been actively managed under Council's Conservation Services Contract, however lease arrangements have not been reviewed. A review of these is scheduled for 2023-24.

Action W4.2

Provide annual end of financial year water use reports to track progress towards the corporate water conservation goals.

Whilst the 2016 Environmental Indicators Report reported on water costs and usage from 2013/2014 – 2015/2016, further reporting has not been undertaken.

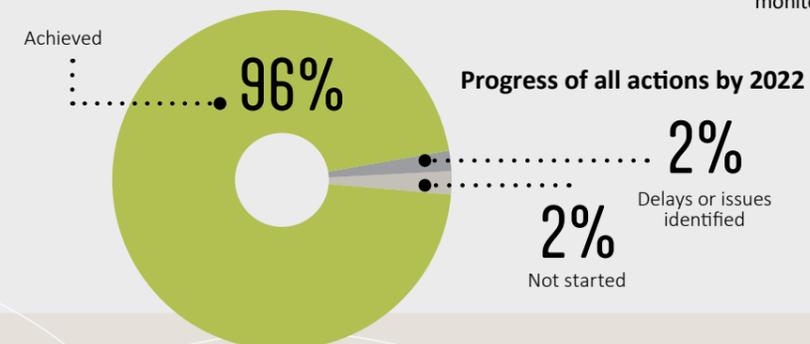
This action was superseded by the integrated water management plan, *Whittlesea Water For All Strategy 2020-2030*, which will include a monitoring program.

Due to system issues and resources, this has not yet commenced.

Action CS3.4

Every two years prepare an 'environment indicators report' which details progress against the indicators listed in this strategy and associated key achievements. The report will be available to the community and will assist Council in assessing whether this Strategy is meeting its stated goals.

This action was only partially completed. Although the first Environmental Indicators Report was completed in 2017, subsequent reports did not transpire due to major organisational changes in process, reporting, structure, systems, and leadership. The Integrated Planning Framework and the recently adopted *Sustainable Environment Strategy 2022-2032* include several indicators to monitor progress into the future.

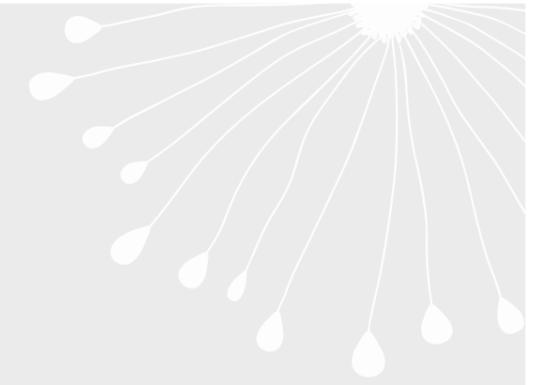




4 / City of Whittlesea



Priority area 1 Water

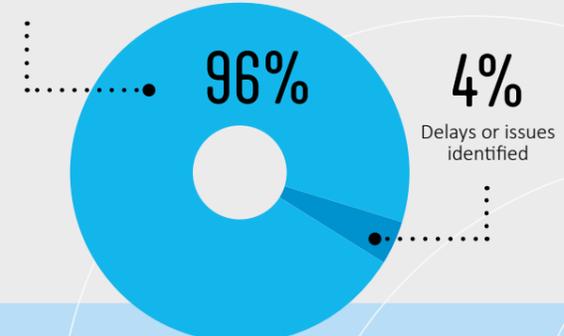


Key achievements

- Construction of the Melbourne Markets Stormwater Harvesting Project which is estimated to save more than 48 million litres of drinking water every year
- Installed alternative water supplies for 11 per cent of the public open space in the City of Whittlesea, using a mix of recycled water and stormwater
- Management of more than 1,000 assets (small and large-scale) that deal with stormwater pollution, most of which are inherited from developers
- Built systems to reduce stormwater pollution in some locations, such as the wetland and stormwater harvesting system adjacent to Melbourne Markets in Epping
- Introduced the Integrated Water Cycle Management local planning policy to ensure new developments requiring a planning permit incorporate Water Sensitive Urban Design (WSUD) techniques and to encourage opportunities for broader integrated water management outcomes. This was integrated into Clause 19.03-3L of the Whittlesea Planning Scheme
- Worked with Melbourne Water to understand flood risk across the City of Whittlesea and to identify areas at risk of flooding. Flood modelling was completed for Plenty River, Darebin Creek and Edgars Creek catchments
- Worked with various external stakeholders on the Upper Merri Creek sub-catchment integrated water management plan, and the Upper Merri Regional Parklands project
- Created the Integrated Water Management hub
- Created and recruited an Integrated Water Management Lead role
- Successfully applied for a grant to fund a WSUD Officer role for education and compliance
- Created a Waterbody Assessment role to assist the renovation of Council's water assets registration and documentation
- Undertook interdepartmental staff upskilling in water quality software use for development compliance as well as internal design purposes
- Established a Community of Practice for water practitioners to share knowledge and work together to improve processes and find innovative solutions.

Water actions

Achieved



Priority area 1 Water

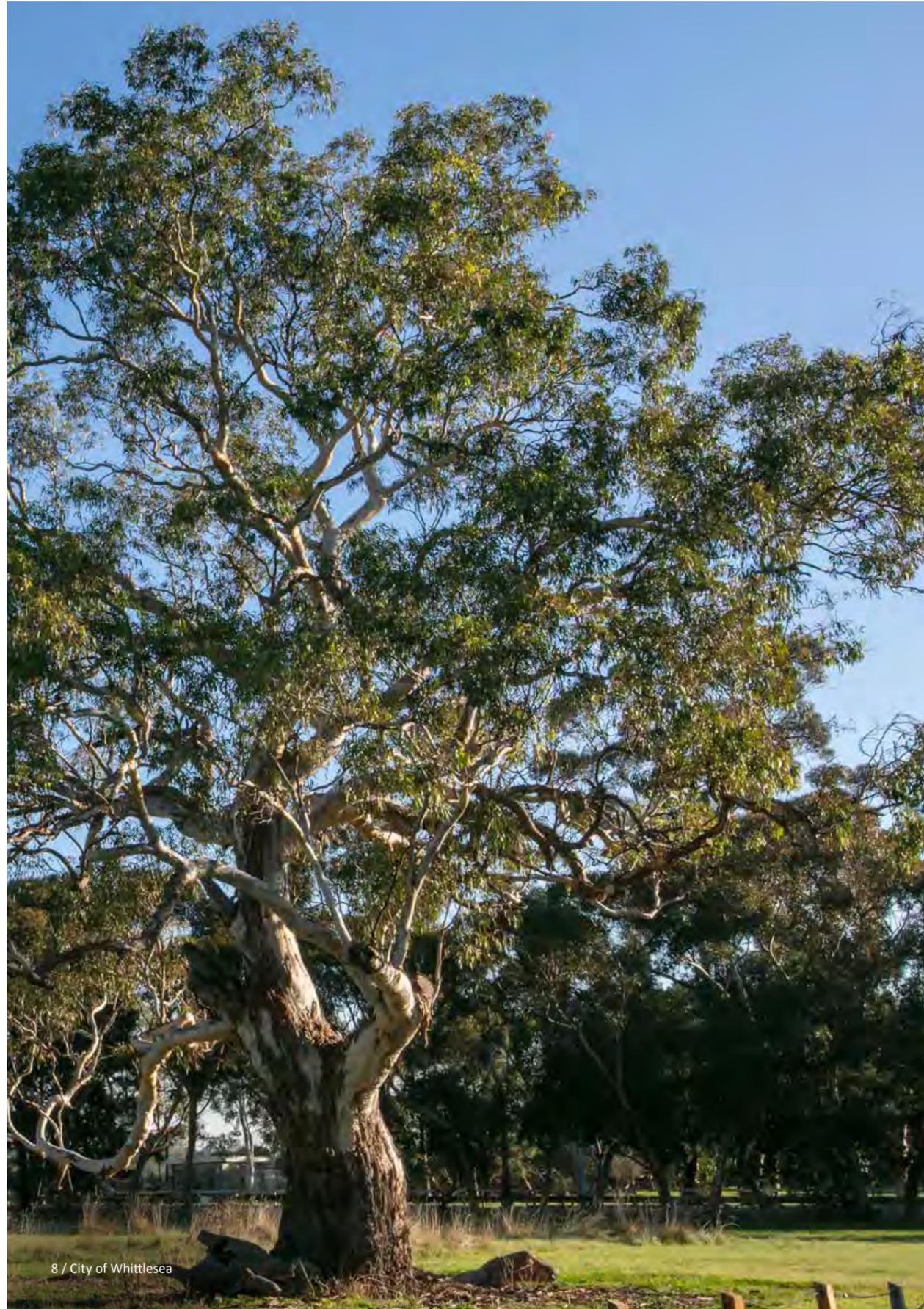


Action number and description	Department	Priority	Status
W1.1 Utilise the full range of planning and development tools to conserve water resources and protect waterways and catchments, including: <ul style="list-style-type: none"> • Municipal Strategic Statement (under review) • Framework and Precinct Structure Planning • Local Structure Plans • Development Plans • Planning Permits. 	Established Area Planning; Strategic Planning and Design; Growth Area Development Assessment	Ongoing	Achieved
W1.2 Strengthen policies and controls relating to new dams in rural areas so that stream flows in local waterways can be maintained and enhanced.	Sustainability Planning	Short	Achieved
W1.3 Develop policy and guidelines within the local planning framework to manage the construction of farm dams to protect stream flow in local waterways.	Sustainability Planning	Short	Achieved
W1.4 Implement the Stormwater Management Plan 2012 – 2015.	Environmental Operations	Short	Achieved
W1.5 Extend best practice water sensitive urban design to cover development of non-residential land uses including mixed use, industrial and commercial.	Environmental Operations	Short	Achieved
W1.6 Apply best practice water sensitive urban design to Council’s own assets, new and existing.	Development Engineering; Major Projects; Engineering and Transportation	Short	Achieved
W1.7 Where possible, apply best practice water sensitive urban design to existing civil infrastructure, wetlands and waterways of established areas within the City of Whittlesea, including those owned by Council, to improve water quality and aquatic ecology.	Development Engineering; Major Projects	Short	Achieved
W1.8 Develop cross-directorate and departmental capacities to integrate the specification, approval and inspection, and maintenance of, Water Sensitive Urban Design systems as required by the Planning Scheme.	Development Engineering; Environmental Operations	Ongoing	Achieved
W2.1 Continue to be an active member and funder of the Merri Creek Management Committee and Darebin Creek Management Committee.	Sustainability Planning	Ongoing	Achieved
W2.2 Develop and maintain active productive working relationships with federal and state government departments, public authorities such as Melbourne Water, Yarra Valley Water, Southern Rural Water, the Environment Protection Authority, Growth Areas Authority and catchment management authorities, to coordinate the sustainable development and protection of waters and catchments, and water conservation and use.	Sustainability Planning	Ongoing	Achieved

Priority area 1 Water



Action number and description	Department	Priority	Status
W2.3 Work in partnership with other agencies so that base and environmental flows, stream bank conditions and water quality in local waterways are sufficient to sustain the biodiversity and other environmental, social and economic values of these waterways in the City of Whittlesea: <ul style="list-style-type: none"> • Plenty River (including Barbers, Bruces, and Scrubby Creeks) • Merri Creek (including Curly Sedge, Edgars, and Central Creeks) • Darebin Creek (including Findon and Hendersons Creek). 	Parks and Open Space	Ongoing	Achieved
W2.4 Develop effective partnerships with water and other public authorities, in order to support businesses to be more water efficient, and to use alternative water resources.	Economic Development	Ongoing	Achieved
W3.1 Support residents and landlords to continue to be more water efficient in their homes, through effective community engagement, outreach programs, education and information provision.	Sustainability Planning	Short	Achieved
W3.2 Support businesses to continue to be more water efficient through effective community engagement, outreach programs, education and information provision; and, through business development support, facilitation, investment and marketing opportunities.	Sustainability Planning	Ongoing	Achieved
W3.3 Develop innovative models for the housing and commercial development industry to implement integrated water conservation, and waterway and catchment protection, into new housing estates.	Sustainability Planning	Short	Achieved
W3.4 Develop and maintain productive, collaborative, professional relationships with private developers.	Strategic Planning and Design	Ongoing	Achieved
W3.5 Advocate for the provision of state and federal grants to support residents, businesses and farmers to reduce water consumption, and utilise alternative water sources.	Sustainability Planning	Ongoing	Achieved
W3.6 Continue to be an active member, supporter, and funder, of local community water conservation and waterway protection groups, including Waterwatch.	Environmental Operations	Ongoing	Achieved
W4.1 Review the Sustainable Water Use Plan (2006), and prepare a new plan (which is reviewed on a five yearly basis) to ensure the continuation of water use reduction and conservation activities.	Sustainability Planning	Short	Achieved
W4.2 Provide annual end of financial year water use reports to track progress towards the corporate water conservation goals.	Sustainability Planning	Ongoing	Delays or Issues Identified
W4.3 Continue to explore alternative water source opportunities for Council’s high water use sites.	Parks and Open Space	Ongoing	Achieved
W5.1 Amend the strategic planning, and infrastructure and asset provision tools and processes, such that they will anticipate the water-related effects of climate change including decreased water availability, less overall rainfall, more intense rainfall events, more frequent and intense bushfires, and decreased soil moisture.	Development Engineering	Short	Achieved
W5.2 Ensure that Council alternative water supply projects be energy efficient and additional greenhouse gas emissions are off-set using equal and verified abatements.	Environmental Operations	Ongoing	Achieved



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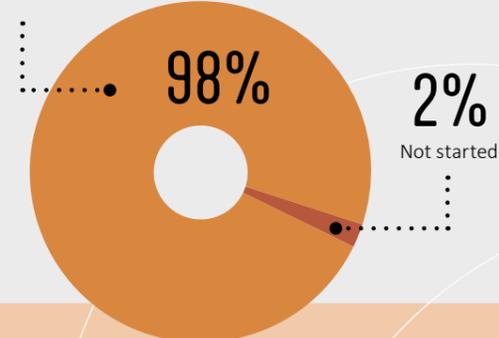
Priority area 2 Land

Key achievements

- Management of approximately 520 ha of conservation reserve with an adaptive management approach
- Implementation and regular update of the Whittlesea Planning Scheme to protect environmental and sustainability values
- Implementation of the Sustainable Land Management Rebate Scheme and the Environmental Works Grants Program to provide financial support for rural landowners (each year approximately 150 rural landowners have taken part)
- Successful implementation of the City's Green Wedge Management Plan 2011-2021, with all but five of the 84 priority actions identified in the document being in progress or completed
- Two new dedicated officer resources to help safeguard the diverse values of our Green Wedge being the permanent appointment of an Agribusiness Officer and an Environmental Protection Officer
- Appointment of a Landcare Officer funded by DELWP/ DEECA to support the activities of existing Landcare and friends of groups and support the creation of new Landcare and friends of groups
- New Lalor Landcare Group supported during its formation in 2022
- Continued biodiversity monitoring at key sites including Quarry Hills Parkland, Growling Frog Golf Course
- Implementation of Pest Plant Education and Compliance program to achieve landscape scale control of priority weed species
- Implementation of the Pest Animal Management program in 2019-2021
- Cat curfew and mandatory desexing was endorsed by Council in July 2022, with an impending implementation date of 1 August 2023
- Implementation of the increased differential farm rate of 40 per cent to better support agribusiness from 2017
- Partnership between Council and Deakin University to produce a Land Capability Assessment report that was disseminated to the wider community and investigated the potential of regenerative agriculture in enhancing climate resilience in the peri-urban space
- Supported the establishment of the Whittlesea Community Food and Farm Collective which will develop a hub that will grow food, use recycled water, incorporate sustainable land management practices and circular economy systems and provide training and employment opportunities in agriculture, horticulture, conservation and revegetation
- Planned trails within the Green Wedge such as the Whittlesea Rail Trail from Mernda Station to connect to Whittlesea township, and the Plenty River Trail from the M80 Ring Road to Bridge Inn Road
- Preparation, adoption and implementation of the Quarry Hills Parkland Master Plan
- Since 2012, Council has doubled the size of the Quarry Hills Regional Park and planted over 20,000 trees at the site
- Completion of the Cultural Heritage Strategy that identifies and protects heritage places across the municipality.

Change strategies actions

Achieved



Priority area 2 Land



Action number and description	Department	Priority	Status
L1.1 Review the City's Open Space Strategy 1997 to facilitate improved strategic planning for open space provision across the municipality. The Open Space Strategy is intended to provide a guiding framework for Council to undertake the future planning, provision, development and maintenance of its integrated open space system and to ensure that it meets the needs of our diverse community and the environment. The Strategy will be updated every 5 and 10 years to ensure it reflects current trends and is responsive to community needs and aspirations. Implementation progress will be reported periodically to Council and the community. Refer to B3.1 for related strategy.	Parks and Open Space	Short	Achieved
L1.2 Continue to develop and implement management plans for Council reserves based on adaptive management techniques and best practice.	Parks and Open Space	Ongoing	Achieved
L1.3 Identify Council operations that have the potential to contribute to land degradation or the spread of pest plants and animals. Incorporate new measures, processes or protocols to achieve best management practices and minimise environmental impacts.	Infrastructure Maintenance	Ongoing	Achieved
L1.4 Continue to build Council staff and contractor skills and knowledge of best practices in land and vegetation management. Introduce annual training programs and professional development opportunities to ensure staff and contractors regularly update skills and knowledge.	Infrastructure Maintenance; Parks and Open Space	Ongoing	Achieved
L1.5 Review the lease arrangements of Council owned rural land based on an assessment of the biodiversity value of the land, with a view to determining its ongoing retention.	Parks and Open Space	Short	Not Started
L1.6 Actively manage Council owned rural land (that is retained under L1.5) to ensure that the health and biodiversity values are maintained and enhanced over time.	Parks and Open Space	Short	Achieved
L1.7 Investigate the feasibility of establishing a 'land management best practice' demonstration site on a Council rural reserve to be utilised in community training and education programs. Explore funding opportunities and partnerships to support the implementation of this initiative.	Sustainability Planning	Long	Achieved
L1.8 Encourage and facilitate cooperation and coordination of land management activities between Council owned land and adjacent landowners to maximise the success of land management efforts.	Parks and Open Space	Ongoing	Achieved
L1.9 Develop and implement site specific weed management plans that provide a strategic approach to the management of priority weed species across Council owned and managed land.	Parks and Open Space	Ongoing	Achieved
L2.1 Provide increased opportunities in annual works programs which facilitate a greater level of community participation and involvement in the management of Council reserves. Refer to Biodiversity theme, for related strategies and approaches (e.g., B4.2).	Parks and Open Space	Ongoing	Achieved
L2.2 Continue to effectively consult and engage with the community in the planning, design and development of landscape plans for Council reserves.	Parks and Open Space	Ongoing	Achieved

Priority area 2 Land



Action number and description	Department	Priority	Status
L2.3 Raise community awareness of the benefits of investing in land rehabilitation works by providing educative signage at high profile and high use sites.	Parks and Open Space	Ongoing	Achieved
L3.1 Review of the Whittlesea Planning Scheme to improve and strengthen local planning mechanisms and policies which aim to protect and improve land health and productivity.	Strategic Planning and Design	Ongoing	Achieved
L3.2 Implement and periodically review the City's Green Wedge Management Plan 2011-2021. Refer to B2.2 for further detail.	Strategic Planning and Design	Ongoing	Achieved
L3.3 Facilitate the long-term protection of land health and productivity through the consistent application of agreed standard planning permit conditions which address key land management issues. Ensure that these are applied consistently and reviewed periodically to ensure long-term effectiveness.	Established Areas Planning	Ongoing	Achieved
L3.4 Continue to require Land Management Plans as part of rural planning permit requirements and pro-actively monitor compliance. The purpose of these Plans is to ensure minimal environmental impact resulting from land use change, to improve land health and productivity over time, and to help local landholders fulfil their long-term aspirations for their properties.	Sustainability Planning	Ongoing	Achieved
L3.5 Establish a landscape approach to land management across the municipality by utilising endorsed Land Management Plans and other reliable data sources as a means of mapping key priorities and activities across the municipality.	Sustainability Planning	Medium	Achieved
L3.6 Establish effective incentives and support mechanisms to assist landowners to implement Land Management Plans.	Sustainability Planning	Ongoing	Achieved
L3.7 Actively monitor compliance with the Whittlesea Planning Scheme and planning permit conditions in rural areas with a particular focus on protecting biodiversity, land health and productivity. This will be achieved by applying improved and consistent processes and protocols for rural investigations and compliance, and by establishing an effective tracking system to monitor compliance with permit conditions and any related breaches of the Planning Scheme.	Sustainability Planning	Short	Achieved
L3.8 Implement pro-active environmental planning education and compliance programs annually in the rural and urban fringe areas, prioritising the issue of illegal filling in the first few years. Ensure that programs include an active monitoring component and is evaluated for long term effectiveness.	Sustainability Planning	Short	Achieved
L3.9 Work in partnership with neighbouring councils to address common environmental compliance issues. Investigate the feasibility of establishing a regional working group on this topic to share information and resources, and to develop a consistent approach to addressing common issues.	Sustainability Planning	Short	Achieved
L3.10 Develop and implement a 5-year action plan which facilitates compliance with the City of Whittlesea Pest Plant Local Law (Clause 5.6). The action plan will identify priority areas for targeted education and local law compliance, associated monitoring and tracking processes, and methods to evaluate the long-term impact of the program.	Sustainability Planning	Medium	Achieved

Priority area 2 Land



Action number and description	Department	Priority	Status
L3.11 Continue to undertake mapping of weed infestations annually in rural areas to assist in monitoring the number of properties impacted by target weeds and in determining priority areas for education and compliance.	Sustainability Planning	Ongoing	Achieved
L4.1 Continue to implement the City's Sustainable Land Management Program which includes the following <ul style="list-style-type: none"> Sustainable Land Management Rate Rebate Scheme Environmental Works Grants for Private land holders Free land management advice to rural land holders Free educational events and field days. 	Sustainability Planning	Ongoing	Achieved
L4.2 Progressively improve the monitoring and reporting of the Sustainable Land Management Program outcomes to ensure that the overall program is achieving its objectives and that the land management needs of participating landholders are adequately met.	Sustainability Planning	Ongoing	Achieved
L4.3 Assess the effectiveness of the City's core land management incentive program, the Sustainable Land Management Rate Rebate Scheme, every 5 years to ensure that is achieving its stated goals and objectives. Implement program improvements to ensure continued effectiveness.	Sustainability Planning	Ongoing	Achieved
L4.4 Develop and implement an annual communications plan for the Sustainable Land Management Program which aims to increase community participation and awareness.	Sustainability Planning	Short	Achieved
L4.5 Seek external funding and support for rural land holders to undertake management works that protect and enhance natural and agricultural values, and ecological systems.	Sustainability Planning	Ongoing	Achieved
L4.6 Facilitate the uptake of external incentives, eco-markets and other programs which provide an alternative income or financial incentive for improving land health and biodiversity.	Sustainability Planning	Medium	Achieved
L5.1 Through appropriate research methodologies, establish a better understanding of rural landholder types and needs, and their level of awareness, motivations and capacity to address land management issues. Utilise this information to ensure that current and future land management programs are responsive to community needs.	Sustainability Planning	Medium	Achieved
L5.2 Establish an effective communications program which aims to provide regular and topical land management information to rural landholders. The program may include but is not limited to rural newsletters, web based communications and social media, locally relevant fact sheets, and targeted media campaigns.	Sustainability Planning	Ongoing	Achieved

Priority area 2 Land



Action number and description	Department	Priority	Status
L5.3 Facilitate the establishment of area-based community action groups which focus on addressing local land management priorities.	Sustainability Planning	Long	Achieved
L5.4 Continue to deliver and support local field days and events which focus on locally relevant land management issues.	Sustainability Planning	Ongoing	Achieved
L5.5 Research the suitability of local land conditions within the rural areas to support differing land uses and agricultural pursuits.	Economic Development	Medium	Achieved
L5.6 Based on sound research, detailed land assessment, and where appropriate local knowledge of land condition, promote land uses and agricultural activities that are suited to local conditions and land capability. Ensure that future proposals for rural land use change are compatible with the broader landscape values, local conditions and land capability. Refer to L3 for complimentary strategies and approaches.	Sustainability Planning	Ongoing	Achieved
L5.7 Employ a rural-agribusiness development officer to support the development of sustainable, viable and alternative uses for rural land within the municipality.	Economic Development	Medium	Achieved
L6.1 Help protect agricultural and natural values and the significant investment in land management already undertaken by the community by continuing to advocate to the State Government for increased investment in our municipality with respect to compliance with the Catchment and Land Protection Act (CaLP) 1994.	Sustainability Planning	Ongoing	Achieved
L6.2 Participate on regional advocacy groups to ensure that State Government agencies to facilitate investment in our municipality and to better coordinate resources and activities in order to achieve common land management goals.	Sustainability Planning	Ongoing	Achieved
L6.3 Continue to strengthen the working relationship between Council, local groups, catchment management agencies, waterway coordinating committees and other stakeholders through the implementation of core plans and strategies, e.g. Merri Creek and Environs Strategy.	Sustainability Planning	Ongoing	Achieved
L6.4 Advocate to the State Government and other relevant agencies such as Melbourne Water, VicTrack and VicRoads for pro-active management and improved coordination of land management efforts across publicly owned and managed land, with a particular focus on pest plant and animal control.	Sustainability Planning	Ongoing	Achieved
L6.5 Continue to develop, strengthen and maintain partnerships with neighbouring councils to pro-actively and collaboratively manage adjoining land.	Sustainability Planning	Ongoing	Achieved



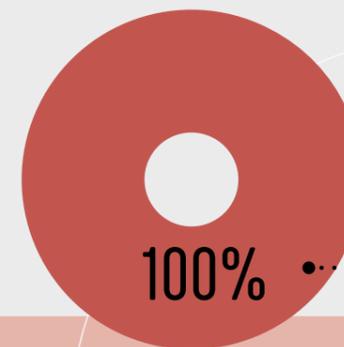
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Priority area 3 Climate Change

Key achievements

- As of 1 July 2021, 100 per cent renewable electricity is used in Council facilities, services and streetlights. This will cut corporate GHG emissions by approximately 66 per cent
- 12,500 streetlights upgraded with LED and CFL lamps, accounting for approximately 60 per cent of Council's streetlights.
- As of November 2021, 1.65 Megawatt of solar PV installed across 65 Council owned buildings, and 255 kWh of battery storage at 11 facilities
- Approximately 25 per cent of electricity used in Council facilities is produced by on-site renewable energy systems
- Existing buildings had energy audits and upgrades completed, saving 560 MW/hr per year
- In the 2021-22 financial year, City of Whittlesea started to purchase 100 per cent renewable energy for all Council operations through the new VECO Power Purchase Agreement, alongside 46 other Victorian councils
- On average, approximately 16 per cent of corporate emissions have been offset annually since the baseline year of 2011-2012. Emissions from transport and gas will continue to be offset from 2021-2022.
- ESD Guidelines in place to reduce the energy use and environmental impacts of new Council buildings. New Council buildings are built as all electric (no gas appliances) and are built to a higher level of energy efficiency and have solar PV systems to provide a minimum of 50 per cent of daytime electricity consumption installed as-built
- In November 2021, Council installed its first public rapid (DC) electric vehicle charging station
- Monitoring and periodic reporting of corporate greenhouse emissions since 2010-2011
- Completion of a heat vulnerability mapping (Cool It Project) to understand the municipality's vulnerability to heat risk
- Participation in the development of How Well Are We adapting tool as a tool to monitor, evaluate and report on Council adaptation
- Implementation of Environmental Upgrade Agreement program to assist local businesses with environmental upgrades
- Climate Ready Whittlesea adopted 2017 and a more recent Climate Change Plan was adopted by Council 21 November 2022
- Completed a Climate Change Risk Assessment, identifying economic, environmental and social impacts of changing climatic conditions on Council assets, operations and services through a series of three, three-hour workshops engaging 61 staff from 49 departments. Council has subsequently embedded Climate Risk analysis into its annual Service (Operational) Risk assessment process.



Climate Change actions

Achieved

Priority area 3 Climate Change

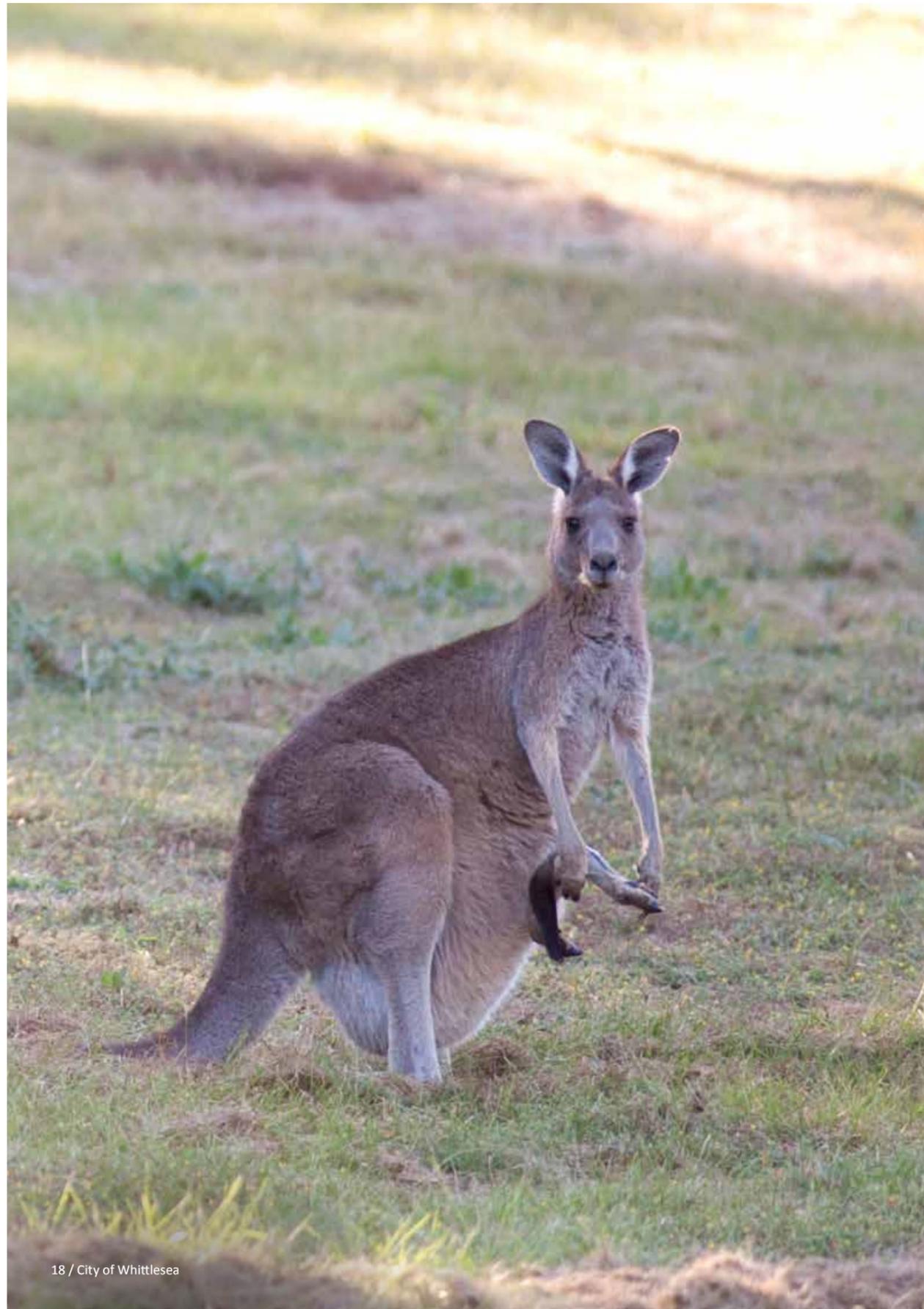


Action number and description	Department	Priority	Status
CC1.1 Develop a Greenhouse Emissions Reduction Framework to define the scope and methods for measuring and reporting greenhouse gas emissions.	Financial Services	Short	Achieved
CC1.2 Develop a series of Emissions Reduction Plans to guide corporate and departmental planning and actions that will reduce emissions, addressing buildings, transport fuel emissions, public lighting, materials and waste.	Sustainability Planning	Short	Achieved
CC1.3 Instigate improvement projects that will reduce energy use across Council's existing operations and infrastructure.	Facilities Management	Short-Medium	Achieved
CC1.4 Ensure that all new buildings, projects, operations and activities are executed in a manner that minimises greenhouse gas emissions and other environmental impacts.	Major Projects	Ongoing	Achieved
CC1.5 Purchase emissions offsets to assist in achieving Council's emissions reduction targets, after energy efficiency measures have been implemented. Emissions offsets may be purchased through a combination of Australian and alternative offsets and in accordance with corporate values.	Financial Services	Short-Medium	Achieved
CC1.6 Track Council's progress toward the corporate energy use and climate change impact goals using established greenhouse accounting methods and report this progress annually to Council.	Financial Services	Short-Medium	Achieved
CC2.1 Establish a whole of organisation approach to facilitate effective and efficient climate change action.	Sustainability Planning	Ongoing	Achieved
CC2.2 Incorporate greenhouse emissions reporting and greenhouse emission reduction plan actions into the Community Plan, Corporate Plan, Departmental Plans, and individual Work Plans.	Sustainability Planning	Ongoing	Achieved
CC2.3 Facilitate cross-directorate collaboration on greenhouse emission reduction activities across Council, including organised committees and working groups as needed.	Sustainability Planning	Ongoing	Achieved
CC2.4 Facilitate engagement with staff, the community and stakeholders on climate change related initiatives. Refer to Change Strategies theme for further detail.	Sustainability Planning	Ongoing	Achieved
CC3.1 Provide community services, including waste management, home care, youth, maternal and senior services, in a manner that minimises greenhouse gas emissions.	All Departments	Ongoing	Achieved

Priority area 3 Climate Change



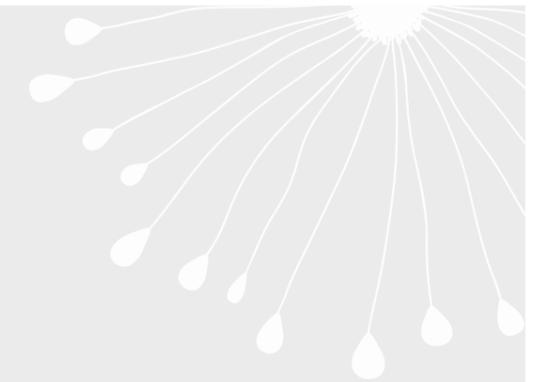
Action number and description	Department	Priority	Status
CC3.2 Encourage domestic construction that exceeds minimum energy and greenhouse gas emission performance standards.	Established Areas Planning; Growth Areas Development Assessment	Ongoing	Achieved
CC3.3 Encourage the use of renewable energy supplies, including solar panels.	Sustainability Planning	Ongoing	Achieved
CC3.4 Support 'green' business and economic development opportunities that provide a low emission employment future within the municipality.	Economic Development	Ongoing	Achieved
CC3.5 Incorporate greenhouse gas emission initiatives into Council's planning instruments. Refer to Urban Development and Built Environment theme for further detail.	Sustainability Planning	Short	Achieved
CC3.6 Participate in the ongoing development and implementation of the Towards Zero Net Emissions Program for the Northern Alliance for Greenhouse Action (NAGA) Region, and other NAGA activities as appropriate.	Sustainability Planning	Short	Achieved
CC4.1 Apply a hazard prevention and risk management approach to avoiding and/or minimising the negative impacts of climate change.	Sustainability Planning	Short	Achieved
CC4.2 Develop and implement a climate change adaptation plan encompassing all Council planning and development, infrastructure provision, and community services to appropriately prepare and adjust to the impacts of climate change.	Sustainability Planning	Short	Achieved
CC4.3 Incorporate initiatives that address the impacts of climate change into Council's planning instruments. Refer to Urban Development and Built Environment theme for further detail.	Strategic Planning and Design	Medium	Achieved
CC5.1 Integrate climate change considerations into Council's advocacy policy and priorities.	Sustainability Planning	Short-Medium	Achieved
CC5.2 Contribute to the advocacy activities of network organisations on climate change issues of importance to Council and the Community.	Sustainability Planning	Ongoing	Achieved
CC5.3 Advocate to the Victorian and Australian Governments for clear climate change policy solutions and effective climate change action.	Sustainability Planning	Ongoing	Achieved
CC5.4 Seek support from Victorian and Australian Governments and other organisations for Council and the Community to make the transition to a low emissions economy.	Sustainability Planning	Short-Medium	Achieved



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Priority area 4 Biodiversity



Key achievements

- Planting over 1,100 trees annually in street, open space, and community facility settings
- Introduced local planning policy (Amendment C197) into the Whittlesea Planning Scheme that provides guidance on habitat corridors and native vegetation retention, net gain offsets and the Green Wedge
- Updated the River Red Gum Protection Policy (Amendment C221) to ensure that the development of existing and future urban and rural areas considers the presence of and plans for the retention, enhancement and long-term viability of River Red Gum trees. This was integrated into Clause 12.01-1L and various Schedules in the Whittlesea Planning Scheme
- Endorsement and implementation of the Native Vegetation Offset Plan (NVOP) to allow for the acquittal of Council's existing Native Vegetation Offset liability
- Purchase of 25 hectares of Grassy Eucalypt Woodland in accordance with NVOP to partially acquit Council's native vegetation offset liability
- Embedded revegetation as a business-as-usual activity into the main services contract
- Management of a Seed Production Area (SPA) for indigenous plants and a productive nursery of rare plants for later reintroductions into reserves
- Successful establishment of native grassland restoration areas via direct seeding
- Prioritisation of local retention rate and threatened species and translocating where required into local conservation reserves
- Successfully secured \$100,000 per annum to deliver canopy targets for additional tree planting in conservation reserves
- Delivery of approximately 15 ecological burns annually across the municipality as required in the conservation services contract (Naturelinks)
- Levels of service approach identified for the pest animal program now embedded in the main service contract
- Continuous delivery of annual fauna surveys of three key regional parklands, targeted survey for local threatened animal species (Growling Grass Frog and Golden Sun Moth), annual monitoring programs for threatened flora (e.g., Matted Flax Lilly) and annual benchmarking surveys conducted in support of service contract/ contractor performance (Annual Vegetation Assessment)
- Biodiversity Strategy 2019-2029 endorsed
- Commencement of Biodiversity Asset Mapping Project to inform future decisions regarding the protection and management of Biodiversity
- Creation of an Environmental Planning Coordinator position
- Creation of a Biodiversity Strategy and Auditing position
- Completion of City of Whittlesea Roadside Environmental Regulations.



Biodiversity actions

Achieved



Priority area 4 Biodiversity



Action number and description	Department	Priority	Status
B1.1 Establish a comprehensive and reliable data set of known ecological sites, habitat corridors and significant flora and fauna, both within the rural and urban areas of the municipality to utilise as a basis for long term biodiversity planning. Undertake ecological assessments where necessary to update existing reports or provide ecological data where there are known gaps in information.	Sustainability Planning	Short	Achieved
B1.2 Improve Council’s understanding and knowledge of the potential impact of climate change on local biodiversity values and the potential resilience of known ecological sites through research and collaboration.	Sustainability Planning	Long	Achieved
B1.3 Develop and implement a municipal-wide Biodiversity Action Plan which articulates Council’s strategic objectives and targets, and associated priority actions and programs for managing biodiversity in all natural areas within the municipality. In particular, the Plan will identify specific actions to protect and enhance sites of ecological significance and to improve the connectivity between those sites.	Sustainability Planning	Short	Achieved
B1.4 Employ a ‘greening’ officer to support the implementation of B1.3 and associated programs which facilitate landscape change in the rural areas and improved urban biodiversity. Responsibilities of the greening officer would include the implementation of B4 and associated strategies and approaches.	Sustainability Planning	Medium	Achieved
B1.5 Develop and implement programs and incentives which encourage biodiversity improvements in the urban parts of the municipality.	Sustainability Planning	Medium	Achieved
B1.6 Continue to investigate and facilitate the establishment of new opportunities for additional conservation parkland reserves which secure areas of high conservation significance outside the urban growth boundary.	Strategic Planning and Design	Ongoing	Achieved
B2.1 Review the Whittlesea Planning Scheme (including the Municipal Strategic Statement) to improve and strengthen protection measures for local biodiversity and fauna.	Strategic Planning and Design	Ongoing	Achieved
B2.2 Implement and periodically review the City’s Green Wedge Management Plan 2011-2021. The Plan will be reviewed at 5 years to ensure it continues to reflect current trends and legislative changes and is responsive to community needs and aspirations. Implementation progress will be reported periodically to Council and the community.	Strategic Planning and Design	Ongoing	Achieved
B2.3 Ensure that the City’s River Red Gum Protection Policy and Guidelines are consistent with current best management practices and approaches. Broaden the policy to recognise the nationally significant Grassy Eucalypt Woodlands of the Victorian Volcanic Plains listed under the EPBC Act 1999.	Sustainability Planning	Short	Achieved
B2.4 Increase environmental compliance activity in the rural areas, particularly on matters that impact known sites of ecological significance. Refer to Land Management theme for further detail.	Sustainability Planning	Ongoing	Achieved

Priority area 4 Biodiversity



Action number and description	Department	Priority	Status
B2.5 Develop and implement local planning policy which better facilitates local faunal movement in new growth areas with a particular emphasis on kangaroo management.	Sustainability Planning	Short	Achieved
B2.6 Research the impacts of domestic and feral animals on native fauna, particularly in residential areas in close proximity to sites of high habitat and faunal value. Investigate the actions of other public agencies and authorities and how they have implemented control mechanisms for domestic and feral animals (e.g., cat curfew), and how successful they have been.	Sustainability Planning	Short	Achieved
B2.7 Continue to run Council’s Local Laws Responsible Pet Ownership campaigns in identified growth areas.	Sustainability Planning	Ongoing	Achieved
B2.8 Support the development and implementation of policy to manage nature strips in residential areas of the municipality.	Infrastructure and Technology	Short	Achieved
B3.1 Review the municipality’s Open Space Strategy 1997 to better acknowledge the significant role it now plays in the management of local biodiversity. Refer to the Land theme for further guidance.	Parks and Open Space	Short	Achieved
B3.2 Apply best practice and an adaptive management approach to conservation reserves and areas which aim to maximise local biodiversity outcomes.	Parks and Open Space	Ongoing	Achieved
B3.3 Manage waterways, lakes, ponds and wetlands (for which Council has responsibility) for their ecological values, alongside their stormwater functions. Refer to the Water theme for further detail.	Parks and Open Space	Ongoing	Achieved
B3.4 Monitor flora and fauna values at key conservation reserves such as the Quarry Hills Parkland, Growling Frog Golf Course, Epping North conservation reserves, and the Plenty Road Growth Corridor conservation reserves.	Parks and Open Space	Ongoing	Achieved
B3.5 Continue to manage Council’s conservation reserves in accordance with best practice, and periodically review and update Council’s Open Space and Conservation Reserve Management Procedures to ensure that they are consistent with current best practice. Ensure that site improvements and ongoing maintenance activities on Council’s conservation reserves are in accordance with endorsed procedures.	Parks and Open Space	Ongoing	Achieved
B3.6 Continue to develop, review and update site specific management plans for individual conservation reserves.	Parks and Open Space	Ongoing	Achieved
B3.7 Continue to report on site condition and biodiversity improvements to relevant natural resource management authorities.	Parks and Open Space	Ongoing	Achieved
B4.1 Raise local awareness, knowledge and appreciation of biodiversity values and natural environment through specific educational programs and activities in partnership with key organisations and groups working locally. Activities may include field days, themed events and educational sessions, school visits and other initiatives.	Sustainability Planning	Ongoing	Achieved

Priority area 4 Biodiversity



Action number and description	Department	Priority	Status
B4.2 Build on the successes of the municipality's annual Community Planting Program by pro-actively engaging with local groups and interested residents in the management of local conservation reserves. (Refer to L2.1).	Parks and Open Space	Ongoing	Achieved
B4.3 Encourage, support and facilitate the establishment of new biodiversity interest groups such as 'Friends of' groups and others focused on local biodiversity outcomes.	Sustainability Planning	Short	Achieved
B4.4 Continue to support the activities of existing local environment groups through a variety of mechanisms including the municipality's Community Development Grants, promotion of activities, providing meeting spaces, equipment and materials, and opportunities to come together and share experiences.	Sustainability Planning	Ongoing	Achieved
B5.1 Continue to implement the City's Sustainable Land Management Program which incorporates incentives for biodiversity outcomes. Refer to the Land theme for further detail.	Sustainability Planning	Ongoing	Achieved
B5.2 Periodically assess the effectiveness of the municipality's key biodiversity incentive program, the Environmental Works Grants Program, and initiate improvements which maximise biodiversity outcomes.	Sustainability Planning	Short	Achieved
B5.3 Raise community awareness and where appropriate facilitate the uptake of eco-market programs which provide funds to private land holders for managing eco-system services such as protecting and managing native vegetation.	Sustainability Planning	Short	Achieved
B6.1 Develop and implement a Whittlesea specific framework for the implementation and administration of the Victorian State Government's Native Vegetation Management – A Framework for Action. The key purpose of the framework will be to facilitate the long-term protection of key ecological sites and connections between those sites, and to ensure that offsets derived from unavoidable vegetation removal are retained in close proximity to the loss, that is, preferably within the municipality. The Whittlesea specific framework will include: <ul style="list-style-type: none"> • New local planning policy • Supporting guidelines and internal processes • Municipal level Native Vegetation Strategic Offset Plan • Probity Plan ensuring public transparency and accountability of local framework. 	Parks and Open Space	Short	Achieved
B6.2 Develop and implement a municipal level Native Vegetation Strategic Offset Plan which provides the necessary detail required to successfully facilitate the provision of net gain off-sets within municipal boundaries.	Parks and Open Space	Short	Achieved

Priority area 4 Biodiversity



Action number and description	Department	Priority	Status
B6.3 Actively negotiate with developers throughout all stages of the development process for the provision of appropriately sized buffers along waterways and between sites of biodiversity value and urban infrastructure and facilitate greater habitat connectivity between key habitat areas.	Parks and Open Space	Ongoing	Achieved
B6.4 Advocate throughout all stages of growth area planning and via other opportunities for the long-term protection of local biodiversity and associated key habitat corridors throughout the municipality, particularly east to west corridors.	Strategic Planning and Design	Ongoing	Achieved
B6.5 Increase surveillance and enforcement of native vegetation offset agreements and related vegetation protection requirements derived from avoidable vegetation removal associated with urban development proposals.	Parks and Open Space	Ongoing	Achieved
B6.6 Negotiate improved urban biodiversity outcomes through landscape master plans that are required via the development approvals process.	Parks and Open Space	Ongoing	Achieved
B7.1 Review the City of Whittlesea Roadside Management Plan 1998 to reflect legislative and policy changes, 2009 Bushfire Royal Commission outcomes and changes in best practice. The Plan will be updated every 5 years to ensure it remains current. Implementation progress will be reported periodically to Council and the community.	Sustainability Planning	Short	Achieved
B7.2 Continue to implement roadside weed control programs adjacent to areas of high biodiversity values.	Sustainability Planning	Ongoing	Achieved
B8.1 Advocate, facilitate and support the establishment and long-term management of key regional conservation parklands within the municipality which maximise biodiversity and community outcomes. Particular examples include the Merri Creek Regional Park and the Quarry Hill Parklands.	Sustainability Planning	Ongoing	Achieved
B8.2 Working in collaboration with the Merri Creek Management Committee and other member Council's and groups to progressively implement the Merri Creek and Environs Strategy 2009-2014 and to update and implement the Upper Merri Biodiversity Network Plan 2009.	Sustainability Planning	Ongoing	Achieved
B8.3 Support the Darebin Creek Management Committee to develop and implement the Darebin Creek Management Plan.	Parks and Open Space	Short	Achieved
B8.4 Continue to work in cooperation with Melbourne Water to facilitate a greater uptake of the Melbourne Water Stream Frontage Management Program in priority areas and associated local programs and initiatives including compliance activities.	Sustainability Planning	Ongoing	Achieved



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Priority area 5 Urban development and the built environment

Key achievements

- Introduction of the Bushfire Management Local Planning Policy (Amendment C198) to address strategic settlement planning to direct new settlement away from areas of high fire hazard. This was integrated into Clause 13.02-1L of the Whittlesea Planning Scheme
- Introduction of the Housing Diversity and Design Local Planning Policy and in particular, changes to the General Residential Zone (GRZ) Schedules 4 and 5 (Amendment C200) in response to LiDAR evidence which linked the loss of urban tree canopy cover in the established suburbs of the City to infill development. The GRZ Schedule 4 and GRZ Schedule 5 are contained in Clause 32.08 of the Whittlesea Planning Scheme to address landscape character and the provision of canopy trees on site for multi-unit developments
- Introduction of the Environmentally Sustainable Development Local Planning Policy (Amendment GC110) to ensure that new development requiring a planning permit will achieve best practice across the range of ESD principles. This was integrated into Clause 15.02-1L of the Whittlesea Planning Scheme
- Participation in the trial for the Sustainable Subdivisions Framework focusing on improving the long-term community benefits by a subdivision through the planning process
- The development of the Local and Neighborhood Centres Revitalisation Plan which includes greening aims and improvements for active travel
- Creation of the Environmental Sustainable Design Planner position
- Creation of an Environmental Planning Coordinator position.



Urban development and the
built environment actions
Achieved



Priority area 5 Urban development and the built environment



Action number and description	Department	Priority	Status
U1.1 Use Structure Planning processes for established areas to facilitate the creation of more sustainable communities.	Established Areas Planning	Ongoing	Achieved
U1.2 Promote the use of more sustainable land use and travel patterns, and the increase in housing density in appropriate areas, through projects such as the Housing Diversity Project, the Epping Central Structure Plan, Thomastown Lalor Structure Plan, Thomastown Industrial Areas Strategy and future strategic plans for established areas of the municipality.	Established Areas Planning	Ongoing	Achieved
U1.3 Pursue opportunities for the consolidation of existing areas that are well connected by a variety of transport modes and well serviced by infrastructure, and employment opportunities. Pursue improvements to existing infrastructure and services in these existing areas.	Engineering and Transportation; Established Areas Planning	Ongoing	Achieved
U2.1 Use the Framework Planning and Precinct Structure Planning processes for any new growth area to achieve innovations and improvements in environmental sustainability.	Strategic Planning and Design	Ongoing	Achieved
U2.2 Identify infrastructure needs within Precinct Structure Plans for new residential and employment areas.	Strategic Planning and Design	Ongoing	Achieved
U2.3 Use developer contributions to assist in funding appropriate levels of community infrastructure in newly developed areas.	Major Projects	Long	Achieved
U3.1 Ensure that all planning and development is based on a sound understanding of the natural and urban context, including cultural heritage.	Sustainability Planning	Ongoing	Achieved
U3.2 Improve existing internal processes to ensure that adequate specialist advice on relevant sustainability matters is sought for the assessment of development proposals.	Planning and Major Projects Directorate	Ongoing	Achieved
U3.3 increase the capacity of staff to better utilise existing development assessment processes to achieve sustainable development outcomes.	Established Areas Planning	Ongoing	Achieved
U3.4 Investigate the use of, and where appropriate apply, discretionary tools that can be utilised during the planning application and development assessment process to achieve sustainability outcomes.	Sustainability Planning	Short	Achieved
U3.5 Require a Green Travel Plan for all significant new developments through the development assessment process (where significant is defined as 30 or more residential dwellings, or more than 5000m ² of non-residential development).	Established Areas Planning	Short	Achieved

Priority area 5 Urban development and the built environment



Action number and description	Department	Priority	Status
U3.6 Review the Whittlesea Planning Scheme to: <ul style="list-style-type: none"> • Ensure that the Municipal Strategic Statement and Local Planning Policies clearly communicate sustainability goals and objectives. • Ensure the provisions, policies and tools of the scheme integrate consideration of climate change risks in the assessment process for planning and building applications. • Make the best use of the current provisions and tools within the Victorian Planning Provisions by making amendments to the planning scheme to achieve sustainable outcomes. • Develop a policy that specifies land allocation for community gardens, taking into account the locational requirements highlighted in the Background Paper to the Community Garden Policy. 	Strategic Planning and Design	Short-Medium	Achieved
U3.7 Where existing planning tools and methods are inadequate, research and pursue the creation of more innovative and effective approaches to support sustainable development.	Sustainability Planning	Ongoing	Achieved
U3.8 Finalise Council's The Guidelines to Planning and Development to provide direction on achieving the principles of traditional neighbourhood design and sustainability across the City of Whittlesea. In particular, ensure that these Guidelines inform the following Council policy and processes: <ul style="list-style-type: none"> • Municipal Housing Strategy; • Development in both established and growth areas, including through the Precinct Structure Planning process; and, • The review of the Whittlesea Planning Scheme. 	Strategic Planning and Design	Short	Achieved
U4.1 Ensure that the Integrated Transport Strategy aims to: <ul style="list-style-type: none"> • Identify and reserve appropriate corridors for the future provision of public transport through strategic planning and appropriate planning scheme provisions. • Advocate to State Government for the forward planning and provision of transport infrastructure and services to connect growth areas with services and infrastructure, local activities, places of employment, and metropolitan Melbourne. • Uses Precinct Structure Planning in the growth areas to facilitate connections between places of residence, places of employment, and to the established areas. • Improves sustainable transport options provided in the established areas. • Advocates for community transport services to meet local transport needs not catered for by public transport. 	Engineering and Transportation	Ongoing	Achieved

Priority area 5 Urban development and the built environment



Action number and description	Department	Priority	Status
U4.2 Continue to advocate to the State Government for the appropriate provision of alternative and sustainable transport networks. This includes seeking the extension of heavy rail to Epping North and Mernda growth areas; and, the expansion and connection of local walking and cycling pathway networks.	Advocacy and Communications	Ongoing	Achieved
U4.3 Undertake land use planning in growth areas which facilitates a mix of uses in walkable catchments	Strategic Planning and Design	Ongoing	Achieved
U4.4 Promote alternative transport in order to reduce private car travel, including through supporting the Whittlesea Northern Transport Links project which aims to work with schools and community in the growth areas of Epping North, Laurimar and Mernda to implement active transport initiatives, including for example, bicycle safety and education.	Leisure Services and Planning	Short	Achieved
U5.1 Encourage new buildings within the City of Whittlesea to exceed minimum environmental performance standards by integrating building performance benchmarks into the City of Whittlesea's planning application process.	Established Areas Planning; Strategic Planning, Growth Areas Development Assessment	Short	Achieved
U5.2 Provide advice and assistance to the community on environmentally sustainable design for new homes or buildings, extensions and retrofits.	Sustainability Planning	Ongoing	Achieved
U5.3 Facilitate improved environmental performance and resource efficiency in the design, construction, operation, and maintenance of all Council buildings and infrastructure.	Major Projects	Ongoing	Achieved
U6.1 Participate in cross-municipality initiatives that contribute to the development of improved sustainable urban development governance and policy, such as the Council Alliance for Sustainable Built Environment (CASBE).	Sustainability Planning	Ongoing	Achieved

Priority area 5 Urban development and the built environment



Action number and description	Department	Priority	Status
U6.2 Actively engage with and support advocacy campaigns of the National Growth Areas Alliance (NGAA) to the Federal government which relate to sustainability issues on the urban fringe, including provision of efficient public transport.	Advocacy and Communications	Ongoing	Achieved
U6.3 Actively engage with and support advocacy campaigns of the Interface Councils Group to the Victorian State Government on sustainability issues.	Advocacy and Communications	Ongoing	Achieved
U6.4 Influence developers to incorporate best practice sustainability and traditional neighbourhood design into development by: <ul style="list-style-type: none"> • implementing ESD Policy through Council's The Guidelines for Planning and Development; • conducting education and advocacy programs; • offering incentives to developers; and, • working in partnership with the development industry. 	Sustainability Planning	Ongoing	Achieved
U6.5 Demonstrate leadership by sharing Council's achievements in sustainable urban development and building on partnerships with the City of Whittlesea community, other local government professionals, State Government and non-government organisations and property developers.	Marketing and Communications	Ongoing	Achieved
U6.6 Investigate the feasibility of Council becoming a member of the International Sustainable Cities Planning for Long-term Urban Sustainability (PLUS) Network.	Sustainability Planning	Medium	Achieved
U6.7 Encourage sustainable building design within the municipality through demonstrating sustainability leadership in all Council building and infrastructure projects.	Major Projects	Ongoing	Achieved



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Priority area 6 Waste management and resource recovery

Key achievements

- In 2021-22, collected 45,0474 tonnes of garbage, 19,103 tonnes of recycling, 19,729 tonnes of food and garden organics, 49kg of light globes, 7kg of mobile phones, 843kg of batteries, 79 tonnes of whitegoods, 2,600 tonnes of bundled branches and 107 tonnes of e-waste
- Provision of the pop-up recycling station as a mobile solution to recycling and disposal of items normally associated with moving into a new home (2017)
- Introduced the user pays service for food and garden waste, in which 55,000 households have opted-in since mid-2020, diverting 38,806 tonnes of food and garden waste per week from landfill
- Tried using reusable plates, cups and cutlery at four major community events in 2018-19. Wash stations were staffed by Council staff and community volunteers. This initiative saved over 2,600 pieces of food packaging from being manufactured and disposed of
- Piloted the Whittlesea Waste Busters Program to measure the success of undertaking a targeted community education and engagement program on behaviour change
- Successfully secured State Government funding for a Litter Prevention Officer position (2016) to investigate dumped rubbish and run an anti-littering education campaign along Council's waterways
- Winners of the 2015 Keep Australia Beautiful Victorian Sustainable Cities award for the Raspberry Pi Program
- Introduced food to the garden waste bin in 2020
- In 2019, established recycling hubs around the municipality to enable easier collection of common household items
- 'Food Know How' municipal wide education program focussed on reducing food waste in 2018
- Clean up your game – municipal wide recycling program focussed on sporting clubs
- Introduced commercial recycling in 2017
- Introduce a litter enforcement team to protect the environment from litter and dumped rubbish
- Glass recycling kerbside service was introduced in 2022.



Waste management
and resource recovery actions
Achieved



Priority area 6 Waste management and resource recovery



Action number and description	Department	Priority	Status
WM1.1 Council to make sustainable decisions on dealing with waste from their own operations. Reduce waste to landfill in its own operations through waste prevention; and, where it is the most sustainable option, divert valuable recoverable materials for reuse or recycling.	Environmental Operations	Ongoing	Achieved
WM1.2 Council will make decisions on the provision of recycling and waste collection services based on balancing economic, social and environmental factors, through a cost-benefit analysis approach, that aims to provide the optimal net-community benefit to City of Whittlesea community.	Environmental Operations	Ongoing	Achieved
WM1.3 Investigate the potential to extend Council's kerbside recycling collection service (and accompanying education component) to non-residential properties.	Environmental Operations	Short-Medium	Achieved
WM1.4 Encourage the City of Whittlesea community to use Council's current services correctly therefore sending less waste to landfill and recovering, recycling and reusing more materials. Promote through a range of communication and education avenues.	Environmental Operations	Ongoing	Achieved
WM1.5 Continue to encourage and support on-site composting and worm farming of garden and food organics.	Environmental Operations	Ongoing	Achieved
WM1.6 Support the commercial and industrial sector to avoid waste, where practical, through cleaner production practices and recovering valuable materials.	Environmental Operations	Short-Medium	Achieved
WM1.7 Investigate high value materials that are currently treated as waste and determine the feasibility of recovering them for reuse or recycling.	Environmental Operations	Short-Medium	Achieved
WM1.8 Develop policy positions and approaches for dealing with new waste streams which will be generated within the City of Whittlesea.	Environmental Operations	Short-Medium	Achieved
WM1.9 Continue bin inspection program primarily as an effective education and engagement tool to encourage correct use of bins and avoid contamination of the recycling streams.	Environmental Operations	Short	Achieved
WM1.10 Review the new residents' kit on an annual basis to check the appropriateness of information, and whether it is understood by the Culturally and Linguistically Diverse community. Information should include how to manage household waste and what happens to various waste streams.	Environmental Operations	Short	Achieved
WM2.1 Continue to coordinate community education and engagement programs to stop littering and rubbish dumping.	Environmental Operations	Short	Achieved

Priority area 6 Waste management and resource recovery



Action number and description	Department	Priority	Status
WM2.2 Continue to investigate reports of dumped rubbish and work collaboratively with the Environment Protection Authority to follow up with enforcement and litter prevention strategies.	Environmental Operations	Short	Achieved
WM2.3 Promote the Environment Protection Authority's litter reporting system to the community.	Environmental Operations	Short	Achieved
WM2.4 Advocate to relevant government agencies for a subsidy for safe domestic asbestos removal and disposal.	Environmental Operations	Short	Achieved
WM2.5 Undertake a more strategic approach to litter prevention and debris management through implementation of the Waste Management Strategy 2012 - 2020 and Stormwater Management Plan 2012 - 2017.	Environmental Operations	Short	Achieved
WM3.1 Review Council's Green Purchasing Policy.	Environmental Operations	Short	Achieved
WM3.2 Look for new opportunities to purchase environmentally preferable materials.	All Departments	Short	Achieved
WM3.3 Increase annual expenditure on environmentally preferable purchases (relative to the Council's annual budget) where clear benefits based on evidence can be established.	Procurement	Ongoing	Achieved
WM3.4 Support Council Officers with purchasing responsibilities to implement the sustainable purchasing goals articulated in the Council's Procurement Policy.	Procurement	Ongoing	Achieved
WM3.5 Deliver training and capacity building activities on sustainable purchasing in conjunction with Procurement Policy training for Council Officers with purchasing responsibilities.	Procurement	Short	Achieved
WM3.6 Inform the community about environmentally preferable products through education and engagement activities.	Environmental Operations	Ongoing	Achieved
WM4.1 Advocate to State Government for action on emerging problematic waste streams, such as domestic asbestos disposal, to reduce the additional cost imposition on Local Government and potentially high public health risk of dealing with this waste stream.	Environmental Operations	Ongoing	Achieved
WM4.2 Council to lobby the Federal and State governments, and other agencies, to reduce product packaging where appropriate, to minimise waste and the effects of litter in the community and on the environment.	Environmental Operations	Ongoing	Achieved



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Priority area 7 Change strategies

Key achievements

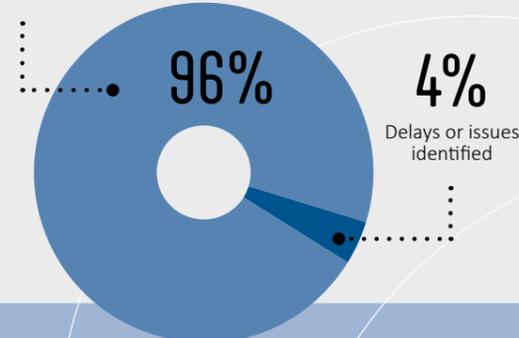
- Sustainable purchasing was built into Council's Procurement Policy in 2018, with a Sustainability Planning officer embedded in the Procurement team one day a week for over four years to assist with embedding sustainability into procurement systems and processes
- Sustainability is included as one of four standard evaluation criteria with a default 10 per cent weighting in Council's procurement process. Sustainability questionnaire was built into Council's tender/quotation templates (up to 5 per cent sustainability bonus added to evaluation score)
- Sustainable procurement spend categorisation was built into the finance system and training was rolled out to all purchasing officers
- Adaptation of Supply Chain Sustainability School to Victorian local government sector
- eWater systems were installed in Civic Centre to reduce the need for use of chemical cleaners.

Community capacity building

- Delivery of the Collectively Caring for Climate Project. A total of 330 local residents participated including people of all ages and from diverse cultural backgrounds, including individuals, schools, artists, community groups and organisations. The artworks were printed onto a range of materials for different uses including aluminium panels (for the 17 murals), 800 road foil stickers and a series of fabric banners
- Delivery of the GPS litter picker project with students at the Mill Park Library Makers Club
- Subscription Australian Energy Foundation household energy program resulted in 58 solar installs between 2015 and 2020, contributing to household solar on 21.3 per cent of dwellings across the municipality
- Implementation of the Pest Plant Local Law Education and Compliance Program to offer weed mapping services, on-site consultation, provision of weed management advice, and educational materials
- Established Hume Whittlesea Teachers Environment Network to provide information and resources to educators to assist with environmental education and projects
- Undertook an Environmental Education Project to outline the environmental education framework, objectives, guiding principles, evaluation toolbox and community of practice
- Established the Sustainability Outreach Whittlesea program which offered funding for sustainability outreach programs to schools, early years centres, community groups and businesses
- Nature play and bush kinder activities have grown to a regular series of annual events
- Creation in partnership with Eco Explorers, 15 'Nature play in my background' videos loaded onto Council's website during COVID-19 related restrictions
- Partnership with Early Years and Health Planning have resulted in targeted nature plan event series called 'Family Nature Club' that targets disadvantaged, isolated or high needs communities.

Change strategies actions

Achieved



Priority area 7 Change strategies



Action number and description	Department	Priority	Status
CS1.1 Progressively embed Environmental Sustainability Strategy Policy Directions, Strategies and Approaches into the annual Corporate and Department Business Planning processes.	All Departments	Ongoing	Achieved
CS1.2 Incorporate environmental sustainability indicators and targets as specified in this Strategy (and its associated implementation plans) into: <ul style="list-style-type: none"> Corporate and Department Business Plans; and Employment contracts for senior management. 	Environmental Operations	Ongoing	Achieved
CS1.3 Incorporate sustainability assessment criterion in decision making processes for Council including Council Reports, contracts, capital works and budget initiatives.	Sustainability Planning	Ongoing	Achieved
CS1.4 Review and evaluate sustainability related procurement processes and practices every year to determine the ongoing effectiveness of the policy and identify areas for improvement.	Economic Development	Ongoing	Achieved
CS1.5 Implement initiatives which continually build the capacity and expertise of Council staff to deliver best practice sustainability programs and services through information provision, professional development, training and recognition.	Sustainability Planning	Short	Achieved
CS1.6 Strengthen the role and capacity of the Staff Environment Group to better support the organisation to implement the Environmental Sustainability Strategy and Staff Values, where it relates to improving sustainable work practices.	Sustainability Planning	Ongoing	Achieved
CS2.1 Monitor and report progress in achieving sustainable outcomes for the municipality based on the environmental indicators identified in this Strategy. Where appropriate report results annually to Council to inform decision making.	Sustainability Planning	Ongoing	Achieved
CS2.2 Report Council's sustainability performance and associated activities to the community through the Council's Annual Report.	Sustainability Planning	Ongoing	Achieved
CS2.3 Utilise Council's business planning processes (i.e., budget and capital works planning, departmental business plans, and corporate planning processes) to consistently report and evaluate sustainability performance.	Work Smart	Medium	Achieved
CS2.4 Progressively align and embed sustainability goals and targets as identified in this Strategy with the Council's Four-Year Action Plan (2013 – 2017).	Work Smart	Short	Achieved
CS2.5 Support ongoing organisational change programs which include modules that aim to continue the development of a culture of sustainability consistent with the goals of this Strategy and Council's sustainability staff values.	Human Resources	Short	Achieved

Priority area 7 Change strategies



Action number and description	Department	Priority	Status
CS3.1 Continue to promote Council and community activities, programs and achievements through Council publications, broader media avenues and professional / industry publications.	Marketing and Communications	Ongoing	Achieved
CS3.2 Develop and implement a communications and marketing strategy specific to the Environmental Sustainability Strategy to effectively communicate the strategy goals and implementation progress both within Council (internal to the organisation) and to the broader community.	Sustainability Planning	Short	Achieved
CS3.3 Progressively establish Council buildings and facilities as sustainability demonstration projects, with the aim of establishing the Council as a leader in sustainable design, materials selection and technologies.	Sustainability Planning	Medium	Achieved
CS3.4 Every two years prepare an 'environment indicators report' which details progress against the indicators listed in this strategy and associated key achievements. The report will be available to the community and will assist Council in assessing whether this Strategy is meeting its stated goals.	Sustainability Planning	Ongoing	Delays or Issues Identified
CS4.1 Provide a tailored range of educational and behaviour change activities and programs that are accessible to a wide section of the community. Periodically evaluate programs and activities to ensure that delivery methods and approaches are effective and appropriate for the audience.	Sustainability Planning	Ongoing	Achieved
CS4.2 Continue to provide a 'sustainable home advisory service' to residents for the provision of independent advice and referral to sustainability programs and services. Progressively improve the marketing and communications of this service to maximise exposure to residents.	Sustainability Planning	Ongoing	Achieved
CS4.3 Work in partnership with local service providers, including libraries and adult learning centres to: <ul style="list-style-type: none"> incorporate sustainability themes and activities into existing programs and services; and to deliver programs which aim to improve household sustainability. 	Sustainability Planning	Ongoing	Achieved
CS4.4 Foster increased collaboration between neighbouring Councils and relevant local service providers and organisations that work on community-based household sustainability programs in order to: <ul style="list-style-type: none"> learn from each other maximise community benefits and reach share resources develop joint programs avoid unnecessary duplication 	Sustainability Planning	Ongoing	Achieved

Priority area 7

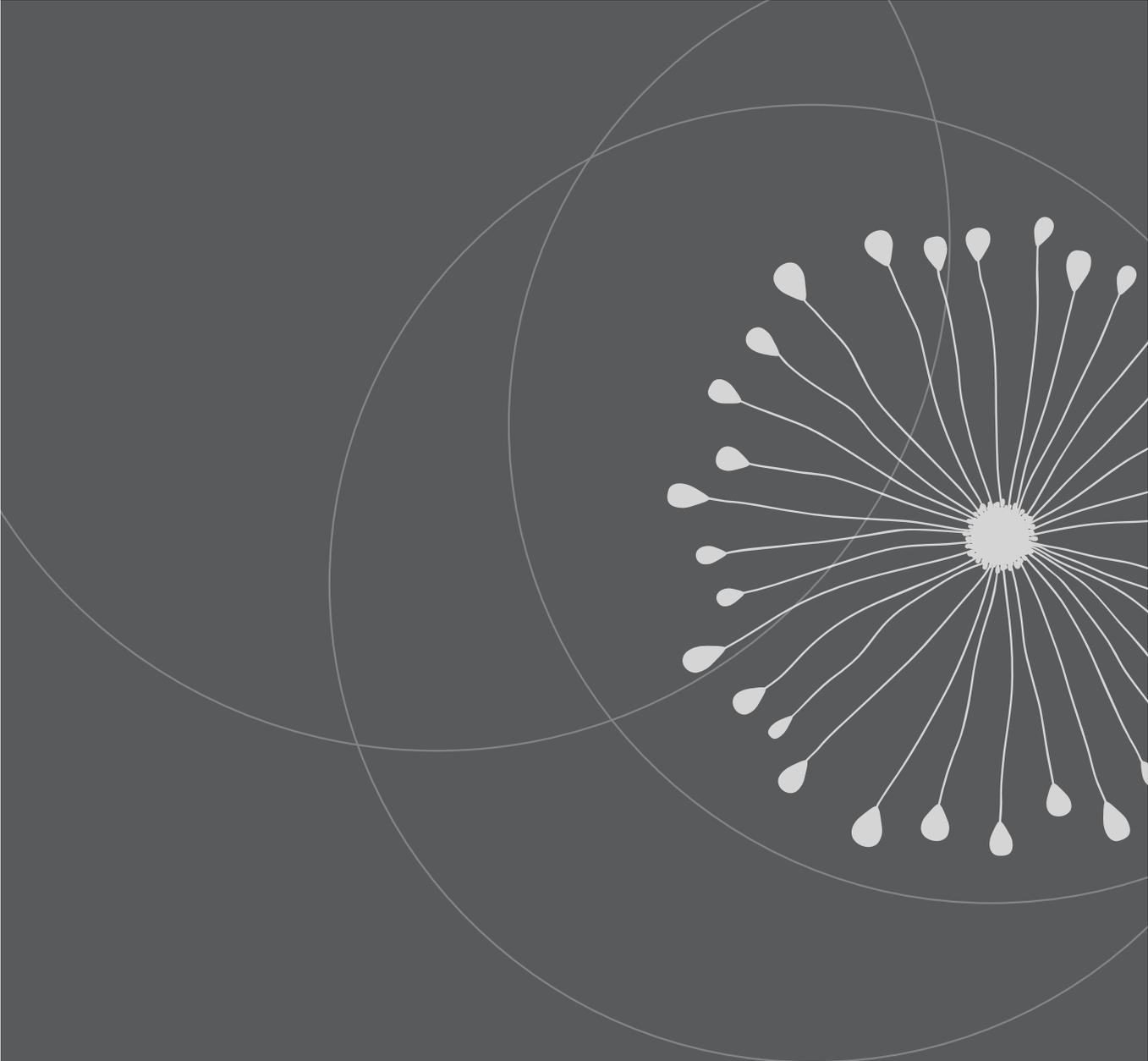
Change strategies



Action number and description	Department	Priority	Status
CS4.5 Implement programs to assist businesses and organisations improve their sustainability performance.	Sustainability Planning	Short	Achieved
CS4.6 Utilise demonstration projects to motivate others to take action on sustainability.	Sustainability Planning	Ongoing	Achieved
CS4.7 Establish mechanisms to encourage and recognise the achievements of local sustainability leaders, and to foster the development of new sustainability leaders in the Whittlesea community.	Sustainability Planning	Ongoing	Achieved
CS4.8 Continue to support and foster local sustainability community initiatives and leaders through Council's Community Development Grants.	Sustainability Planning	Ongoing	Achieved
CS4.9 Work in partnership with local community groups and organisations to source funding for local sustainability programs.	Sustainability Planning	Ongoing	Achieved
CS4.10 Actively engage and facilitate the involvement of the local community in the development of sustainability policy, programs and strategies through Council's community based advisory committee, the Sustainability Programs Advisory Committee and other key consultation processes.	Sustainability Planning	Ongoing	Achieved
CS4.11 Encourage, support and facilitate the establishment of new community and sustainability groups which encourage sustainable behaviours within the local community.	Sustainability Planning	Ongoing	Achieved
CS5.1 Council will advocate for sustainability. This includes on issues such as climate change mitigation, water efficiency and alternative water supplies, protection of green wedges, sustainable urban development, provision of sustainable transport infrastructure and services in growth areas. (Refer to L6, CC5, B6.4, B8, U4.1, U4.2, U6, WM2.4, WM4 for specific advocacy-based policy directions and strategies).	Sustainability Planning	Ongoing	Achieved
CS5.2 Council will support the Whittlesea community to advocate for sustainability.	Sustainability Planning	Ongoing	Achieved



Photo: Kate Mauger



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6 Notices of Motion

No Notices of Motion

7 Urgent Business

No Urgent Business

8 Reports from Council Representatives and CEO Update

9 Confidential Business

9.0.0 Close Meeting to the Public

Under section 66(2) of the *Local Government Act 2020* a meeting considering confidential information may be closed to the public. Pursuant to sections 3(1) and 66(5) of the *Local Government Act 2020*.

Recommendation

THAT the Chair of Council recommends that the meeting be closed to the public for the purpose of considering details relating to the following confidential matters in accordance with Section 66(2)(a) of the *Local Government Act 2020* as detailed.

9.1 Confidential High Performing Organisation

No Reports

9.2 Confidential Liveable Neighbourhoods

No Reports

9.3 Confidential Strong Local Economy

No Reports

9.4 Confidential Sustainable Environment

No Reports

9.5 Confidential Connected Communities

No Reports

10 Closure