

## Future Nillumbik Committee

to be held at the Civic Centre, Civic Drive, Greensborough  
on Tuesday 13 November 2018 commencing at 7.30pm.

## Agenda

**Carl Cowie**  
**Chief Executive Officer**

Friday 9 November 2018

Distribution: Public

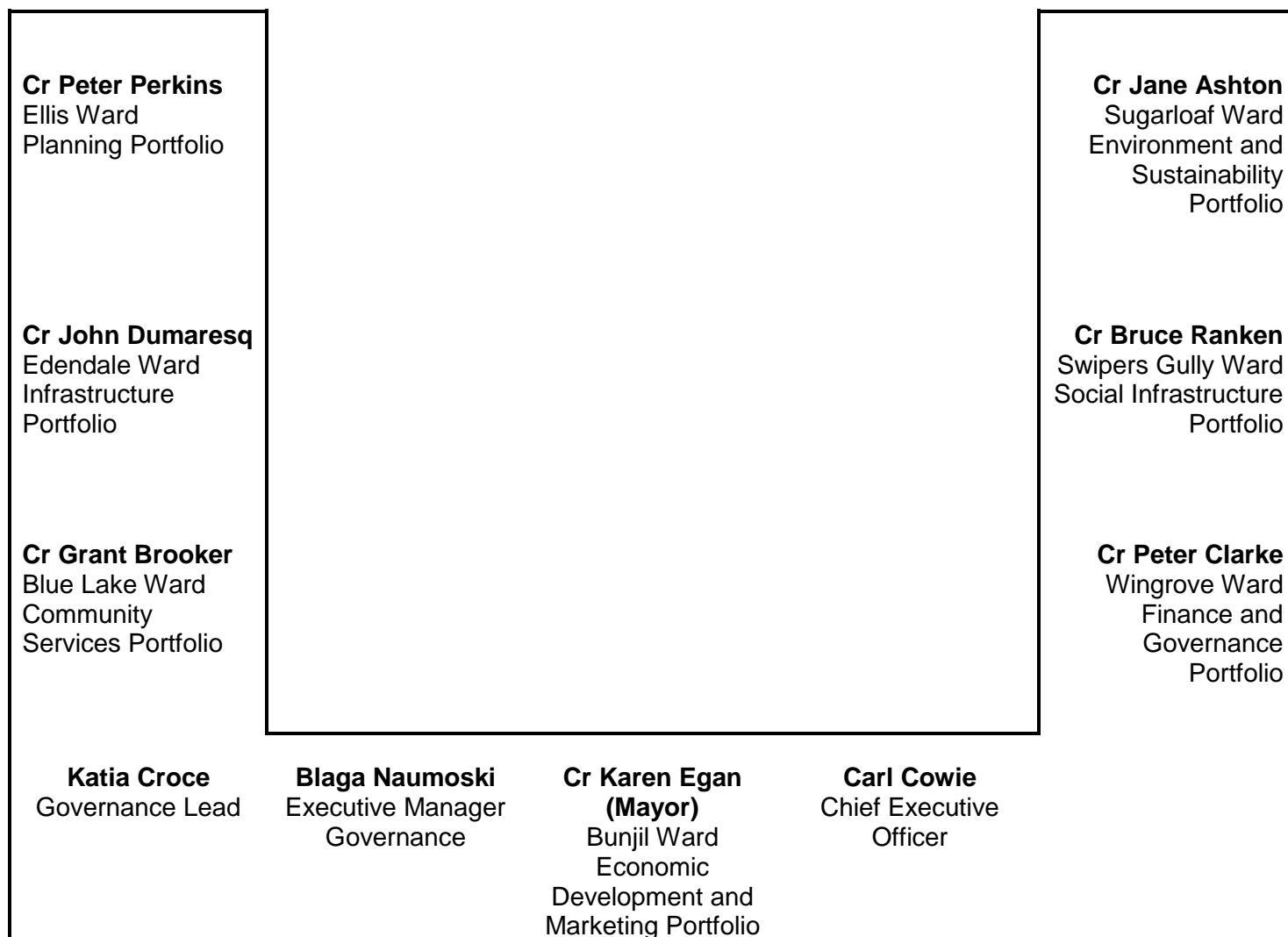
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*Wominje ka*

## Future Nillumbik Committee seating plan



Visitors in the gallery at Committee meetings are:

- Welcome to copies of the various reports which will be considered by this Committee at the meeting. These are on the table in the foyer.
- Welcome to tea, coffee and water. These are on the table in the foyer near the Council Chamber entry.
- Requested to observe deliberations quietly in order for Committee meetings to run smoothly.
- Advised that the meeting will be recorded and an audio recording of the meeting will be made publicly available on Council's website.

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**Nillumbik Shire Council**

**Agenda of the Future Nillumbik Committee Meeting to be held  
Tuesday 13 November 2018 commencing at 7.30pm**

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**1. Welcome and apologies**

**Welcome by the Chair**

Members of the public are advised the meeting will be recorded and an audio recording of the meeting will be made publicly available on Council's website.

**Apologies**

**Recommendation**

**That** the apologies be accepted.

**2. Reconciliation statement**

**The reconciliation statement to be read by the Mayor**

Nillumbik Shire Council acknowledges the Wurundjeri people who are the Traditional Custodians of this Land. We would also like to pay respect to the Elders both past and present and extend that respect to other Indigenous Australians present.

**3. Disclosure of conflicts of interest**

Committee members should note that any disclosure of conflict of interest must be disclosed immediately before the item in which they have an interest.

**4. Confirmation of minutes**

Confirmation of minutes of the Future Nillumbik Committee Meeting held on Tuesday 16 October 2018.

**Recommendation**

**That** the minutes of the Future Nillumbik Committee Meeting held on Tuesday 16 October 2018 be confirmed.

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5. Officers' report

**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

**Portfolio: Planning**  
**Distribution: Public**  
**Manager: Renae Ahern, Manager Planning Services**  
**Author: Briana Barnes, Statutory Planner**

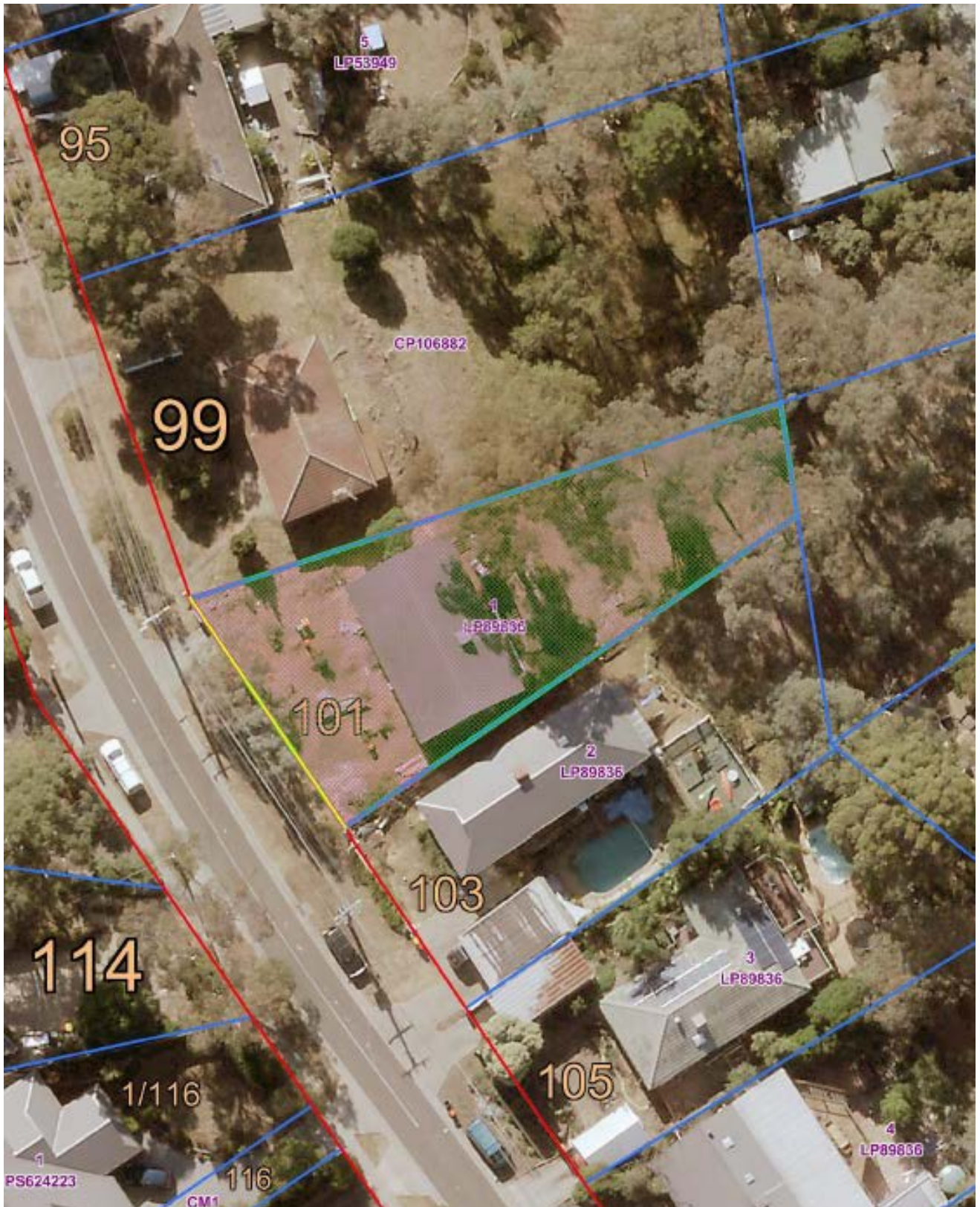
**Application summary**

Address of the land	101 Glen Park Road, Eltham North
Site area	807 square metres
Proposal	Buildings and works to extend a dwelling
Application number	274/2018/05P
Date lodged	15 June 2018
Applicant	Urban Redesign
Zoning	Neighbourhood Residential Zone (Schedule 1)
Overlay(s)	Significant Landscape Overlay (Schedule 2)
Reason for being reported	Called in by Ward Councillor.
Number of objections	Six (6)
Key issues	<ul style="list-style-type: none"> <li>• Neighbourhood Character</li> <li>• Siting and design</li> <li>• Landscaping opportunities</li> </ul>

5. Officers' Report

FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North

Location map





## 5. Officers' Report

## FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North

**Recommendation**

**That** the Committee (under delegation from Council) issue a Notice of Decision to Grant a Permit to the land located at 101 Glen Park Road, Eltham North, for buildings and works to extend a dwelling in accordance with the submitted plans and subject to the following conditions:

1. Before the development commences, three copies of amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of this permit. The plans must be generally in accordance with the plans received on 13 August 2018 and prepared by Studio Fang Architecture and Design but modified to show:
  - a) The garage replaced with an open carport.
    - i. The western and northern sides of the carport to be entirely open (no roller doors/walls).
    - ii. The south and eastern sides of the carport to be entirely open except for where the carport is adjacent to the walls of the dwelling (bedroom 2, bedroom 3 and entry).
  - b) Elevations correctly named.
  - c) Tree Protection Fencing identified on the plans in accordance with condition three (3) of this permit.
  - d) Deletion of the notation "OK to remove weed tree" on Tree 1, and the tree shown to be retained.
  - e) The following notations added for works within all Tree Protection Zones:
    - i. The driveway and all paving to be constructed of a permeable or porous material at or above grade with no excavation.
    - ii. Manual excavation must be undertaken under the supervision of the project arborist.
    - iii. The removal of any humus/organics matter is to be undertaken by hand digging.
    - iv. All soil cultivation/planting hole cultivation must be done manually.
    - v. All roots greater than 40mm in diameter left unscathed and intact and planting locations adjusted if required.
    - vi. If roots smaller than 40mm in diameter are encountered during construction works, these are to be cleanly pruned by the project arborist at right angles, using sharp, clean tools.
2. The development as shown on the endorsed plans must not be altered unless with the prior written consent of the Responsible Authority.

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**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

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3. Prior to development commencing (including any demolition, excavations, tree removal, delivery of building/construction materials and/or temporary buildings), the trees marked on the endorsed plans as being retained must have a Tree Protection Zone to the satisfaction of the Responsible Authority. The fencing associated with this Tree Protection Zone must meet the following requirements:

a) Extent

The tree protection fencing is to be provided to the extent of the Tree Protection Zone.

If works are shown on any endorsed plan of this permit within the confines of the calculated Tree Protection Zone, then the tree protection fencing must be taken in to only the minimum amount necessary to allow the works to be completed.

b) Fencing

All tree protection fencing required by this permit must be erected in accordance with the approved Tree Protection Zone.

The tree protection fencing must be erected to form a visual and physical barrier and must be a minimum height of 1.5 metres and of chain mesh or similar fence with 1.8 metre support posts (e.g. treated pine or similar) every 3-4 metres, including a top line of high visibility plastic hazard tape erected around the perimeter of the fence.

c) Signage

Fixed signs are to be provided on all visible sides of the tree protection fencing clearly stating "Tree Protection Zone – No Entry", to the satisfaction of the Responsible Authority.

d) Irrigation

The area within the Tree Protection Zone and tree protection fencing must be irrigated during the summer months with 1 litre of clean water for every 1cm of trunk girth measured at the soil/trunk interface on a weekly basis.

e) Provision of Services

All services (including water, electricity, gas and telephone) should be installed underground, and located outside of any Tree Protection Zone, wherever practically possible. If underground services are to be routed within an established Tree Protection Zone, they must be installed by directional boring with the top of the bore to be a minimum depth of 600mm below the existing grade, to the satisfaction of the Responsible Authority.

Bore pits must be located outside of the Tree Protection Zone or manually excavated without damage to roots, to the satisfaction of the Responsible Authority.

**5. Officers' Report****FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

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f) Access to Tree Protection Zone

Should temporary access be necessary within the Tree Protection Zone during the period of construction, the Responsible Authority must be informed prior to relocating the fence (as it may be necessary to undertake additional root protection measures such as bridging over with timber).

4. Prior to the commencement of the approved works (including any demolition, excavations, tree removal, delivery of building/construction materials and/or temporary buildings), the erected tree protection fences must be inspected and approved by the Responsible Authority.
5. Once erected to the required standard, the tree protection fencing shall be maintained in good condition and may only be removed upon completion of all development works, to the satisfaction of the Responsible Authority.
6. The following actions must not be undertaken in any tree protection zone as identified in this permit, to the satisfaction of the Responsible Authority:
  - a) Materials or equipment stored within the zone;
  - b) Servicing and refuelling of equipment and vehicles;
  - c) Storage of fuel, oil dumps or chemicals;
  - d) Attachment of any device to any tree (including temporary service wires, nails, screws or any other fixing device);
  - e) Open cut trenching or excavation works (whether or not for laying of services);
  - f) Changes to the soil grade level;
  - g) Temporary buildings and works; and
  - h) Unauthorised entry by any person, vehicle or machinery.
7. The driveway must be constructed of a porous material within the Tree Protection Zone of Tree No. 3, to the satisfaction of the Responsible Authority.
8. Manual excavation must be undertaken under the supervision of the project arborist, to the satisfaction of the Responsible Authority.
9. The removal of any humus/organics matter is to be undertaken by hand digging, to the satisfaction of the Responsible Authority.
10. All soil cultivation/planting hole cultivation must be done manually, to the satisfaction of the Responsible Authority.
11. All roots greater than 40mm in diameter must be left unscathed and intact and planting location adjusted if required, to the satisfaction of the Responsible Authority.
12. If roots smaller than 40mm in diameter are encountered during construction works, these are to be cleanly pruned by the project arborist at right angles, using clean, sharp tools, to the satisfaction of the Responsible Authority.

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**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

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13. Unless with the prior written consent of the Responsible Authority, within three (3) months of completion of the development, the landscaping works shown on the endorsed plans must be carried out, completed and maintained to the satisfaction of the Responsible Authority.
14. The nature and colour of building materials employed in the construction of the buildings and works hereby permitted shall be harmonious with the environment, to the satisfaction of the Responsible Authority.
15. The materials to be used in the construction of the buildings and works hereby permitted shall be of non-reflective type, to the satisfaction of the Responsible Authority.
16. The development, including any new paved areas, must be drained so as to prevent the uncontrolled discharge of stormwater from the subject site across any road or footpath or onto any adjoining land. Stormwater must not cause any nuisance or loss of amenity in any adjacent or nearby land by reason of the discharge of stormwater.
17. Stormwater from the roof of the development must be directed to the existing stormwater drainage system for the dwelling to the satisfaction of the Responsible Authority.
18. No polluted, effluent and/or sediment laden runoff from the development site is to be discharged directly or indirectly into Council's drains, Melbourne Water's drains or watercourses or adjoining private property during the construction of the development. In this regard, sediment fencing and/or pollution/litter traps must be installed on site and serviced accordingly, all to the satisfaction of the Responsible Authority.
19. This permit will expire if one of the following circumstances applies:
  - a) The development is not commenced within 2 years of the date of this permit.
  - b) The development is not completed within 4 years of the date of this permit.

The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within 6 months afterwards if the development has not commenced, or 12 months after if the development has commenced but is not yet completed.

Notes:

Clauses 54 or 55 (ResCode) of the Nillumbik Planning Scheme has not been assessed under this planning permit, therefore Part 4 of the Building Regulations 2006 will need to be assessed under any requisite building permit application.

During the course of the approved construction work, a copy of this permit and the endorsed plan(s) must be kept on-site and made available for inspection by Council officers.

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Failure to undertake the requisite tree protection fencing in accordance with the conditions of this permit will result in the issuing of Planning Infringement Notices to the land owner, occupant (if this is a different person), and the person or company undertaking the works on-site. The minimum penalty on the Planning Infringement Notice for land owners and occupants will be \$777 for the land owner and occupant, and \$1,555 for any company which may be undertaking works on-site.

**Attachments**

1. Site and surrounds
2. Aerial map
3. Plans

**Subject site and surrounds**

1. The key features of the subject land and surrounds are as follows:
  - The site is located on the north eastern side of Glen Park Road.
  - The site measures approximately 807 square metres in area and is generally rectangular in shape.
  - The site has a downward slope from the property frontage to the rear of the property of approximately 11 metres.
  - The site currently contains a split level dwelling, setback approximately 10.2 metres from the property frontage, 1.9 metres from the western boundary and 1.02 metres from the eastern boundary. The dwelling currently reaches an overall height of 4.98 metres.
  - There are two established trees in the property frontage and one in the road reserve, with the balance of the frontage being clear of any native vegetation.
  - There is one large significant tree in the rear of the property that is within close proximity to the existing dwelling.
  - The site is located in the Semi Bush Precinct in the Nillumbik Neighbourhood Character Study. The dwellings in the street are setback between approximately 2.1 metres to 16.4 metres from the street, with established vegetation in the frontages. Carports and garages in the frontage are prominent within the area with setbacks ranging from 1.5 metres to 16.4 metres.

**Details of proposal**

2. Refer to the attached plans.
3. Key features of the proposal include:
  - The application seeks approval for a dwelling extension to the front of the dwelling.

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- The dwelling extension is proposed to be setback 3.2 metres from the property frontage, on the northern boundary, and 1.02 metres from the southern boundary (this setback is not changing from the existing dwelling on site).
- The overall height of the extension is 700mm lower than the exiting dwelling's ridge line, with the overall floor area increasing by approximately 130 square metres.
- The dwelling extension is proposed to be finished in a range of materials comprising of a Colorbond "Monument" roof, Dulux "Black Caviar" cement sheet cladding, a radial timber exterior batten, and a Dulux "Deep Walnut" Colorbond render.
- The application has proposed landscaping in the frontage of the property including trees, shrubs and groundcover.

**Planning history**

4. There is no relevant planning history with respect to the subject site.

**Planning controls**

**Zoning**

5. Under the Neighbourhood Residential Zone, a permit is not required to extend a dwelling.

**Overlays**

6. Under the Significant Landscape Overlay (Schedule 2), a permit is required to extend a dwelling between the existing dwelling and the street frontage, and for buildings and works within five metres of a substantial tree.

**Particular provisions**

General Provisions

7. Clause 65 (Decision Guidelines) outlines general decision guidelines that must be considered when assessing an application. These guidelines include the purpose of the zone or other provision, the orderly planning of the area, and the effect on the amenity of the area.

**Relevant planning policies**

8. Planning Policy Framework relevant to this application include:
- Clause 15 – Built Environment and Heritage
  - Clause 15.01-5S – Neighbourhood Character
9. The Municipal Strategic Statement (MSS) clauses and Local Planning Policies which are relevant to this application include:
- Clause 21.05-1 – Settlement and Housing
  - Clause 22.12 – Neighbourhood Character Policy (Semi Bush Precinct)

## 5. Officers' Report

**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

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### Policy context

10. Clause 15 (Built Environment and Heritage) includes a number of strategies that seek to protect and enhance neighbourhood character.
11. Key strategies include:
  - Ensure development responds to cultural identity and contributes to existing or preferred neighbourhood character.
  - Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by emphasising the:
    - Pattern of local urban structure and subdivision.
    - Underlying natural landscape character and significant vegetation.
    - Heritage values and built form that reflect community identity.
12. Neighbourhood character varies through the Shire and has been categorised into different precincts. Clause 22.12 (Neighbourhood Character Policy) includes these precincts, their key characteristics, statements of desired future character, and design objectives. The key design objectives of the Semi Bush Precinct are:
  - To maintain the indigenous vegetation including canopy trees and understorey planting and encourage the replanting of indigenous plants.
  - To minimise site disturbance and impact on the landform and vegetation.
  - To minimise excavation for car access, impact on bush setting and visibility of access driveway and car storage facilities.
  - To maintain and enhance the continuous flow of the landscape and vegetation and the bush character of the front garden vegetation.
  - To design and site buildings which minimise the risk of loss in a bushfire and landscaping which minimises the spread and intensity of bushfires.
13. Consideration must be given to the neighbourhood character of Eltham North when assessing this application for a dwelling extension.

### Public consultation

#### Advertising

14. The application has been advertised by way of the posting of notices to the owners and occupiers of neighbouring properties and the erection of a notice on-site.

#### Objections

15. As a result of advertising, a total of six written objections have been received. These objections can be summarised as follows:
  - Amenity impacts;
  - Front setback isn't in keeping with neighbourhood character;
  - Design of the dwelling is not consistent with neighbourhood character;

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- Dwelling will dominate the streetscape;
- Front setback doesn't meet ResCode; and
- The application is not consistent with Clause 22.12-6 or the Significant Landscape Overlay (Schedule 2).

**Planning application conference**

16. No planning application conference was held for this application.

**Referrals**

**Internal**

17. The application was referred to various business units or individuals within Council for advice on particular matters. The following is a summary of the relevant advice:

Council Unit	Comments
Infrastructure Development Unit	Standard stormwater and runoff control conditions have been provided
Building Team	A building permit is required.
Council's Consulting Arborist	<p>With regards to Tree No. 3:</p> <ul style="list-style-type: none"> <li>• Any excavation for the proposed dwelling extension and garage should be undertaken under the direct supervision of the project arborist and if any roots are found, these roots are to be cleanly pruned, at right angles, using sharp, clean tools.</li> </ul> <p>To reduce the development impact, it is recommended that:</p> <ul style="list-style-type: none"> <li>• The driveway to be constructed of a permeable or porous material within the Tree Protection Zone.</li> <li>• Material to be laid at or above grade within the Tree Protection Zone, no excavation.</li> <li>• The removal of any humus/organic matter within the Tree Protection Zone to be undertaken by hand digging with all roots greater than 40mm in diameter left unscathed and intact.</li> <li>• Any roots smaller than 40mm in diameter to be cleanly pruned by the project arborist, at right angles, using sharp, clean tools.</li> </ul> <p>The remaining Tree Protection Zone of Tree No. 3 must be mulched (100-150mm thick layer) in accordance with Australian Standard 4970-2009.</p>



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Council Unit	Comments
	<p>Furthermore, the planter beds around the periphery of the dwelling that are located within the Tree Protection Zone of Tree No's. 2 and 3 must be sensitively undertaken. In order to minimise impacts on these trees from landscaping, the following is recommended:</p> <ul style="list-style-type: none"> <li>• No grade changes within Tree Protection Zones.</li> <li>• Manual soil cultivation/ planting hole excavation within Tree Protection Zones.</li> <li>• All roots greater than 40mm diameter left unscathed and intact and planting locations adjusted if required</li> <li>• Any roots smaller than 40mm in diameter should be cleanly pruned by the project arborist, at right angles, using sharp, clean tools.</li> </ul> <p>The proposal will have a 'Minor' (less than 10%) encroachment on Tree No's. 2 and 5. These trees should remain viable with standard Tree Protection Zone provisions and exclusions.</p> <p>Tree Protection Zones will be required for any retained trees adjacent to the proposed construction. If access is required through tree protection zones and their associated fencing, ground protection must be installed to minimise root damage through soil compaction.</p>

**External**

18. There are no external referral authorities relevant to this application.

**Planning assessment**

**Introduction**

19. The following have been identified as the key planning issues in relation to the assessment of this planning application:

- Neighbourhood Character
- Siting and design
- Landscaping opportunities

Neighbourhood Character

20. The proposal requires assessment against the provisions of Clause 22.12 (Neighbourhood Character Policy). The character of the street is mixed with a range of setbacks to dwellings, and carports and garages often in the frontage of properties proximate to the street. This pattern of development is summarised in the table below.

## 5. Officers' Report

## FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North

## 21. Table of setbacks to front wall and carports in Glen Park Road

Address	Front wall/Garage/Dwelling Setback	Carport Front Setback
<i>Same side of street</i>		
83 Glen Park Road	22.62 metres	
85 Glen Park Road	12.83 metres	
87 Glen Park Road	8.40 metres	
89 Glen Park Road	10.72 metres	9.77 metres
91 Glen Park Road	11.78 metres	7.07 metres
95 Glen Park Road	9.5 metres	
99 Glen Park Road (adjoining property to north)	<b>1.63 metres</b>	
101 Glen Park Road (subject site)	Existing 12.4 metres Proposed 4 metres	Proposed 3.2 metres
103 Glen Park Road (adjoining property to south)	5.95 metres	<b>2.9 metres</b>
105 Glen Park Road	10 metres	<b>2.0 metres</b>
107 Glen Park Road	6.65 metres	
109-111 Glen Park Road	9.29 metres	<b>2.25 metres</b>
113 Glen Park Road	13.8 metres	
115 Glen Park Road	9.2 metres	
<i>Opposite side of street</i>		
94 Glen Park Road	<b>500mm</b>	
98 Glen Park Road	<b>2.12 metres</b>	<b>3.68 metres</b>
100 Glen Park Road	12 metres	
102 Glen Park Road	7.11 metres	
106 Glen Park Road	8.5 metres	
112 Glen Park Road (directly across the street)	<b>3.39 metres</b>	<b>1.58 metres</b>
114 Glen Park Road (directly across the street)	16.46 metres	

5. Officers' Report

**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

Address	Front wall/Garage/Dwelling Setback	Carport Front Setback
1/116 Glen Park Road	11.7 metres	
120 Glen Park Road	8.05 metres	
124 Glen Park Road	12.52 metres	
126 Glen Park Road	8.62 metres	
128 Glen Park Road	6.74 metres	<b>1.5 metres</b>

22. The site is located within a Semi Bush precinct within the local neighbourhood character policy; however the street itself does have some differentiating aspects to it from the desired character in the policy, in terms of the front setbacks. This is due to Glen Park Road being on a ridge line which often results in built form being closer to the street given that grades tend to increase downslope from the street.
23. The proposed dwelling extension has responded to the character of the immediate area with regards to the height of the dwelling in the street, the presence of a carport in the frontage (to be required by way of a permit condition in the event a permit is issued), and by designing the dwelling extension around the trees both on site and in the road reserve. A landscape plan has been submitted with the application and proposed new landscaping that will contribute to the semi bush environment by way of small shrubs and native plants being established in the front setback.
24. An objection was raised regarding the dwelling design not being consistent with the prevailing neighbourhood character. As the character of the street is mixed and with the exception of carports there is no overarching feature, the design of the proposed dwelling extension is acceptable in the street. The dwelling addition is single storey, will be constructed from muted colours and will sit lower than the existing dwelling.
25. An objection regarding the setbacks not being consistent with neighbourhood character was also raised. The street has a mix of large and small setbacks, and there is no overarching general theme or consistency amongst setbacks. In this instance, the setback is appropriate as the dwelling will sit lower than the street, and will be screened by vegetation. The single storey, flat roof nature of the dwelling is an acceptable design response to the character of the street.
26. The side setbacks are acceptable in this application as the pattern of development in regards to side setbacks is mixed. Some dwellings have no setback to the side boundary whereas others have 1-2 metre setbacks to side boundaries from the dwelling. The proposed dwelling extension has not reduced the side setback from the existing dwelling. The carport as will be required by a permit condition in the event a planning permit is issued, will be sited on the side boundary however the open nature of the carport structure will allow visual continuity along the street, and will give the effect of having a side setback, and is consistent and responsive to the neighbourhood character.

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Siting and design

27. The dwelling extension has been designed around existing canopy trees on site. The applicant opted to not develop to the rear of the property to keep the significant tree in the back yard realm, consistent with the objectives of the Significant Landscape Overlay. The two trees in the property frontage to be retained have been incorporated into the design, and the design has responded to the site's constraints.
28. The dwelling extension as it is currently proposed is to be sited 3.2 metres from the front property boundary and includes a garage. The proposed setback is not ideal; however, there are limited options available for a single storey extension, as the site is restrained by a large significant tree at the rear of the dwelling. The wall of the garage along the boundary and to the front and rear will be required to be open, to reduce the bulk of the structure. This can be addressed through a permit condition in the event a permit is issued.
29. Objections were raised regarding the front setback not being consistent with neighbourhood character, ResCode and how it will dominate the streetscape. With the requirement of the garage to be reduced to an open carport, the front and side setbacks of the dwelling will meet the ResCode setback requirements, noting adjacent setbacks from front boundaries are 1.6 metres and 5.95 metres with a front setback of 3.79 metres required under ResCode. ResCode is not a relevant planning consideration for this site; however the applicant has agreed to amend the garage to a carport to avoid building compliance/dispensation issues.
30. Amending the garage to an open carport will respond to the existing character. This also presents more of a detached form with less building bulk to the street which, given the minimal front setback and extent of paving for access limiting landscaping, is necessary to protect the bushland character.
31. The dwelling extension has been sited on the down slope from the street so the height of the dwelling as viewed from the street is not a dominating feature. The overall height of the building will be 700mm less than the dwelling currently on site, and the finished floor level of the dwelling is lower than the street level. Consequently, the dwelling will have minimal presentation, mass and bulk to the street. The front setback allows for a landscaped frontage.
32. The colours and materials proposed for the dwelling extension are suitable for the context as they are of dark and muted tones, complying with the provisions of the Significant Landscape Overlay (Schedule 2). The design and mix of materials will add visual interest to the subject site, and will contribute to the character in the street.
33. With a recommendation for the garage to change to an open carport, should a permit be issued, providing a more detached open form, the height of the proposed roof being less than the existing, and the setbacks reflecting those found in the street proximate to the site, the application is considered acceptable in this instance as the dwelling extension has responded to the site constraints, the character of the neighbourhood and the streetscape character.

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**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road, Eltham North**

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34. The application was referred to Council's Consulting Arborist who provided requirements that have been included as conditions that will result in the protection and long term viability of the trees. The requirements were for Tree Protection Fencing and Tree Protection Zones, the need for supervision from the project arborist for works within the Tree Protection Zone of Tree 3, and the need for a permeable surface of the driveway where it crosses into the Tree Protection Zone of Tree 3. Council's Consulting Arborist also required various root protection measures that will be conditions of the planning permit, should a planning permit be issued.
35. With regards to the overall siting and design of the dwelling extension, the proposal is satisfactory.

Landscaping Opportunities

36. The Significant Landscape Overlay (Schedule 2) contains a number of desired landscape elements to be achieved. The applicant has submitted a landscape plan that will result in a bush garden being established in the frontage of the proposed dwelling extension.
37. Although the area available for landscaping in front of the dwelling is reduced, there is still the opportunity to landscape using small trees and shrubs. In this instance the opportunity for landscaping is commensurate with the minimal mass and bulk of the dwelling extension, is acceptable and will assist in maintaining the desired landscape character for the area. The alteration of the garage to a carport provides views through the built form to the tree canopies to the rear. This will contribute to the bush landscaped setting.

**Response to objections received**

38. The written objections have raised a number of concerns with respect to the proposed development. Issues regarding amenity impacts, front setbacks, neighbourhood character, and the application not being consistent with Clause 22.12-6 or the Significant Landscape Overlay (Schedule 2) have been discussed in earlier sections of this assessment.

**Conclusion**

39. The application seeks approval for buildings and works for a dwelling extension. The application was advertised and six written objections were received. The key planning issues relate to neighbourhood character, siting and design and landscaping opportunities.
40. The application has been assessed against the provisions of the Significant Landscape Overlay (Schedule 2), Clause 22.12 (Neighbourhood Character Policy), and the Decision Guidelines at Clause 65 of the Nillumbik Planning Scheme.
41. The application will result in an acceptable dwelling extension in Eltham North, and will not result in detrimental impacts to the amenity of residents or the character of the area. The proposed buildings and works have responded to the character of the area through careful design and acceptable landscape treatments. A condition will be placed on the permit should one be issued, requiring the proposed garage be amended to a carport, providing good visual outlooks to the bushland setting behind, and continuing the rhythm of the built form and spacing of dwellings in the street.

**5. Officers' Report**

**FN.035/18 Buildings and works to extend a dwelling at 101 Glen Park Road,  
Eltham North**

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42. In light of the above planning assessment, the application warrants support, as reflected in the officer recommendation.

## 5. Officers' report

**FN.036/18 Allendale Road - Sealing and/or road closure**

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**Portfolio: Infrastructure**

**Distribution: Public**

**Manager: Hjalmar Philipp, Director Sustainability and Place**

**Author: Patrick Wood, Coordinator Design**

### Summary

The purpose of this report is to present a summary of the relevant data, issues and opinion relating to sealing and/or closing parts of Allendale Road so that the decision making process and any associated consultation is clear.

### Recommendation

**That** the Committee (acting under delegation from Council) refers a decision regarding the sealing and/or closing of Allendale Road to the Ordinary Council Meeting on 18 December 2018.

### Attachments

1. Recommended Traffic Management Treatment - Intersection of Allendale Road and Ingrams Road

### Background

1. Allendale Road is a 4.7 kilometre road that runs in an east-west direction, between St Helena and Kangaroo Ground. Approximately 2.7 kilometres of the road (which is the section of interest for this report) is currently unsealed, between the Aqueduct Trail and Donaldson Road. For the purpose of this report, the Aqueduct Trail to Ingrams Road section is referred to as Allendale Road West and Ingrams Road to Donaldson Road is referred to as Allendale Road East.
2. In April 2018, a petition containing signatures of 25 residents of Allendale Road East and Donaldson Road was presented to Council requesting closure. Council resolved to refer this matter to the Director Sustainability and Place for consideration in the next report to Council on this matter (this report).
3. Council has previously listed Allendale Road West as a priority on its rural roads sealing program due to safety and maintenance concerns.

### Policy context

4. This report directly supports the achievement of Council Plan 2017-2021 strategy:
  - Ensure that the provision of community infrastructure responds to community needs.

### Budget implications

5. Council officers have prepared estimates for sealing each section of Allendale Road. Allendale Road East and West are estimated to cost between \$750,000 and \$800,000.

**5. Officers' Report****FN.036/18 Allendale Road - Sealing and/or road closure**

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6. These estimates are based on the road being constructed predominantly with asphalt and table drains being sealed with asphalt (which is required to ensure a satisfactory road width and prevent erosion issues).
7. There may be additional cost savings to Council in the event both sections were constructed at the same time, however there is no budget currently allocated in FY 18/19 for both sections.
8. Funding for the sealing one section is proposed to come from the Roads to Recovery Program. This is a federally funded program which provided Council with \$4.9M from 1 July 2015 to 30 June 2019. \$638,857 is remaining from that amount, which needs to be expended by 30 June 2019. Officers have been advised that the program will continue after 1 July 2019. While the exact allocations have not yet been determined, the overall pool of funds is anticipated to increase.
9. The balance would be sourced from the currently budgeted road sealing program in FY 18/19 (\$80,000) and a minor re-allocation within the FY 18/19 capital works budget.

**Consultation/communication**

10. An information session regarding Allendale Road was held on 15 August 2018, which was attended by many of the residents who had signed the petition.
11. A letter was sent, on 14 August 2018, to property owners in Allendale Road, Donaldson Road, Ingrams Road and Orme Street advising of the opportunity to address the Future Nillumbik Committee regarding the sealing and closure.
12. Local and regional Emergency Services have been notified of the request for closure of Allendale Road East and feedback has been requested.

**Issues/options****Council's Role in Road Management**

13. The *Road Management Act 2004* (the Act) gives Council the authority and responsibility for managing local public roads within the municipality.

Section 20 of the Act states:

*The principal object of road management is to ensure that a network of roads is provided primarily for the movement of persons and goods as part of an integrated transport system and that road reserves are available for other appropriate uses.*

Furthermore, section 34 of the Act states:

*A road authority has the following general functions –*

- a) *to provide and maintain, as part of a network of roads, roads for use by the community served by the road authority; and*
- b) *to manage the use of roads having regard to the principle that the primary purpose of a road is to be used by members of the public and that other uses are to be managed in a manner which minimises any adverse effect on the safe and efficient operation of the road and on the environment.*

In summary, Council is responsible for managing roads within its jurisdiction in a way that reflects the needs of the community. Maintaining access is a key consideration.



**5. Officers' Report****FN.036/18 Allendale Road - Sealing and/or road closure**

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**Road Status**

14. Section 19 of the Act requires Council to establish and maintain a Register of Public Roads. This register establishes a road hierarchy and the relevant road categories are used to differentiate service levels and maintenance standards.
15. Allendale Road, between the Aqueduct Trail and Ingrams Road (west section) is categorised as a Collector Road. Collector Roads are defined within Council's Road Management Plan 2017, as having the following functions or characteristics:
  - Distributing traffic between Arterial Roads and / or Link Roads
  - Linking between lightly populated localities that are not serviced by arterial roads
  - Carrying limited through traffic, generally from the surrounding area
  - Target speed limit 70 to 80 km/h.
16. Allendale Road East is categorised as an Access Road. Access Roads are defined within Council's Road Management Plan 2017, as having the following functions or characteristics:
  - Providing direct access for abutting land owners or occupiers.
  - Intended for predominantly local traffic.
  - Target speed limit 50 to 70 km/h.
17. Council officers are responsible for determining the category of each road within the Register of Public Roads and may change the category of a road under Delegated Authority if appropriate (for example, due to an increase in traffic).
18. The Allendale Road East, while currently categorised as 'Access Road' does have some characteristics of a 'Collector Road', in that it:
  - Links between lightly populated localities that are not serviced by arterial roads; and
  - Carries limited through traffic (although this may not only be from the surrounding area).
19. The other two categories referred to in this report are:
  - a) Link Road – The highest use category for a municipal road, which exists for the purpose of supplementing the Arterial Road network in providing for through traffic movement.
  - b) Arterial Road – A high-capacity road, which is managed by the Roads Corporation (VicRoads).

**Predicted long term function of Allendale Road within the road network**

20. In making decisions relating to its road network, Council must not only consider the impact on the road/s in question, but also surrounding roads (eg: Aqueduct Road and Ingrams Road).

**5. Officers' Report****FN.036/18 Allendale Road - Sealing and/or road closure**

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21. There is an upward trend in traffic volumes along Allendale Road and this trend is expected to continue into the future, as the population increases across Melbourne. Likewise adjoining roads will also be expected to carry higher volumes.

As congestion increases on the arterial road network, there is likely to be an increased incentive for traffic to use Allendale Road (and surrounding roads) as a through route. However any advantages gained by using Allendale Road will become diminished as traffic volumes increase, due to:

- congestion at the point of re-entry onto the connecting arterial road network; and
- an increased demand for capacity improvements on the arterial road network.

22. It is anticipated that the road sections will be classified accordingly, under Council's Road Management Plan:

- Allendale Road West will continue to be managed as a 'Collector Road'.
- Allendale Road East will continue to be managed as an 'Access Road'. However, should traffic volumes continue to increase, Council may determine that this section of road be reclassified as 'Collector Road'. In the event that Allendale Road East is closed, it will remain an 'Access Road'.

23. With regards to some of Council's surrounding roads, it is anticipated that the road sections will be classified accordingly, under Council's Road Management Plan:

- Ingrams Road will continue to be managed as a 'Collector Road'.
- Orme Street / Reynolds Road will continue to be managed as 'Access Roads'. However, should traffic volumes continue to increase, Council may determine that these roads be reclassified as 'Collector Road'.
- Aqueduct Road (which currently has traffic volumes of over 20,000 vehicles per day) will continue to be managed as a 'Link Road'. Any changes that would bring about a re-categorisation of Aqueduct Road would more likely be due to traffic patterns on adjoining Arterial Roads, as opposed to any factors relating Allendale Road.

**Historical Context**

24. Allendale Road was created as part of the original subdivision of land, which designated the road reserve area for the full length of the road. The date of road construction, or whether a formal gazettal took place is unclear.

Local property owners have indicated that Allendale Road East did not previously connect to Donaldson Road and that a fire access track was created by one of the adjoining land owners, making the connection. Previous 'Melway' editions support this, with the full section of Allendale Road East appearing (listed as a 'fire access track') from 1978 onwards.

At some point between the formation of the full length of the road and 2004, Council has assumed responsibility for maintenance of the road. As of 2004, Council has listed the entire length Allendale Road on its Register of Public Roads.

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FN.036/18 Allendale Road - Sealing and/or road closure

**Allotments with crossovers accessing Allendale Road**

25. There are three properties on Allendale Road West and seven on Allendale Road East that gain their primary access directly from Allendale Road.

**Maintenance**

26. Both Allendale Road East and West require a higher level of maintenance than other roads in the Shire. In the 2017-2018 financial year, while the majority of unsealed roads in Nillumbik were graded once, the Allendale Road East was graded four times and Allendale Road West seven times, at an estimated cost to Council of approximately \$35,000.

**History of Sealing Requests**

27. Council has received complaints from the public about Allendale Road (both sections) over many years, mostly relating to:

- condition of the road
- safety
- traffic issues speeds and volumes

28. On the basis that sealing the road would improve road condition and safety outcomes, Allendale was listed on Council's rural roads sealing program.

**Traffic Volumes**

29. The most recent traffic data (collected in August 2018) indicates that approximately three times as many vehicles use the west section of the road compared to the east. Based on the previous counts available, traffic appears to be increasing at a faster rate on Allendale Road East (see Table 1). Given the number of properties accessing the road has not changed in this time, both increases are considered to be predominantly due to through traffic.

**Table 1 Traffic Count Data Allendale Road**

Road	Suburb	Road Status	Average Daily Vehicles (Monday – Friday)	Estimated Annual Increase
Allendale Road West	Research	Collector	721	6 percent
Allendale Road East	Research	Access	234	9 percent

30. The overall volumes are not considered high in comparison to other similar roads in the Shire (see Table 2).

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## FN.036/18 Allendale Road - Sealing and/or road closure

**Table 2 Traffic Count Data on Similar Roads in Nillumbik Shire**

Road	Suburb	Road Status	Average Daily Vehicles (Monday – Friday)
Margaret Street	Research	Access	252
Orme Road	Diamond Creek	Access	787
Ingrams Road	Research	Collector	1464
Bishop Avenue	Diamond Creek	Access	213
Chapel Lane	Doreen	Access	238
Youngs Road	Yarrambat	Access	260

31. As a comparison, many access roads within urban areas of Council also carry higher volumes of traffic (see Table 3).

**Table 3 Traffic Count Data on access roads within urban areas**

Road	Suburb	Road Status	Average Daily Vehicles (Monday – Friday)
Highpoint Crescent	Eltham North	Access	1237
Bayfield Drive	Eltham	Access	848
Bainbridge Drive	Eltham	Access	518
Frank Street	Eltham	Access	1418
Haley Street	Diamond Creek	Access	809

32. While there is no data on the nature of the trips taken, the count data does suggest that Ingrams Road/Allendale Road (i.e. Research to St Helena) and Ingrams Rd/Orme Street (i.e. Research to Wattle Glen/Diamond Creek) are the predominant through routes in the area.
33. It is a reasonable assumption that sealing either section of the road is likely to result in increased volumes and speed, as well as potentially increased volumes to the section that remains unsealed.

**Road Safety Risk**

34. It is reasonable, on balance, to consider the entire stretch of Allendale Road a safety risk, based on road condition, traffic volumes and incidents:

## 5. Officers' Report

### FN.036/18 Allendale Road - Sealing and/or road closure

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- *In terms of incidents:* There is only one reported casualty crash along the entire unsealed road, since 2012, which occurred in Allendale Road East. This would not support a high safety risk classification on its own, however the number of unreported minor crashes is most likely higher and there have been a number of anecdotal reports of these and other near misses in Allendale Road East.
- *In terms of traffic volume:* Risk increases with increased traffic, which suggests Allendale Road is higher risk.
- *In terms of road condition:* Based on the regular maintenance required for both sections of road, both present a safety risk in terms of condition. While Allendale Road East was graded less than Allendale Road West in the 2017-2018 financial year (four times to seven), it suffered more rapid deterioration when taking into account that it carries a third of the traffic volume of west section. In addition, Allendale Road East has a stretch with a significant gradient that presents a risk to users.

### Issues/options

#### Road Closure

35. In April, a petition containing signatures of 25 residents of Allendale Road East and Donaldson Road was presented to Council requesting closure.

Council has the power under section 207 of the *Local Government Act 1989* to close roads on either a permanent or temporary basis. A summary of the potential advantages and disadvantages of a number of options involving the closure of Allendale Road is summarised in Table 4.

#### Emergency Access

36. Any closure of a road may affect the ability of emergency services to respond to incidents. Therefore, Council has sought feedback from:

- Kangaroo Ground Fire Brigade
- Research Fire Brigade
- Wattle Glen Fire Brigade
- Diamond Creek Fire Brigade
- North Warrandyte Fire Brigade
- Eltham Fire Brigade
- CFA North West Region – District 14
- Victoria Police – Eltham Branch
- Victoria Police – Diamond Creek Branch
- Victoria Police – Hurstbridge Branch
- Ambulance Victoria
- Municipal Emergency Management Planning Committee (MEMPC)

5. Officers' Report

FN.036/18 Allendale Road - Sealing and/or road closure

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37. Formal responses have been received from:

- Research Fire Brigade
- Kangaroo Ground Fire Brigade
- Victoria Police – Eltham Branch
- Panton Hill Fire Brigade (through MEMPC)
- Diamond Creek Fire Brigade
- Ambulance Victoria
- St Andrews Fire Brigade (through MEMPC)

38. The feedback received to date was overwhelmingly unsupportive of any form of road closure. A summary of the comments received to date is listed below:

- Would strongly oppose any type of closure in Allendale Road.
- There have been a significant amount of fires in the area of Orme Road, Allendale Road and Donaldson Road over the past 5 years.
- Would severely restrict any escape paths local residents may need to exit the area.
- Having access gates and providing keys is unreliable.
- This has the potential to put lives at risk in emergency situations.
- Any proposal to close an existing roads, would require a highly compelling case.
- The Brigade should not get involved as the road is outside the Brigade's area of responsibility.
- Placing locks on gates creates a potential delay in access.
- Have no problem with the current proposal (due to it being outside of area of jurisdiction).
- Would require further details on the closure.

39. The remaining emergency services are yet to provide a response to Council. The majority of the responses were opposed to any form of road closure.

40. Other aspects relevant to road closures that Council must consider are:

- Traffic and transport implications;
- Appropriate location for the closure;
- Provision of a suitable turning area for vehicles;
- Whether to provide a lockable gate for emergency services; and
- Legislative requirements

**Road Sealing Options Summary**

41. Seven options have been identified, each with potential benefits and issues. These are summarised in table 4.

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FN.036/18 Allendale Road - Sealing and/or road closure

**Table 4 Summary of Sealing and Closure Options**

Option	Broad overview of possible outcomes	
	+	-
1. Do nothing		- Safety and maintenance objectives not met
2. Seal Allendale Road West only	<ul style="list-style-type: none"> <li>- Safety improved along section of road that is most heavily trafficked Allendale Road West</li> <li>- Reduced maintenance cost to Council (Allendale Road West is the most resource intensive of the two sections)</li> </ul>	<ul style="list-style-type: none"> <li>- Does not address safety issues along Allendale Road East</li> <li>- For traffic headed to Eltham-Yarra Glen Rd, may actually encourage increased risk taking to drive Allendale Road East. This is also likely to increase maintenance costs for this section</li> </ul>
3. Seal Allendale Road West and close Allendale Road East permanently	<ul style="list-style-type: none"> <li>- Reduces maintenance costs to Council</li> <li>- Satisfies known views of resident in Allendale Road West</li> <li>- Likely to satisfy majority of residents from the Allendale Road East (based on petition)</li> <li>- Removes safety hazard for non-residents</li> <li>- Sealing this first would be consistent with the higher service level category attributable to its classification as Collector Road</li> </ul>	<ul style="list-style-type: none"> <li>- Not supported by Emergency Services based on advice to date</li> <li>- Sets precedent around closure of Access Roads</li> <li>- Encourages traffic flow in NE/SE direction</li> <li>- Permanently removes wider societal benefit from having this as a road option</li> <li>- Some level of safety hazard for residents still remains</li> </ul>
4. Seal Allendale Road West and close Allendale Road East temporarily until funds for sealing that section available (e.g. 19/20)	<ul style="list-style-type: none"> <li>- As for Option 3</li> </ul>	<ul style="list-style-type: none"> <li>- As for (3) but only on a temporary basis</li> <li>- May not be supported by residents of Allendale Road East, who wish for the road to closed permanently</li> </ul>

5. Officers' Report

FN.036/18 Allendale Road - Sealing and/or road closure

Option	Broad overview of possible outcomes	
	+	-
5. Close Allendale Road East only	<ul style="list-style-type: none"> <li>- Maintenance partially reduced</li> <li>- Removes safety hazard for non-residents</li> <li>- Likely to satisfy majority of residents from Allendale Road East (based on petition)</li> </ul>	<ul style="list-style-type: none"> <li>- As for Option 3</li> <li>- Does not address safety and maintenance issues in Allendale Road West</li> </ul>
6. Seal Allendale Road East first then Allendale Road West sometime later when funds available	<ul style="list-style-type: none"> <li>- Maintenance partially reduced</li> <li>- Removes safety hazard</li> </ul>	<ul style="list-style-type: none"> <li>- May encourage east-west traffic</li> <li>- Not likely to satisfy residents in either section</li> <li>- Does not address safety and maintenance issues in Allendale Road West</li> </ul>
7. Seal the entire section	<ul style="list-style-type: none"> <li>- Reduces maintenance costs to Council across entire road</li> <li>- Removes safety hazard for non-residents</li> <li>- Satisfies known views of resident in Allendale Road West and some in the Allendale Road East</li> </ul>	<ul style="list-style-type: none"> <li>- May not be supported by residents of Allendale Road East, who wish for the road to be closed permanently</li> <li>- Encourages through traffic to use the road</li> </ul>

**Design Standard**

42. There are two main options for the design standard. While Allendale Road is not proposed to be sealed under a Special Charge Scheme, Council's recently endorsed Special Charge Scheme Policy would be considered relevant. This gives preference to the open table drain option.



5. Officers' Report

FN.036/18 Allendale Road - Sealing and/or road closure

**Table 5 Design Standard Options**

Option	+	-
<b>Kerb &amp; Channel</b>	<ul style="list-style-type: none"> <li>- Road safety (hazardous table drains and culverts removed)</li> <li>- Better driving experience for road users</li> <li>- Reduced maintenance</li> <li>- Maximises available width/ less impact on surrounding embankment and vegetation</li> </ul>	<ul style="list-style-type: none"> <li>- Cost</li> <li>- Visual impact on surrounding area</li> <li>- Encourages higher volume/speeds</li> </ul>
<b>Open table drains</b>	<ul style="list-style-type: none"> <li>- Cost</li> <li>- Least amount of visual change</li> <li>- May encourage less traffic</li> </ul>	<ul style="list-style-type: none"> <li>- Width may be inadequate, requiring the road formation to be widened, impacting on vegetation and increasing cost.</li> <li>- Maintenance to table drains and culverts still an issue</li> <li>- Table drains would possibly have to be sealed anyway, eliminating the cost benefits over kerb and channel</li> <li>- Road safety (hazardous table drains and culverts remain)</li> </ul>

**Constructability**

43. Council officers have made enquiries to road contractors about the constructability of the road. Contractors have advised that there should be no issues constructing the road, however, given the topography of the area, the road would need to be closed to traffic during construction. Closing the road during construction would also provide some savings to Council through reduced traffic management costs.

**Speed Management**

44. The typical approach would be to monitor any change in traffic speed and volume post construction and then consider the use of traffic management devices. However, Council could proactively implement traffic calming measures into its proposal to seal the road.

**5. Officers' Report****FN.036/18 Allendale Road - Sealing and/or road closure**

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45. Traffic calming devices can be effective in achieving two traffic related outcomes:
- Discouraging the use of the road by non-local traffic.
  - Reducing the speeds of the vehicles that use the road.
46. While further design would be required, preliminary investigation has revealed several locations along both sections of Allendale Road that would be satisfactory for the installation of traffic management treatments. Four traffic treatment options have been identified:
1. Speed humps between Donaldson Road and 250 Allendale Road.
  2. Single lane slow point across water course at 240 Allendale Road.
  3. Rumble strips on the approaches to the water course at 240 Allendale Road.
  4. Modified intersection at the intersection of Allendale Road and Ingrams Road. This would also act to potentially dissuade road users from Allendale Road East.

Options 1 - 3 require Allendale Road East to be sealed, in order to be implemented and are recommended should this sealing occur, subject to further consultation with nearby residents.

Option 4 could be implemented as part of any of the road construction option that proceeds and is therefore recommended, subject to further consultation with nearby residents. A concept design of this traffic treatment is attached to this report (**Attachment 1**).

47. The status of Allendale Road (Collector and Access) would not preclude the use of traffic management devices and there are examples elsewhere in the Shire of this.

**Recent Community Feedback**

48. As mentioned, in April, a petition containing signatures of 25 residents of Allendale Road East and Donaldson Road was presented to Council.
49. An information session was held on 15 August, which was attended by many of the residents who had signed the petition. Some themes to emerge from this session are summarised below:
- Residents want more consultation and more time before a decision is made by Council.
  - Road closure will address all of the current issues affecting Allendale Road East.
  - Independent traffic study should be conducted about the projected use of Allendale Road, prior to making any decisions in regards to sealing.
  - Local community and environment should be prioritised above the other external users of the road.
  - Concern about the existing width of Donaldson Road once Allendale Road is upgraded and carrying more traffic.

## 5. Officers' Report

### FN.036/18 Allendale Road - Sealing and/or road closure

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- Donaldson Road residents would be disadvantaged by sealing, as they were required to pay for their road, through a Special Charge Scheme.
- Not all residents want the road to be closed. Some of them signed the petition with assumption that the petition is for sealing the road and not for closing the road (need to obtain consensus from all residents).

50. There has also been recent correspondence received from a property owner in Allendale Road West in support of sealing of this section of road.

#### Surrounding Special Charge Schemes

51. Council has constructed the two roads immediately east and west of the unsealed section of Allendale Road, via Special Charge Schemes:

- Allendale Road (between Zig Zag Road and the Aqueduct trail) – 2008.
- Donaldson Road – 2012.

Both schemes were initiated as a result of support from property owners and carried out in accordance with Council's Special Charge Scheme Policy at the time.

All but one of the property owners have paid off their liability to the scheme in full.

#### Summary

52. The sealing of Allendale Road West is a good safety and maintenance outcome for road users and Council. The challenge is to provide improved safety outcomes on Allendale Road East

- Closure of the road is not consistent with the road access objectives of both the Council and Emergency Services.
- Sealing of Allendale Road East is likely to improve safety outcomes, but:
  - may result in increased traffic volumes and use of the road as a through route; and
  - require significant work not currently budgeted.

As an interim measure to dissuade the through use of Allendale Road, a traffic management treatment can be installed at the intersection of Allendale Road and Ingrams Road (**Attachment 1**).

#### Recommendation

53. It is recommended that the sealing of Allendale Road West be completed prior to the completion of the 2018/2019 financial year. The sealing of Allendale Road East to be reviewed, twelve months following the sealing of the Allendale Road West.

#### Next steps

54. Council to give consideration to information outlined in this report and to the submissions from the public.
55. A decision is to be referred to the Ordinary Council Meeting on 18 December 2018.

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## 5. Officers' report

### FN.037/18 Diamond Valley Sports and Fitness Centre - Consultation

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**Portfolio:** Social Infrastructure

**Distribution:** Public

**Manager:** Neil Hordern, Manager Connected Communities

**Author:** Michelle DePasquale, Leisure Facilities Senior Contract Supervisor

#### Summary

This report provides the consultation outcomes for the Diamond Valley Sports and Fitness Centre draft masterplan.

#### **Recommendation**

**That** the Committee (acting under delegation from Council):

1. Notes the consultation response to the survey and feedback regarding the Diamond Valley Sports and Fitness Centre draft masterplan.
2. Endorses officers to present the final masterplan for adoption by Council at the Ordinary Council meeting on the 27 November 2018.

#### Attachments

1. Summary of Consultation Feedback
2. DVSFC Draft Masterplan Executive Summary

#### Background

1. At the 11 September 2018 the Future Nillumbik Committee meeting endorsed the DVSFC Draft Masterplan for the purposes of community consultation from the 12 September 2018 – 3 October 2018.
2. DVSFC consists of six indoor sports courts and a multi-purpose hall, squash courts, gym and group exercise spaces, crèche, café, office areas and change rooms. The facility attracted over 456,000 visits in 2017-2018 making it one of Council's most patronised facilities.
3. The facility is 42 years old and whilst the facility has undergone a number of minor upgrades in the past 15 years, it now requires substantial redevelopment to meet community needs and expectations, deliver enhanced access and inclusion outcomes, address compliance and respond to its identified position as a regional sporting facility (Sub Regional Indoor Stadium Study 2017).

#### Policy context

4. This report directly supports the achievement of Council Plan 2017-2021 strategy:
  - Provide a range of infrastructure that encourages people of all ages to participate in a variety of active and passive opportunities.

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**FN.037/18 Diamond Valley Sports and Fitness Centre - Consultation**

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**Budget implications**

5. Preparation of the masterplan is costed at \$35,000, funded by Council (\$15,875) and State Government through Sport and Recreation Victoria's Community Sports Infrastructure Fund, a grant of \$19,125

**Consultation/communication**

Community Engagement to prepare Draft Masterplan

6. The preparation of the draft masterplan has been overseen by the Strategic Advisory Group (SAG) and the Project Reference Group (PRG), representing over 8100 community voices.
7. Council officers have been meeting with the SAG and PRG at key development milestones for the masterplan since March 2017.
8. State sporting associations and Sport and Recreation Victoria (SRV) have been key stakeholders in the consultation process for the draft masterplan.
9. A project working group has been established to ensure cross organisational input into the masterplan.

Community Engagement on Draft Masterplan

10. A DVSFC draft masterplan executive summary was prepared and formed the basis of the consultation for our stakeholders and community.
11. The full draft masterplan was made available online, or hard copy upon request, for those who requested the background and technical information.
12. Various opportunities for the community and stakeholders to review and provide feedback on the draft masterplan were provided:
  - a) Drop in sessions were held at DVSFC between the 17-20<sup>th</sup> September over key timeslots.
  - b) Copies of the draft executive summary document were distributed at Council's Leisure Facilities and Diamond Valley and Eltham Libraries.
  - c) Links to the Consultation for the draft masterplan were provided to sporting clubs and user groups at DVSFC and were also made available to groups at Council's major leisure facilities for distribution and promotion.
  - d) Social media engagement/posts were placed on the Facebook pages of Nillumbik Shire, DVSFC and Diamond Valley Basketball Association.
  - e) Participate Nillumbik was provided as an online consultation opportunity.
13. A total of 38 responses were received. 10 written feedback forms were received and 28 Participate Nillumbik responses were submitted via the online portal.

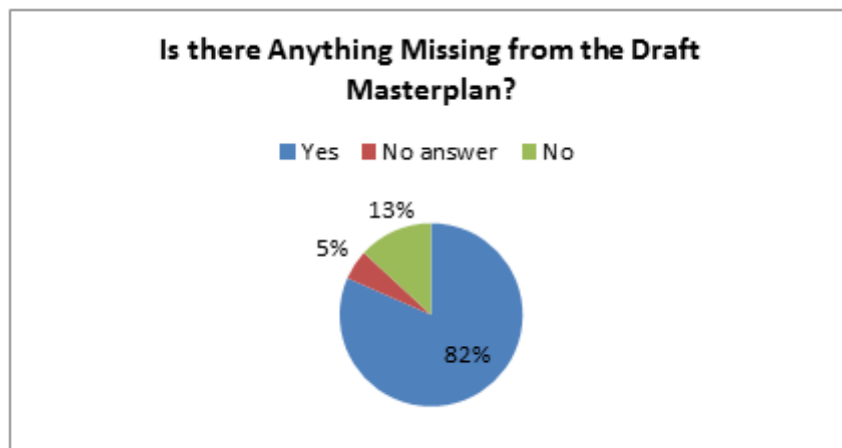
5. Officers' Report

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14. A summary of the survey questions and responses are included below:

Question: What do you like most about the Masterplan? Top responses (number)

24/7 Gym	(9)
Accessibility and new amenities	(8)
Something is finally happening	(5)
Additional courts	(3)

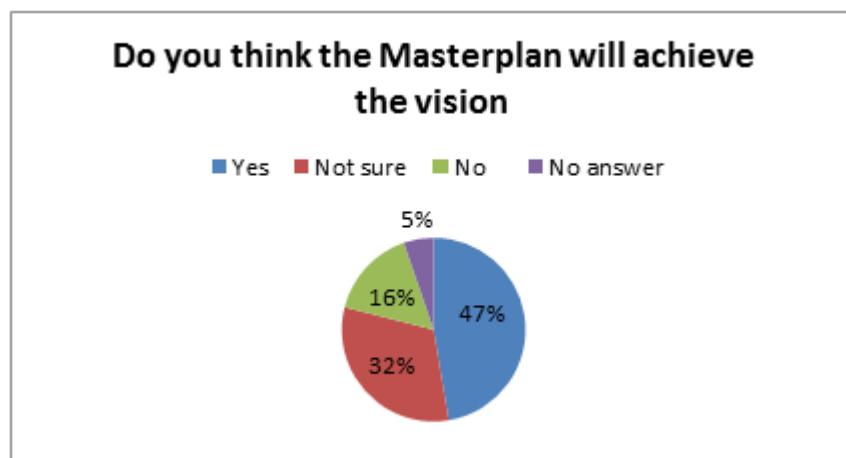


Top responses (number)

Summary of responses to Yes:

Childcare playground and toilets in childcare	(12)
A function area	(2)
Carparking, lighting and paths	(2)

Question: Please tell us why?



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Summary of responses:

- Yes – modern, accessible, more courts
- Not sure and No – childcare playground, childcare amenities and outdoor seating for cafe

Issues/options

15. The aim of the consultation period was to “check in” with the community and gather feedback as to whether the masterplan for DVSFC will achieve the vision:

*A regional place that is welcoming, accessible, fit for purpose, multi-use, flexible and integrated as part of the broader precinct. It is for multi-sport and recreation, community health and wellbeing, hosting sporting events.”*

16. There were 38 responses received to the survey (online and dropbox).
17. The drop in sessions resulted in 10 face to face conversations with regard to the draft masterplan. Participants and committee representatives from badminton, netball, child care, squash and basketball all attended a drop in session. Conversations were of a general nature and related to the draft masterplan and the purpose of the document and what happens after the masterplan is adopted. Participants were encouraged to provide written feedback via the survey.
18. 10 written feedback forms were received and 28 Participate Nillumbik responses were submitted via the online portal.
19. A high number of the online and dropbox surveys were generated by childcare users at DVSFC who were incorrectly advised that childcare was being removed from the facility and that there would be no provision of an outdoor playground (the playground had been left off the concept as the concept focussed on building provision. Council officers met with facility management staff at DVSFC to clarify this information. The concept plan has subsequently been amended to include the playground.
20. Social media post reach was as follows:

	Reach	Likes	Share	Post Clicks
Nillumbik Shire Council	937	4	1	30
DVSFC	813			
DVSFC Instagram	143			
DVBA	1,500	13	5	138

21. Overall comments regarding to improvements to accessibility, increased court space, flexible design, amenities and facilities were positive however as the designs contained in the masterplan are conceptual, some comments relate to elements that would be included in the detailed design phase.



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22. Epping Squash Association submitted a written response via email. They expressed disappointment in the concept plan that shows 3 squash courts and claim this is insufficient to meet the needs of their association. They feel the masterplan does not represent an improved outcome for Squash.
23. Friends of Apollo Parkways submitted a written response. Overall feedback was positive in relation to the masterplan. Had concerns over the number of squash courts (deemed to be insufficient), a large kiosk being required and the inclusion of an external playground for the child care facility. Acknowledged cost of redevelopment and ask that Council considers borrowing funds to deliver the project in its entirety.
24. The concept plan indicatively identifies 3 squash courts in the proposed Stage 3 of a future redevelopment. The design and number of courts provided as part of the redevelopment will be determined at the detailed design stage and will be subject to the availability of funding.
25. A summary of the written feedback received through the consultation process is provided in **Attachment 1**.
26. The Strategic Advisory Group (SAG) met on 8 October to review the feedback and make consideration as to the inclusion of the feedback into the masterplan.
27. The SAG reviewed the feedback received on the draft masterplan and concluded that there was no information presented through the consultation process that was not already addressed in the masterplan report.

**Conclusion**

28. This report presents the outcomes from the 12 September – 10 October 2018 consultation on the draft DVVSC masterplan.
29. Overall comments regarding the draft masterplan were positive however as the design contained in the masterplan is conceptual, some comments relate to elements that would be further reviewed and addressed where possible, in the detailed design phase.
30. The SAG reviewed the feedback received on the draft masterplan and concluded that no changes were required to the draft masterplan. The draft is included as **Attachment 2**.

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- 6. Supplementary and urgent business**
- 7. Confidential reports**