

Issue	Submission	Officer Response and Recommendation
1. TRAFFIC AND TRANSPORT		
1.1 Bus Interchange/Public transport		
<p>Incorporate bus interchange below ground within car park</p> <p>Submission No. 47</p>	<p>Concerned that the relocation of the bus interchange closer to Williamsons Road will increase noise for the residents living on the west side of Williamsons Road. Suggests that the bus interchange be located underground within the Centre car park.</p>	<p>The new bus interchange will be located closer to Williamsons Road in order to improve visibility and provide improved access for commuters using the buses. The bus interchange is proposed to be level with Williamsons Road and under cover to provide weather protection for public transport users.</p> <p>The current width of Williamsons Road, at 6 lanes, will continue to separate the dwellings on the west side of the road from the bus interchange and the Centre.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Dedicated bus lane only on Williamsons Road is a positive</p> <p>Submission No. 33</p>	<p>Ensure that the buses have priority and are able to access the main road as frequently as they can now, with sufficient bus phases.</p>	<p>Council officers support the suggestion that adequate bus signal phases are provided to ensure the bus services operate efficiently.</p> <p>OTHER RECOMMENDED ACTION No.1:</p> <p>Council / Proponent to work with VicRoads and PTV to ensure that adequate bus signal phases are provided.</p>
<p>Dedicated bus lanes limit number of lanes for other traffic</p> <p>Submission No. 7</p>	<p>Dedicated bus lanes limit the number of lanes for other traffic on an already congested road.</p>	<p>The provision of dedicated bus lanes ensures that the bus services run efficiently and thereby encourages greater sustainable transport use in and around Doncaster Hill. Any increases in public transport use can result in a decrease in the volume of general traffic travelling through Doncaster Hill. The main objective of the <i>Doncaster Hill Mode Shift Plan (2014)</i> is to encourage a 30% mode share to sustainable transport modes prior to full build out of Doncaster Hill. In addition, the <i>Doncaster Hill Mode Shift Plan (2014)</i> has introduced a hierarchy of road uses in Doncaster Hill, with pedestrians and bus patrons given priority over private vehicle use.</p> <p>OTHER RECOMMENDED ACTION No 2:</p> <p>Council to continue to implement actions identified in the <i>Doncaster Hill Mode Shift Plan (2014)</i> to encourage a mode shift to sustainable transport modes.</p>
<p>Bus service 907 is disconnected from the bus interchange and Westfield</p>	<p>The SmartBus service 907 travels along Doncaster Road to the city and does not enter the bus interchange. This requires passengers wishing to</p>	<p>Council officers are supportive of improving connectivity between bus services and will separately advocate to PTV and Transdev to continue to seek improved connectivity between bus services.</p>

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Submission No. 33	change services to either walk from the interchange to Doncaster Road or vice versa.	<p>OTHER RECOMMENDED ACTION No. 3:</p> <p>Council officers to continue advocating to Public Transport Victoria (PTV) for improved connectivity between all bus services within Doncaster Hill.</p>
<p>Bus service for routes 902 and 903</p> <p>Submission No. 42, 42A</p> <p>(Public Transport Victoria)</p>	<p>Public Transport Victoria (PTV) has identified that results in the Integrated Transport and Access Plan (July 2016) predict a mixture of gains and losses in bus travel times between Future Base results and the Westfield Development Plan impacts. Whilst a number of the results appear to achieve a positive outcome, the bus travel times for routes 902 and 903 do not appear to be positive. PTV is satisfied that options to mitigate the delays can be explored as part of a planning permit application.</p>	<p>The proposed changes to the lane configuration on Williamsons Road at its intersection with Doncaster Road include the introduction of a third right turn lane. In order to accommodate this additional right turn lane, the southbound kerbside lanes are proposed to be converted into a combined left turn slip / straight through (southbound) lane, resulting in minor delays to vehicles and buses turning left from Williamsons Road (north) into Doncaster Road (east). The future delay to left turning bus movements is considered acceptable, given that the current delays to the peak and major traffic movements (north to west) are improved.</p> <p>It is noted that this is a matter that PTV is satisfied can be resolved as part of any future planning permit application.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Need for Doncaster Rail/public transport</p> <p>Submission No. 7, 17, 33, 36, 42 (Public Transport Victoria), 46</p>	<p>There is a need for Doncaster Rail.</p> <p>Doncaster rail station could be constructed and included with the bus interchange.</p> <p>The proposed development and surrounding road/traffic changes don't provide a contingency for the expansion of public transport to meet future needs of the community.</p> <p>Expansion should accommodate potential expansion of tram route 48 up Tram Road.</p> <p>Public Transport Victoria (PTV) support the provision of a new enhanced and expanded bus interchange at Westfield Doncaster.</p>	<p>The traffic and transport outcomes proposed as part of the Westfield expansion have been assessed in the traffic model prepared by the Proponent for the Amendment and peer reviewed by both VicRoads and an independent traffic consultant. The traffic model and the traffic and transport assessment considered the impacts of the Westfield expansion following the full build out of Doncaster Hill, taking into account the current and future requirements PTV has for the bus interchange and bus services on the Hill.</p> <p>A recent report prepared by Infrastructure Victoria makes reference to the Doncaster Rail proposal and concludes that it was not a priority and that lower-cost transport solutions were available. On that basis the Proponent has not allowed for any future rail connection in the Development Plan.</p> <p>Council officers will continue to advocate to the State Government for the provision of rail to Doncaster Hill.</p>

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		<p>OTHER RECOMMENDED ACTION No. 4:</p> <p>Council officers to continue advocating to the State Government for the provision of rail to Doncaster Hill.</p>
<p>Amenity for bus patrons</p> <p>Submission No. 33</p>	<p>Support the bus interchange being sheltered.</p> <p>Request the heating of the bus interchange, similar to that provided as part of the recently redeveloped bus interchange at the Chadstone Shopping Centre.</p>	<p>The amenity of the bus interchange is considered to be a high priority in encouraging and promoting increased sustainable transport use. Development criteria for the bus interchange in Section 3.8 of the draft Development Plan should be amended to provide energy efficient heating for passenger comfort.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 1:</p> <p>Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include reference to the provision of energy efficient heating for passenger comfort.</p>
<p>Provision of a loop as part of the bus interchange</p> <p>Submission No. 42, 42A</p> <p>(Public Transport Victoria)</p>	<p>Public Transport Victoria (PTV) has acknowledged that whilst a number of specific details relating to the bus interchange will be addressed as part of a future planning permit application, the interchange design should be modified to ensure that buses can loop within the interchange. PTV acknowledged that the provision of a loop was not discussed as part of earlier consultation with it on the project, but consider that it is an important design and functional outcome.</p>	<p>It is acknowledged that as the Statutory Authority that manages Victoria’s bus services, it is the responsibility of PTV to provide guidance in relation to the design and function of the bus interchange and infrastructure requirements beyond the Centre to support service delivery. Officers consider that any redesign of the exhibited layout to provide for a swell to allow a ‘loop’ for buses must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm/entry forecourt area. It is also noted that PTV is satisfied that matters relating to the operation of services within the surrounding road network can be addressed as part of future planning permit applications.</p> <p>The Proponent is exploring alternative options to facilitate suggested PTV requirements. This includes potential modifications to the bus interchange footprint to allow for buses to “loop” through the interchange.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 2:</p> <p>Any reconfiguration of the bus intersection to allow the buses to undertake a loop must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm / entry forecourt area.</p>

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<p>Priority treatment for southbound buses on Williamsons Road</p> <p>Submission No's.</p> <p>41 (VicRoads)</p> <p>42, 42A (Public Transport Victoria)</p>	<p>Public Transport Victoria (PTV) has advocated for the inclusion of a bus priority treatment for southbound buses on Williamsons Road, at the proposed signalised intersection with the proposed Northern Access Road.</p> <p>VicRoads has expressed its support also for the feasibility of providing such an inclusion and acknowledged that this should be explored prior to finalising the Integrated Transport Plan.</p>	<p>Council officers support further investigation into the feasibility of bus priority treatments along Williamsons Road, as this is in keeping with Council's <i>Doncaster Hill Mode Shift Plan (2014)</i> objectives of advocating for improved bus services through Doncaster Hill.</p> <p>OTHER RECOMMENDATION No. 5:</p> <p>The Proponent / VicRoads / PTV to investigate the feasibility of bus priority treatments along Williamsons Road, in particular at the proposed signalised intersection at the proposed Northern Access Road.</p>
<p>1.2 Accessibility – Pedestrian / Cycling / Disabled</p>		
<p>Pedestrian crossing concerns along Williamsons Road</p> <p>Submission No. 21, 49</p>	<p>Signal phase times for pedestrians crossing at the signals along Williamsons Road are not adequate, given the older demographic of the area, in particular residents from Sovereign Point Court. It is requested that the phase times be increased to facilitate improved pedestrian crossing times.</p>	<p>In June 2016, Council officers submitted a request to VicRoads to assess the suitability of the current pedestrian phase on all signals located along Williamsons Road, in light of the increased pedestrian usage from existing and proposed developments. VicRoads has advised that the pedestrian signal phasing at the intersection of Williamsons Road / Doncaster Road / Tram Road will be modified to increase the pedestrian green time.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Pedestrian crossing at intersection of Frederick Street and Doncaster Road</p> <p>Submission No. 1, 29, 37</p>	<p>Concern regarding gradient of footpath at the Doncaster Road and Frederick Street intersection making wheelchair access across Doncaster Road to the Centre challenging.</p> <p>Querying whether a flyover over Doncaster Road is being proposed.</p> <p>Request to retain the pedestrian crossing at the intersection of Frederick Street and Doncaster Road, as part of the Frederick Street signal changes.</p>	<p>Section 3.6 Integrated Transport Plan under Pedestrian Access of the draft Development Plan identifies that as part of the traffic mitigating measures proposed to alleviate traffic congestion, the existing signals at the intersection of Doncaster Road and Frederick Street are proposed to be removed and a new pedestrian crossing will be installed west of Frederick Street on Doncaster Road.</p> <p>The installation of the proposed pedestrian operated signals will require the installation of new pram ramp crossings and ancillary footpath works. The new pram crossing across Doncaster Road will be required to be installed in accordance with Disability Discrimination Act (DDA) requirements.</p> <p>No flyover over Doncaster Road is being proposed as part of the Westfield Doncaster proposal.</p>

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		<p>RECOMMENDATION: No action recommended.</p>
<p>Pedestrian accessibility to the Centre</p> <p>Submission No. 5, 36, 43, 52</p>	<p>Concerned about the limited pedestrian access points into and within the centre.</p> <p>Concerned about the provision of safe pedestrian access in and out of Westfield Drive, in particular for people with limited mobility.</p> <p>Current pedestrian arrangement requires pedestrians to be funnelled into the north of the centre from the east, involving a backtrack to the supermarkets located at the southern part of the centre. This is particularly challenging for the older population.</p>	<p>A key objective of Council’s adopted <i>Doncaster Hill Mode Shift Plan (2014)</i> is to ensure that pedestrian accessibility to key attractors and generators, such as activity centres including Westfield Doncaster, is safe and convenient.</p> <p>Section 3.6 Integrated Transport Plan of the draft Development Plan identifies the key components proposed to improve pedestrian access to the centre and should be modified to include reference to the provision of wayfinding signage as part of providing accessibility into and within the Centre.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION: 3</p> <p>Amend Section 3.6 Integrated Transport Plan of the draft Development Plan to ensure that wayfinding signage is included as part of providing accessibility into and within the Centre.</p>
<p>Provision of pedestrian access from the bus interchange to the residential area east of Westfield</p> <p>Submission No’s. 36, 43</p>	<p>Concerned about safety when walking in the dark, particularly out of Centre opening times and request improved access from the bus interchange to the residential area to the east. Currently, bus patrons need to walk around the perimeter of the Centre or through the car parking areas to access the residential area to the east.</p> <p>Pedestrian accessibility to the east of the centre must be addressed if the function of the bus interchange is to be expanded.</p>	<p>The Amendment seeks to facilitate new pedestrian connections to the centre and this will be further addressed in future planning permit applications. Figure 54 of the draft Development Plan identifies the existing and possible future pedestrian connections to the site and to the new buildings. Scentre Group have advised that for security reasons, it is not possible to have the malls open outside of normal trading hours to facilitate direct access across the site, also noting that there are bus stops further east of the centre, along Doncaster Road and George Street, which may provide more direct connections to the residential area to the east for some submitters.</p> <p>Council will be upgrading street lighting within the municipality, including in and around Doncaster Hill, as part of Council’s LED Street Lighting Upgrade project.</p> <p>OTHER RECOMMENDATION No. 6</p> <p>Council officers to work with Westfield to improve natural surveillance in and around the Centre.</p>

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		<p>Council officers to investigate pedestrian access from the bus interchange to the residential areas to the east as part of the Doncaster Hill <i>Behaviour Change Plan (2015)</i>.</p>
<p>Provision of bicycle parking</p> <p>Submission No's. 36, 46</p> <p>42, 42A (Public Transport Victoria),</p>	<p>The development should provide a generous amount of bicycle parking, particularly for employees, local youth, and commuters from Box Hill Train Station.</p> <p>Public Transport Victoria (PTV) has requested the provision of a second location for 'Formalised End of Trip Facilities' on the site to accommodate future growth in demand for cycling to the centre. This could form part of a Green Travel Plan.</p>	<p>Council's adopted <i>Doncaster Hill Mode Shift (2014)</i> outlines a framework to encourage a shift to sustainable transport modes, including cycling, within Doncaster Hill (Goal 1 Walking / Cycling).</p> <p>Council officers had previously informed the Proponent that the provision of adequate bicycle storage and amenities is paramount in the implementation of the Development Plan.</p> <p>The draft Development Plan identifies possible end-of-trip facilities in Figure 55 adjacent to the bus interchange and the permit applications will consider further details such as security and maintenance.</p> <p>Clause 52.34 of the Manningham Planning Scheme sets out the recommended bicycle parking requirements and these will be further considered as part of future planning permit applications.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Connectivity between Westfield and MC Square</p> <p>Submission No. 46</p>	<p>There is a need for improved pedestrian connectivity between Westfield Doncaster and the Civic precinct.</p>	<p>The provision of adequate signage within the Centre directing pedestrians to exit points and pedestrian / cycling links surrounding the Centre is imperative to encouraging increased walking and cycling to the Centre.</p> <p>A key objective of Council's adopted <i>Doncaster Hill Mode Shift Plan (2014)</i> is to ensure that pedestrian accessibility to key attractors and generators, such as activity centres including Westfield Doncaster, is safe and convenient.</p> <p>RECOMMENDATION: No action recommended.</p>

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1.3 Carparking / Traffic movements in and around the Centre		
<p>Improved vehicle access into the centre</p> <p>Submission No. 5</p>	<p>Vehicles queue to enter the Centre and overflow onto Doncaster Road.</p>	<p>Site observations indicate that the recent removal of the entry boom gates and the implementation of a License Plate Recognition system, has significantly reduced queuing at the entry points to the car parks and onto the arterial road network. The proposed connectivity of the various car parks proposed as part of the draft Development Plan will improve circulation and is likely to reduce overflow queuing onto the arterial road network.</p> <p>The existing centre includes a number of disconnected car parking areas which restrict vehicles from freely passing from one on-site car park to another. The draft Development Plan proposes a number of inter-connected car parking areas to improve vehicle circulation within the site thereby reducing overflow queuing onto the road network.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Disjointed layout of carparking</p> <p>Submission No.: 2</p>	<p>Disjointed layout of carparking</p>	<p>It is acknowledged that the current layout of the carparks within the Centre does not provide adequate connectivity and requires motorists to exit via the road network to access the various car parks. The draft Development Plan proposes to improve car park connectivity between the Centre car parks, which will assist in reducing congestion and improving traffic flow.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Traffic around the shopping centre is at capacity</p> <p>Submission No's. 7, 15, 18, 32, 33, 35, 40 (Bunnings)</p>	<p>Expansion will impact on traffic volumes in the vicinity of the Centre.</p> <p>Appropriate provision of transport infrastructure is important.</p> <p>The roads around the shopping centre are already at capacity with the new Doncaster Hill developments occurring. Not enough planning has been given to infrastructure.</p> <p>Additional floor space must be supported with additional carparking.</p>	<p>The amendment and draft Development Plan is based on the culmination of two year's work in collaboration with VicRoads, PTV and Council.</p> <p>VicRoads has had significant involvement in the preparation of both the Amendment and draft Development Plan, particularly in relation to the identification of potential traffic impacts and road improvement works to offset those impacts.</p> <p>Traffic modelling undertaken indicates that the proposed mitigating measures will assist in alleviating the impact of the additional traffic expected as a result of the expanded Centre.</p>

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		<p>All proposed works are to be delivered by the Proponent in liaison with Council and VicRoads.</p> <p>As part of conditions and requirements for future permits as per the proposed Schedule 4 to the Development Plan Overlay (DPO4), the Proponent will be required to provide as appropriate, to the satisfaction of Council, a Traffic and Car Parking Management Plan. An Integrated Transport and Access Plan has also been submitted with the draft Development Plan.</p> <p>It is noted that the mitigating measures proposed by the Proponent are aimed at addressing the traffic impacts resulting from the Centre expansion only, and not from the additional traffic anticipated by the full build out of the Doncaster Hill developments.</p> <p>RECOMMENDATION: No action recommended</p>
<p>Additional car parking is required</p> <p>Submission No’s. 5, 10, 17, 27</p>	<p>Additional car parking (exceeding that proposed) is required at the centre. Consider that the new rate will only have a minimal impact on provision of car parking.</p> <p>Impossible to find a parking space during the week and weekend.</p>	<p>The proposed car parking strategy is presented in Section 7 of the <i>Westfield Doncaster Integrated Transport and Access Plan (July 2017)</i>. The draft Development Plan seeks to increase the existing retail parking rate (pre Stage 1 car park) of 3.87 spaces per 100sq.m to 4.17 spaces per 100sq.m, an increase of approximately 2,237 spaces.</p> <p>Scentre Group has advised that the proposed car parking provision is consistent with projected car parking demands for the expanded Centre. These new car parking requirements are proposed to be introduced as a site-specific control through the Parking Overlay (Schedule 1) which adopts a whole-of-centre approach to the provision of parking at the site.</p> <p>This new rate will be identified as part of the proposed changes to Schedule 1 to the Doncaster Hill Parking Overlay (PO1) that seeks to introduce the requirements for a parking rate for retail (shop) at 4.17 spaces per 100sqm as a whole of centre assessment. This will result in an increase of carparking from the current rate of 3.87 spaces (pre Stage 1 car park). The proposed changes to PO1 will also introduce a rate of 3.5 spaces per 100sqm for office (sub-precinct 4A).</p> <p>It is further noted that, under <i>Section 3.0 Application requirements and decision guidelines for permit applications</i>, the PO1 specifies that before deciding on an</p>

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		<p>application, the Responsible Authority (Council) must consider, amongst other matters:</p> <ul style="list-style-type: none"> <i>The provision of car parking having regard to the staged nature of the future redevelopment of Westfield Doncaster as specified in an approved Development Plan and whether the staged development needs to be managed by a s173 agreement which ensures that the required car parking rate will be provided in a timely manner.</i> <p>Currently the peak parking demand for the whole of centre car parking on a Saturday is 88% occupancy. The current difficulties associated with finding a car parking space can be attributed to the lack of connectivity between car parks. The proposed development will improve circulation between all car parking areas and therefore improve the opportunity to find car parking.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Car parking will be improved.</p> <p>Submission No. 8</p>	<p>The future plans will improve carparking at the Centre.</p>	<p>Comment noted.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Disabled car parking</p> <p>Submission No's. 17, 46</p>	<p>Concerned that it is proposed to provide only the minimum numbers of disability car parking spaces within the centre. There is an opportunity to lead in this area and encourage people with disabilities / mobility issues to visit the precinct.</p>	<p>The car parking rate for the new development will increase to a parking rate for retail (shop) at 4.17 spaces per 100sqm as a whole of centre assessment at each nominated stage of the development. This is inclusive of disability parking spaces.</p> <p>The expanded centre will need to comply with the requirements of the <i>Disability Discrimination Act</i> and the <i>Building Code</i> in relation to the provision of disabled access and car parking. This is a matter for future planning permit applications and the preparation of detailed plans. There is a requirement under the Australian Standards to provide a minimum number of disabled parking spaces in car parks. Council can only require the Proponent to provide the minimum number of disabled parking spaces, as recommended in the Australian Standards. Any additional parking spaces are provided at the Proponents' discretion. This is a matter to be addressed at the planning permit application stage.</p> <p>RECOMMENDATION: No action recommended.</p>

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<p>Traffic congestion at the Tower Street entrance</p> <p>Submission No's. 27, 44</p>	<p>Concerns are raised regarding the traffic congestion at the Tower Street entrance to the Centre and the queuing and delays that can occur along Doncaster Road.</p> <p>Vehicles waiting to enter the Centre at Tower Street, can overflow onto Doncaster Road.</p> <p>In addition, right turning vehicles exiting Tower Street can cause delays on Doncaster Road by blocking the intersection for vehicles accessing Tower Street.</p> <p>Suggest removing vehicle access from Doncaster Road and relocate all traffic movements to Williamsons Road access points.</p>	<p>Delays have occurred at this entrance, with vehicles entering the Tower Street access queuing back onto Doncaster Road. This was generally as a result of the location of the entrance boom gates. The entry boom gates into the Centre have recently been removed and replaced with a license recognition system. This has resulted in less overflow queuing from the Tower Street entrance onto Doncaster Road.</p> <p>In relation to right turning vehicles from Tower Street onto Doncaster Road, the delays generally occur as a result of the proximity of the Frederick Street signals to Tower Street. Vehicles exiting Tower Street can get delayed by the red phase at Frederick Street, with the queues extending back though the Tower Street / Doncaster Road intersection.</p> <p>Traffic modelling undertaken by the Proponent, and endorsed by VicRoads, indicates that the proposed conversion of the Frederick Street / Doncaster Road intersection signals to pedestrian operated signals only, will improve the operation of traffic flow along Doncaster Road between Council Street and Williamsons Road and reduce the likelihood of queuing through the Tower Street / Doncaster Road intersection.</p> <p>The closure of the Westfield Doncaster Road vehicle access is not supported on the basis that Westfield has arterial road frontages on both Williamsons and Doncaster Roads, which are designed to carry large volumes of traffic. It is considered appropriate to distribute Westfield traffic to both arterial road access points.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Provision of a U-turn to allow access to the west side of Tram Road.</p> <p>Submission No. 52</p>	<p>Request provision of a U-turn to allow access to the apartments on the west side of Tram Road.</p>	<p>Council officers are in the process of designing a new signalised intersection at the Tram Road / Merlin Street intersection which aims to incorporate a "U" turn facility. The signalised intersection is a key transport outcome of the <i>Doncaster Hill Developer Contributions Plan 2005</i>.</p> <p>OTHER RECOMMENDED ACTION No. 7</p> <p>Investigate provision of a U-turn to allow access to the west side of Tram Road as part of the review of the <i>Doncaster Hill Developer Contributions Plan 2005</i>.</p>

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<p>Traffic modelling</p> <p>Submission No's. 40, 40A (Bunnings)</p>	<p>Querying the traffic modelling undertaken as part of the preparation of the Westfield draft Development Plan.</p>	<p>It is noted that the traffic modelling undertaken by the Proponent has been endorsed by VicRoads and has also been independently peer reviewed.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>1.4 Westfield Drive</p>		
<p>It is attractive to divert Westfield Drive via the new Westfield access</p> <p>Submission No. 36</p>	<p>It is attractive to divert Westfield Drive via the new Westfield internal northern access road to have the benefit of signals to access Williamsons Road.</p>	<p>Changes to the access for Westfield Drive residents will be legally provided for via an agreement under section 173 of the <i>Planning and Environment Act 1987</i> over the Westfield access way. This will ensure that Westfield Drive residents will maintain legal access over the Westfield Doncaster site.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 4</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>
<p>Maintaining access rights over the Westfield Doncaster land</p> <p>Submission No's 36, 52</p>	<p>Concerned that a fee will be incurred to access Westfield Drive and the surrounding local road network via the northern access road.</p>	<p>Changes to the access for Westfield Drive residents will be legally provided for via an agreement under section 173 of the <i>Planning and Environment Act 1987</i> over the Westfield access way. This will ensure that Westfield Drive residents will maintain legal access over the Westfield Doncaster site.</p> <p>Access only via the northern access road to the local road network will not incur fees.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No 4</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>
<p>Retain current access arrangements to Westfield Drive</p> <p>Submission No's. 2, 12, 16, 19, 20, 23, 28, 52</p>	<p>Object to proposed changes to Westfield Drive access as it will detrimentally impact residents, as follows:</p> <ul style="list-style-type: none"> exacerbate existing traffic and on-street parking issues, including the ability for 	<p>The proposed closure of the western end of Westfield Drive to through traffic will result in converting the western end into a cul-de-sac. At least 3 metres of clear carriageway must be provided at any time to ensure that emergency vehicle access is maintained. This requirement is met along Westfield Drive when cars are parked along both sides of the street.</p>

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	<p>residents to access their driveways, as well as accessing/exiting Westfield Drive;</p> <ul style="list-style-type: none"> • exacerbate non-resident carparking issues; and • result in Westfield Drive effectively being a one-way street. <p>Request Council to review current parking restrictions.</p>	<p>Site observations undertaken of the on street car parking indicates that the north side of the street is generally occupied by residents (parking permits displayed) while the south side adjacent to the Westfield site is generally occupied by long term parkers associated with Westfield. Whilst the concerns relating to on street parking are outside the scope of this amendment, Council officers will continue to monitor the parking occupancy within the local road network.</p> <p>OTHER RECOMMENDED ACTION No. 8</p> <p>Council officers will continue to monitor the parking occupancy within the local road network.</p>
<p>Entry/exit point at the Westfield Drive and Centre’s proposed internal Northern Access Road</p> <p>Submission No’s. 16, 20, 23, 28, 38</p>	<p>Querying the rationale for the location of the entry/exit point at Westfield Drive and the Centre’s northern access road, and whether it can be relocated elsewhere.</p> <p>Concerned about the detrimental impacts to residents directly adjacent to the entry/exit point, noting that there is insufficient information regarding:</p> <ul style="list-style-type: none"> • the design of the road at that location, including grade of intersection connection; • provision of on-street carparking in front of properties affected by the entry/exit point; • whether the entry/exit point will be signalised; • how households will access their driveways; • how sightlines for the safety of drivers and residents will be managed, and whether the intersection will be managed by signals; • what safety measures will be in place to ensure that vehicles exit in a slow and safe manner; and • how inadequate drainage will be addressed. <p>Other resident concerns at this location, include:</p>	<p>The location of the Westfield Drive / Northern Access Road intersection requires adjustment to ensure access to the abutting resident’s driveways, and improve storage capacity for motorists at the new local intersection. The grade of the road is yet to be finalized, as the final grade levels of the proposed northern access road are not known at this stage. There is a requirement that the grade of the connector between Westfield Drive and the Northern Access Road is adequate to ensure safety of motorists and ensure drainage is adequately addressed. Final detailed design of the intersection will be resolved at the planning permit application stage.</p> <p>The Scentre Group project team is currently reviewing the design of the Westfield Drive connection with the new Northern Shopping Centre Access Road to understand whether there are any opportunities which might improve operational outcomes at this junction.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 5</p> <p>a) Investigate relocating the intersection and Northern Access Road (Figure 58) further south into Westfield to provide a greater radius on the access road and increase separation of Westfield Drive from the Northern Access Road.</p> <p>b) Further detailed investigation and design is required in relation to the intersection of Westfield Drive and the Northern Access Road, including but not limited to, the grade of the intersection, residential driveway access and impacts of headlights on residential amenity and drainage.</p>

Issue	Submission	Officer Response and Recommendation
	<ul style="list-style-type: none"> • potential increase in Centre generated traffic utilising the entry/exit point; • Westfield Drive and the surrounding local road network not wide enough to cope with increased traffic volumes; • not being able to have the benefit of an acoustic wall or landscaping treatment; • being subjected to the full release of noise and pollution; • headlights from traffic exiting at this location; • bad feng shui caused by living at the end of a T-junction; and • what formal processes will be put in place to allow residents impacted during and post construction works to raise concerns / be compensated for detrimental impacts. 	<p>c) Any subsequent changes to be incorporated into Section 3.6 Integrated Transport Plan of the draft Development Plan.</p>
<p>Williamsons Road traffic signals</p> <p>Submission No. 25</p>	<p>Concerned with the location of the new signalised northern access road.</p>	<p>The signalised intersection along Williamsons Road has been located in the proposed location, in order to ensure adequate distance between each set of signals and maintain traffic flow along the arterial road network.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Increase in time taken to get into and out of Westfield Drive</p> <p>Submission No. 28, 52</p>	<p>Querying what impact the proposed changes to Westfield Drive will have on the time taken to get into and out of Westfield Drive, particularly during peak periods.</p>	<p>It is considered that the proposed access arrangements for Westfield Drive residents will have a negligible (if any) impact on travel times. The resultant safety improvements gained by rerouting motorists to a signalised intersection at Williamsons Road will outweigh any minor increases in travel times that may be experienced.</p> <p>RECOMMENDATION: No action recommended.</p>

Issue	Submission	Officer Response and Recommendation
<p>Alternative solutions to the proposed configuration of Westfield Drive</p> <p>Submission No’s. 16, 20, 23, 28, 52</p>	<p>Alternative suggested solutions:</p> <ul style="list-style-type: none"> • Signalization of the entry/exit point to Westfield Drive and its intersection with the northern access road. • Goodson Street is a more suitable option to use as an access point to the Centre, based on its width. • If Westfield Drive is to be closed, the closure should be extended all the way through to Grosvenor Street. • Continue Saxon Street to join Westfield Drive to create an alternative route in and out of Westfield Drive via George Street. 	<p>It is considered that the proposed Northern Access Road and subsequent closure of Westfield Drive at the western end to through traffic will not result in a significant increase in through traffic along the local road network. The proposed Northern Access Road does not require Westfield customers to travel along the local road network to access the Centre. The suggestion of utilising Goodson Street as a main access point will require Centre customers to travel through the local road network, via Council Street to access the Centre, as opposed to via a separate access road.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Security management of Westfield Drive</p> <p>Submission No’s. 38, 52</p>	<p>Concern that closing off of the entrance at the top of Westfield Drive and having an acoustic wall will result in a higher risk of anti-social and criminal behaviour in the street.</p>	<p>The draft Development Plan Overlay – Schedule 4 (DPO4) at Section 2.0 Conditions and requirements for permits, states that:</p> <p><i>‘An application for a planning permit to use or develop land should be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority: (amongst other reports)</i></p> <ul style="list-style-type: none"> • <i>An Acoustic Report, detailing the proposed noise mitigation measures for the development.’</i> <p>It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p>

Issue	Submission	Officer Response and Recommendation
		<p>OTHER RECOMMENDATION No. 9</p> <p>It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p>
<p>Declaration of the proposed northern access road as a public highway</p> <p>Submission No. 41 (VicRoads)</p>	<p>VicRoads have recommended that consideration should be given to declaring a large section of the proposed northern access road as a public highway as it will provide replacement access to Williamsons Road for residents of Westfield Drive.</p>	<p>Changes to the access for Westfield Drive residents will be legally provided for via a section 173 agreement over the Westfield access way. This ensures that Westfield Drive residents will have legal access over the Westfield land into the future.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 4</p> <p>The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.</p>
<p>1.5 Bordeaux Street/ Williamsons Road</p>		
<p>“U” turn access to St Gregory The Great Primary School</p> <p>Submissions No’s. 30, 35</p>	<p>Currently there is a huge bottleneck of traffic during the morning and afternoon school peak periods associated with undertaking a “U” turn manoeuvre from the Williamsons Road southbound carriageway into the service road on the west side of Williamsons Road, to access St Gregory the Great Primary School.</p>	<p>The proposed relocation of the Westfield Doncaster main accessway to the north-west corner of the site will result in the introduction of a signalised intersection which will impact on the current access arrangements to the service road, mainly from the west.</p> <p>The “U” turn facility located on the southbound carriageway of Williamsons Road will be relocated further south along Williamsons Road, which will enable an easier “turning circle” for motorists accessing the service road. In addition, there will be opportunity to signalise this movement during peak periods, if there is a need in the future. As part of the proposed traffic works, there will be no change in the way in which the service road is accessed from the Williamsons Road “U” turn facility.</p>

Issue	Submission	Officer Response and Recommendation
		<p>OTHER RECOMMENDED ACTION No. 10</p> <p>Ensure there is provision to allow the signalisation of the “U” turn movement from the Williamsons Road southbound carriageway into the service road, if and when, traffic volumes increase.</p>
<p>Access to St Gregory the Great via Bordeaux Street</p> <p>Submission No’s. 25A, 30, 48</p>	<p>Many parents/guardians access St Gregory The Great Primary School from the west by driving along Bordeaux Street and turning left into the Williamsons Road service road. The proposed changes to the intersection will require motorists to enter the main Williamsons Road to enter the service road. Entering the school will become more difficult putting children and parents at risk.</p>	<p>Motorists wishing to travel to the school from Bordeaux Street will be required to enter the main carriageway and undertake a left turn into the Williamsons Road service road. The traffic modelling undertaken indicates that during the afternoon school peak period no more than 18 vehicles were observed undertaking a left turn from Bordeaux Street. Given the relatively low number of motorists currently undertaking this movement, the proposed changes to the intersection configuration and access from Bordeaux Street to the Williamsons Road service road are likely to cause minimal impact to the intersection operation.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Relocate proposed “U” turn from the Bordeaux Street and Williamsons Road</p> <p>Submission No’s. 30, 35, 48</p>	<p>The proposed signalised intersection at the new Centre access on Williamsons Road will reduce the opportunities and gaps for parents undertaking a “U” from the southbound carriageway on Williamsons Road to the service road on the west side of the road. Suggested that the proposed “U” turn facility be removed and the “U” turn movements be provided further south at the signalised intersection of the main Westfield access road.</p>	<p>Although the current “U” turn arrangements from Williamsons Road into the service road will be maintained, albeit further south, there is merit in the suggestion to relocate the “U” turn facility the signalised intersection further south.</p> <p>Scentre Group has advised that the project team is currently undertaking supplementary analysis to quantify the impact of providing a signalised U-turn lane at the intersection of Williamsons Road and Bordeaux Street. The revised design will be presented to VicRoads for its “in principle” approval. It is recommended that the Proponent investigates the feasibility of providing a “U” turn facility at the Westfield Northern Access Road / Williamsons Road proposed intersection, in collaboration with VicRoads and Council and amend Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 6</p> <p>Proponent to investigate the feasibility of providing a “U” turn facility at the Westfield Northern Access Road / Williamsons Road proposed intersection, in collaboration with VicRoads and Council and amend Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p>

Issue	Submission	Officer Response and Recommendation
<p>On-street parking within the Williamsons Road Service Road</p> <p>Submission No. 25A</p>	<p>Concerned that changes to the lane configuration along Williamsons Road south of Bordeaux Street, to accommodate the new signalised intersection of the northern access road will result in the narrowing of the service road along the west side of Williamsons Road south of Bordeaux Street.</p>	<p>It is acknowledged that the proposed changes to Williamsons Road will result in the narrowing of the service road and the subsequent impact on on-street carparking in the service road on the western side of Williamsons Road. It is recommended that Scentre Group investigates the provision of indented parking along the western side of Williamsons Road service road south of Bordeaux Street, in consultation with VicRoads and amend Figure 57 accordingly.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 7</p> <p>Scentre Group to investigate the provision of indented parking along the western Williamsons Road Service Road south of Bordeaux Street, in consultation with VicRoads. Subject to VicRoads’ approval, amend Figure 57 Configuration of Williamsons Road and Proposed Northern Access Road’ of the draft Development Plan to identify the indented parking bays.</p>
<p>1.6 Sovereign Point Court / Williamsons Road</p>		
<p>Request for introduction of right turn facility from Williamsons Road north into Sovereign Point Court</p> <p>Submission No’s 21, 50</p>	<p>Currently access into Sovereign Point Court from Williamsons Road is left in / left out only. It is understood that some residents are utilising the existing “U” turn facility for the western service road to undertake a right turn in contravention of the road rules.</p>	<p>Scentre Group has advised that the project team has reviewed the potential to provide a right turn or U-turn lane for southbound vehicles on Williamsons Road in support of more direct access to Sovereign Point Court prior to the Shoppingtown Hotel signals. The review has identified that there was insufficient road reserve width and offset from adjacent signals to provide a direct access for southbound vehicles. It is noted that the current Williamsons Road / Sovereign Point Court intersection does not allow for southbound vehicles on Williamsons Road to legally turn right into Sovereign Point Court.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Request for ‘Keep Clear’ linemarking on the northbound carriageway of Williamsons Road at Sovereign Point Court</p> <p>Submission No’s 25, 25B</p>	<p>The location of the new intersection signals on Williamsons Road at Westfield Drive will result in traffic queuing south along Williamsons Road and blocking access at Sovereign Point Court, in particular as a right turn facility is provided.</p>	<p>The provision of “Keep Clear” linemarking on Williamsons Road at the Sovereign Point Court intersection is subject to VicRoads approval. It is recommended that the Proponent investigates the feasibility of the provision of a ‘Keep Clear’ linemarking on Williamsons Road at the Sovereign Point Court intersection in consultation with VicRoads and Council and amends the relevant map(s) in Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 8</p>

Issue	Submission	Officer Response and Recommendation
		<p>Proponent to investigate the feasibility of the provision of a ‘Keep Clear’ linemarking on Williamsons Road at the Sovereign Point Court intersection in consultation with VicRoads and Council and amend the relevant map(s) in Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.</p>
<p>Relocate the proposed bus interchange to incorporate access to Sovereign Point Court</p> <p>Submission No’s. 25, 25B</p>	<p>Currently access into Sovereign Point Court from Williamsons Road is left in / left out only. Residents are utilising the existing “U” turn to undertake a right turn in contravention of the road rules.</p> <p>In order to facilitate all turning movements (left / right, in / out) at the intersection of Sovereign Point Court and Williamsons Road, it is suggested that the future bus interchange signals be relocated further north to incorporate Sovereign Point Court. This will also negate the need to undertake “U” turns at the current Shoppingtown Hotel signals and the new proposed Centre main vehicle access point (at Westfield Drive).</p>	<p>The location of the proposed signals along Williamsons Road at the bus interchange and Westfield Drive, has been proposed to optimise traffic movements along the arterial road network while ensuring adequate separation between signalised intersections.</p> <p>There are no changes proposed to the current left in / left out only movements at Sovereign Point Court. Residents currently undertake “U” turns at the signalised intersections along Williamsons Road to abide by the left in / left out configuration of Sovereign Point Court.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Difficulty accessing Sovereign Point Court as a result of the proposed development</p> <p>Submission No’s. 15, 18, 25, 45, 50</p>	<p>Concerned about the increase in traffic congestion along Williamsons Road.</p> <p>Concerned about the ability to undertake “U” turns at the signalised intersections.</p>	<p>The growth in traffic along Williamsons Road and Doncaster Hill in general will occur as a result of both the proposed Westfield Doncaster expansion and overall increases in development in the area.</p> <p>Council has adopted the <i>Doncaster Hill Mode Shift Plan (2014)</i> and <i>Behaviour Change Plan (2015)</i> to encourage sustainable transport modes, such as an improved bus interchange and improved walking and cycling access, to address the anticipated increase in traffic associated with the full build out of Doncaster Hill and the proposed Centre expansion.</p> <p>Access arrangements into / out of Sovereign Point Court are not proposed to be altered. The provision of signals to the south of Sovereign Point Court will provide increased “gaps” in the traffic stream for vehicles exiting Sovereign Point Court onto Williamsons Road. In addition, residents will be able to undertake “U” turns at intersections, as they currently do.</p> <p>As identified in the draft Development Plan and the proposed Schedule 4 to the Development Plan Overlay (DPO4). Westfield, as part of any future planning permit</p>

Issue	Submission	Officer Response and Recommendation
		<p>application, will be required to prepare and implement a green travel plan for the Centre.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>1.7 Frederick Street Signals</p>		
<p>Removal of right turn movements</p> <p>Submission No's. 1, 6, 13, 29, 37, 44</p>	<p>Do not support the removal of the right turn movements at the intersection of Frederick Street and Doncaster Road.</p> <p>Changes will have unreasonable and unworkable impacts on properties north of the Frederick Street road closure.</p> <p>Changes will exacerbate existing traffic issues, with cars parked on both sides of the street.</p> <p>Querying about accessibility for emergency, waste and delivery trucks.</p> <p>Residents and employees in the north section of Frederick Street will be required to undertake "U" turns along Doncaster Road to enter the street via left in / left out.</p> <p>Concerned with motorists safety undertaking "U" turns in adjoining major roads during the congested peak periods.</p> <p>Sightlines in turning left without signals will be dangerous once the adjoining apartment to the east has been constructed.</p> <p>Concerned whether the changes have factored in future traffic volumes generated by yet to be completed Nest apartment development.</p>	<p>Scentre Group has advised that a 'first principles' assessment has been undertaken and indicates that the existing Frederick Street discontinuance could be maintained with the introduction of the left in / left out restriction to Frederick Street from Doncaster Road. The assessment included consideration of existing traffic volumes accessing Frederick Street, as well as future traffic accessing "The Nest" development (currently under construction). The retention of the discontinuance would result in a minor increase in the number of vehicles undertaking U-turns at the up and downstream intersections (i.e. approximately 1 to 2 additional vehicles per cycle).</p> <p>The removal of the Frederick Street intersection signals has been proposed to improve traffic flow and reduce congestion along the westbound carriageway of Doncaster Road between Williamsons Road and Tower Street.</p> <p>The results of the modelling undertaken and endorsed by VicRoads indicate that the removal of the right turn movements for both the Frederick Street intersection and Westfield Doncaster exit point opposite, will result in some minor increases in "U" turn movements at the intersections east and west of Frederick Street. However, it is not considered that the removal of the right turn movements will adversely impact on safety or significantly reduce amenity for the local residents and commercial properties north of the Frederick Street closure.</p> <p>RECOMMENDATION: No action recommended.</p>

Issue	Submission	Officer Response and Recommendation
<p>Re-opening of Frederick Street road closure</p> <p>Submission No's. 13, 37, 41 (VicRoads)</p>	<p>Object to the re-opening of Frederick Street road closure as it will cause further traffic flow congestion.</p> <p>VicRoads requests that the re-opening of the Frederick Street closure should coincide with the installation of traffic signals at the intersection of Tram Road and Merlin Street.</p>	<p>The current review of the <i>Doncaster Hill Development Contributions Plan 2005</i> assesses transport infrastructure items and objectives, including investigation of the removal of the Frederick Street road closure, particularly given that the Tram Road / Merlin Street intersection will be signalised in the future. This assessment of road and traffic infrastructure is based on future population forecasts and anticipated changing traffic movements within Doncaster Hill and the surrounding higher density area, located south of Frederick Street.</p> <p>The future status of the Frederick Street road closure is outside the scope of this Amendment process. Any proposed changes would involve separate consultation with all affected residents.</p> <p>OTHER RECOMMENDED ACTION No. 11</p> <p>Council officers to review the Frederick Street road closure as part of the review of the current <i>Doncaster Hill Development Contributions Plan (2005)</i>.</p>
<p>Alternative options to Frederick Street signals</p> <p>Submission No's. 29, 37</p>	<p>Various views and issues raised in relation to the removal of the right turn movements at the intersection of the Frederick Street and Doncaster Road, including:</p> <ul style="list-style-type: none"> • Request for detector loops to be installed to sync with the signals at Tower Street to facilitate movements in and out of Frederick Street. • “U” turn at Doncaster Road will require more green time • Direct traffic heading west from Westfield to exit via Williamsons Road exit. • Retain present traffic controls but change the timing of the cycle 	<p>The provision of increased green time at Doncaster Road to facilitate the possible increase in “U” turn movements and the installation of detector loops will be pursued with VicRoads separately to the Amendment and Development Plan process.</p> <p>OTHER RECOMMENDED ACTION No. 12</p> <p>Council officers to consult with VicRoads regarding the facilitation of increased ‘green time’ at the Doncaster Road and Council Street traffic signals to facilitate the possible increase in “U” turn movements, to assist right turns into Frederick Street from the west.</p> <p>OTHER RECOMMENDED ACTION No. 13</p> <p>Council officers to consult with VicRoads regarding the installation of detector loops to assist with left turns out of Frederick Street.</p>

Issue	Submission	Officer Response and Recommendation
2. URBAN DESIGN		
2.1 Built Form Amenity Impacts		
<p>Size of Centre Submission No's. 3, 4, 7, 32</p>	<p>Westfield Doncaster is big enough.</p> <p>Expansion to the edges of the site will have detrimental impacts to adjoining residents and local businesses.</p> <p>Other large centre are in close proximity to not warrant the expansion.</p>	<p>At a broader strategic level the proposed expansion of the Centre responds to a number of land use and development objectives to be achieved within the Doncaster Hill Activity Centre, as identified in Schedule 1 to the Doncaster Hill Activity Centre (ACZ1), including the development of a unique gateway building in the north-west corner of the site and maintaining an integrated public transport interchange.</p> <p>Subject to the approval of Amendment C104 and approval of the Development Plan, Scentre Group will still be required to seek planning approval to implement the Development Plan to address, amongst other planning matters, any detrimental amenity impacts to adjoining residents.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Commercial tower will overlook and overshadow adjoining buildings Submission No's. 15, 18, 45</p>	<p>The commercial tower at a maximum of 14 storeys should not be permitted due to overlooking and overshadowing of nearby buildings.</p>	<p>The draft Development Plan specifies the height of the commercial tower at RL 166 and also includes envelope plan shadow studies that are depictive of the shadowing at the spring equinox and winter solstice between 9am and 3pm. These diagrams indicate that the proposed built form envelope will not have unreasonable shadow impacts to adjacent residential interfaces. The draft Development Plan also identifies that further modelling of any shadowing will be demonstrated at planning permit stage.</p> <p>The proposed commercial tower building envelope as identified in section 3.8 Development Criteria, figure 73 of the draft Development Plan identifies a minimum setback of 45m ranging to 53m from its property boundary.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Support improvements to visual impact of existing northern part of the centre</p>	<p>The existing northern part of the Centre needs to be improved by removing at grade carparking, improving the bus interchange and by providing a more activated street frontage with shops and cafes.</p>	<p>Support for improvements to the Centre noted. The future plans for the Centre include the proposed redevelopment of the northern part of the site to include more activated street frontages; a new public forecourt and entry; removal of at-grade carparking; and an improved and enhanced bus interchange.</p> <p>RECOMMENDATION: No action recommended.</p>

Issue	Submission	Officer Response and Recommendation
Submission No. 8		
<p>Impact of proposed commercial tower</p> <p>Submission No's. 2, 15, 20, 22, 28, 45, 52</p>	<p>Urban form could be improved. The proposed commercial tower envelope creates considerable imbalance in terms of the overall site – not based on height, but too close to the edge. Being located more centrally would provide a more balanced visual outcome and improve it from a pedestrian and travel perspective.</p> <p>Consider that relocating the tower more centrally on site could avoid closing Westfield Drive by moving the traffic solution further south.</p> <p>Sideways expansion resulting in more detrimental impact to adjoining residents.</p> <p>The height of the proposed tower at 14 storeys is too high and will set an undesirable precedent for future development within Doncaster Hill.</p> <p>Commercial tower development will result in loss of views.</p> <p>Should be the same height as the existing tower (RL151.5).</p> <p>Unclear how the commercial tower works relates in a site context to built form on the west side of Williamsons Road.</p>	<p>The Town Planning Report which accompanied Amendment C104 provided a detailed analysis of the built form and amenity considerations associated with the expansion of the Centre. In summary:</p> <ul style="list-style-type: none"> • The northerly podium extension is consistent in height, scale and set back to the existing podium height at the corner of Williamsons Road and Doncaster Road and will create a consistent built form alignment on the eastern side of Williamsons Road and a positive relationship with the form and scale of development permitted on the opposite side of the road. • The new podium is set back along part of its frontage (adjacent to the new bus interchange) to allow for a public forecourt space, including informal meeting spaces, public seating and lighting, and a primary pedestrian entry to the Centre. • The proposed office building to a height of RL166 responds to the nomination in the Manningham Planning Scheme that this part of the site be a “gateway” into the Activity Centre. The proposed envelope is suitably set back from the nearby residential properties to the north (by in some cases more than 50 metres) which themselves are designated for future site consolidation and redevelopment to three levels. <p>With the exception of a number of sub-precincts, the majority of Doncaster Hill is affected by mandatory maximum building height controls through Schedule 1 to the Activity Centre Zone (ACZ1). Historically, Westfield Doncaster was exempt from height controls on the basis that an existing Concept Plan and Incorporated Plan Overlay (IPO1) provided development guidance for the site.</p> <p>The existing office tower on the site is not proposed to be redeveloped as part of the draft Development Plan. The siting of the commercial tower at the north-western edge of the site, addresses the Precinct 4 guidelines, as identified in Schedule 1 to the Activity Centre Zone, which includes the following requirement:</p> <p><i>‘Develop a unique gateway building abutting Williamsons Road in the north-west corner of the precinct’, at the northern entry into the Doncaster Hill Activity Centre.</i></p>

Issue	Submission	Officer Response and Recommendation
		<p>It is also noted that Section 3.5 of the draft Development Plan identifies the ‘<i>Design Rationale for Gateway Building</i>’ that will guide future assessment of the proposed tower.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Built form setback from the northern boundary</p> <p>Submission No’s. 2, 20, 52</p>	<p>17 metre minimum built form setback from the northern boundary of the site to the residential properties is insufficient.</p>	<p>Officers’ Response:</p> <p>The proposed setback from the northern boundary will be greater than 17 metres, as the adjacent road reserve and footpath will add an additional buffer between the proposed development and neighbouring residential properties.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Future plans for the south-west corner of the site</p> <p>Submission No. 33, 34</p>	<p>The draft Development Plan lacks ambition about the existing streetscape on the corner of Doncaster and Williamsons Road (The Drum) and the existing multi-storey car park beneath the Village Cinemas on Williamsons Road. The boulevard treatment on the corner does not provide for an activated street frontage.</p> <p>The draft Development Plan fails to address the desire for active street frontages as sought in the Framework Plan forming part of Schedule 1 to the Activity Centre Zone.</p> <p>Opportunity to better integrate the south-west corner with the large scale apartment development happening in the precinct.</p>	<p>The draft Development Plan focuses on providing guidance for the area that is proposed to be redeveloped. This primarily relates to the northern part of the site.</p> <p>The draft Development Plan identifies that the expansion is to be progressed in 6 stages and Scentre Group has indicated that it is proposed to be undertaken over a period of 10-15 years.</p> <p>It is further noted that any future development would also need to consider the requirements of Schedule 1 to the Doncaster Hill Principal Activity Centre Zone (ACZ1) that includes the following Precinct objectives at Clause 5.4-2:</p> <ul style="list-style-type: none"> • <i>To further improve existing active street frontages.</i> • <i>Encourage an enhanced pedestrian environment within the precinct.</i> • <i>To maintain and improve the positive engagement of the precinct with the main intersection of Doncaster Road and Williamsons Road.</i> • <i>To support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the western end of the precinct.</i> <p>RECOMMENDATION: No action recommended.</p>
<p>2.2 Noise and amenity impacts</p>		
<p>Management of noise during construction</p>	<p>Querying what processes, procedures and monitoring will be put in place by Council to ensure that acoustic</p>	<p>The staging of the future master plan is detailed in the draft Development Plan. The construction of each stage or stages is required by the Development Plan Overlay to</p>

Issue	Submission	Officer Response and Recommendation
<p>Submission No's. 11, 15, 52</p>	<p>walls and other treatments assist in reducing noise, noting that nothing was in place for noise associated with work on the construction of the carpark, including out of hours operations.</p> <p>Request that noise from future works be managed more appropriately to protect the amenity of surrounding neighbourhoods.</p>	<p>be documented in a Construction Management Plan (CMP) as a condition of any future planning permit that is granted. The CMP will address matters such as construction times, truck routes, contractor / staff / customer car parking arrangements, waste management and off-site amenity management measures.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Management of noise post construction</p> <p>Submission No's. 11, 20, 36, 52</p>	<p>Querying what processes, procedures and monitoring will be put in place by Council to ensure that acoustic walls and other treatments assist in reducing noise associated with the proposed expansion, including uses that operate in the evening such as the cinemas.</p> <p>Request that Westfield engages the residents in the selection of the acoustic wall treatment and material.</p> <p>Querying whether 84 DBS a safe measure for humans and pets?</p>	<p>The Amendment is accompanied by an acoustic report which concluded that appropriate mitigation measures the noise created by the development can be appropriately managed and comply with the relevant acoustic standards.</p> <p>The draft Development Plan identifies a range of acoustic treatments where works are proposed along the northern and eastern boundaries of the site. These treatments include a mix of:</p> <ul style="list-style-type: none"> • surface treatments to minimise tyre noise; • acoustic walls; and • landscaping. <p>The acoustic treatments have been informed by the <i>Westfield Doncaster Acoustic Assessment, April 2016</i>, prepared by Acoustic Logic, which has factored in the development potential of the residential area surrounding the Centre.</p> <p>The draft Development Plan Overlay – Schedule 4 (DPO4) at Section 2.0 Conditions and requirements for permits, states that:</p> <p><i>'An application for a planning permit to use or develop land should be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority: (amongst other reports)</i></p> <ul style="list-style-type: none"> • <i>An Acoustic Report, detailing the proposed noise mitigation measures for the development.'</i>

Issue	Submission	Officer Response and Recommendation
		<p>It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p> <p>OTHER RECOMMENDED ACTION No. 9</p> <p>It is considered prudent for the proponent to include the Acoustic Report required as part of Schedule 4 to the Development Plan Overlay (DPO4) as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).</p>
<p>Noise impacts on 1 Westfield Drive (3 storey apartment) from additional lanes of traffic associated with new main entrance into the centre</p> <p>Submission No. 28</p>	<p>Additional lanes of traffic associated with the new main entrance into the Centre will have acoustic impacts on 1 Westfield Drive, Doncaster, located on the north-west corner of Westfield Drive with Williamsons Road.</p> <p>Request additional noise reduction technology to be applied to the west and south facades of 1 Westfield Drive.</p> <p>Consider that reduction of speed limits from 70kph to 60kph along Williamsons Road will reduce the noise impact on residents.</p>	<p>Following discussions with the submitter at 1 Westfield Drive, Scentre Group has prepared a “without prejudice” landscape concept plan for the road closure area at the western end of Westfield Drive. Scentre Group has advised that this concept identifies the acoustic wall being extended west and north-west and the creation of a new pedestrian pathway and garden area with bench seating and three new canopy trees. This will improve the outlook of the south-facing windows and balconies at 1 Westfield Drive and the extension of the acoustic wall as requested by the submitters and will provide a visual and noise barrier from the adjacent roadway.</p> <p>It is considered that these changes should be reflected in the draft Development Plan.</p> <p>It is also noted that Council’s adopted <i>Doncaster Hill Mode Shift Plan (2014)</i> aims to encourage a shift to sustainable transport modes within Doncaster Hill. One of the key actions seeks to investigate the reduction of the speed limits along Williamsons</p>

Issue	Submission	Officer Response and Recommendation
		<p>Road and Doncaster Road. In addition, VicRoads' Network Operating Plan has designated both Williamsons Road and Doncaster Road as pedestrian priority routes.</p> <p>Council officers will advocate to VicRoads regarding the reduction of the speed limit from 70kph to 60kph along Williamsons Road between Manningham Road and Doncaster Road.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDED ACTION No. 9</p> <p>Amend the draft Development Plan at Section 3.6 Integrated Transport Plan to incorporate the proposed changes to the landscape and acoustic treatment adjacent to 1 Westfield Drive, Doncaster.</p> <p>OTHER RECOMMENDED ACTION No. 14</p> <p>Council to advocate with VicRoads regarding the reduction of the speed limit from 70kph to 60kph along Williamsons Road between Manningham Road and Doncaster Road.</p>
<p>Hoon activity in car parks outside of centre operating hours</p> <p>Submission No. 11</p>	<p>Hoon activity in the Centre carpark outside of Centre operating hours. Need to ensure that carparks are appropriately managed and closed off to avoid this activity and minimize noise impacts outside of Centre operating hours.</p>	<p>At the time the submission was received, the query was investigated by Council's Enforcement Officer in conjunction with the review of CCTV footage by Scentre Group. CCTV footage did not identify any activity in the car park. The submitter was advised that any future concerns regarding hoon activity is a matter to be referred to police.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Dumped shopping trolleys in residential streets</p> <p>Submission No. 52</p>	<p>Risk of damage to cars resulting from regular occurrence of shopping trolleys being dumped in Westfield Drive.</p>	<p>Council is proactively managing illegal dumping of shopping trolleys in and around the Centre. Signage was erected in streets in the vicinity of the Centre in April 2016. Anyone observed dumping shopping trolleys may be prosecuted under Manningham's Local Law.</p> <p>RECOMMENDATION: No action recommended.</p>

Issue	Submission	Officer Response and Recommendation
2.3 Public realm / Landscaping		
<p>Landscaping and community open space proposal</p> <p>Submission No's. 2, , 28, 33, 51</p>	<p>Landscaping and the provision of community open space are important aspects of the proposal.</p> <p>Consider that only the minimal amount necessary is being provided to gain planning approval.</p> <p>Landscaping will be very important to soften the view of the acoustic wall, at all interfaces.</p> <p>Replacement planting along Westfield Drive should provide the same level of vegetation cover.</p> <p>Request for Council to make it a condition of granting a planning permit for the retention of the group of 3 white-trunked gum trees at the top of the driveway at the existing main vehicle entry/exit near Myer and the large stringy bark part-way down that road.</p> <p>Replacement landscaping should provide the same level of coverage as currently provided in the vicinity of 1 Westfield Drive.</p>	<p>Section 3.7 of the draft Development Plan outlines the objectives and key components of the public realm and landscaping.</p> <p>The proposed location of the public realm/entry forecourt is generally in accordance with the proposed location identified on the Strategic Framework Plan forming part of the Doncaster Hill Activity Centre Zone – Schedule 1 (ACZ1). It is noted that as part of Amendment C104, ACZ1 is proposed to be modified to identify the 'switch' in the location between the public realm area and the bus interchange.</p> <p>Council officers also acknowledge the importance of adequate public realm areas in providing opportunities for comfortable formal and informal outdoor areas that cater to the needs of Centre patrons. It is further acknowledged that there are a number of competing functions in the north-west corner of the site and extending further north along Williamsons Road, including the commercial tower, public realm / entry forecourt, bus interchange and shops and cafes aimed at activating the street frontage and bus interchange area.</p> <p>In response to the Public Transport Victoria submission seeking modification of the bus interchange, Council officers have sought to ensure that any redesign does not compromise the public realm / entry forecourt area.</p> <p>Figure 38, Section 3.4 Concept Plan of the draft Development Plan identifies the '<i>Potential to establish an upper level dining terrace to activate upper levels and establish activity on Williamsons Road.</i>', and is depicted visually in Figure 75.</p> <p>The draft Development Plan at Figure 68 <i>Proposed landscape improvements for Westfield Doncaster</i> identifies vegetation that will be removed or retained and proposed vegetation that will be undertaken as part of expansion of the Centre. The Plan identifies that the group of 3 white-trunked gum trees at the top of the driveway at the existing main vehicle entry/exit near Myer and the large stringy bark part-way down that road will be removed as part of the dedicated access into the bus interchange and other built form uses.</p> <p>Schedule 4 to the Development Plan Overlay (DPO4) also requires (as appropriate) the submission of an arborist report detailing the safe useful life expectancy for trees to</p>

Issue	Submission	Officer Response and Recommendation
		<p>be retained or removed, and impacts arising from the proposed development, including management arrangements.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 2:</p> <p>Any reconfiguration of the bus intersection to allow the buses to undertake a loop must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm / entry forecourt area.</p>
<p>3. INFRASTRUCTURE</p>		
<p>3.1 Community Facilities</p>		
<p>Community facilities and benefits proposal is disappointing</p> <p>Submission No's. 14, 17</p> <p>46 (Manningham Access and Equity Advisory Committee)</p>	<p>Community benefits proposal reflects only the minimal amount necessary to gain planning approval.</p> <p>Lack of affordable community spaces within Manningham and the scale of development being proposed should incorporate an allocation of affordable rental space for allied health services, including not-for-profit allied health services within the centre and / or the commercial office. This would provide such services within this precinct but also provide a good opportunity for the co-location of services, providing access to these services in 'one outing'. This would be particularly important for people with community access/mobility issues.</p> <p>Submitters have requested:</p> <ul style="list-style-type: none"> • Re-establishment of a community library and Doncare on site at Westfield Doncaster; • Free access for local community organisations to the mall each year to host community events such as stage promotions and pop-up stalls; • Childcare space; • Provision of a multifaith space / prayer room for visitors and staff; 	<p>The proposed Development Plan Overlay requires the provision of a tenancy comprising an area of not less than 100sqm at ground floor level, near the bus interchange to be used for a community purpose at the direction of Council. Scentre Group has advised that at this stage the framework is in place to accommodate a new community purpose, and it will be a matter for further Council consideration about how this space is used in the future. Scentre Group has also advised that Westfield's Centre Management teams are always available for discussion with community groups to understand their needs for special events or promotions.</p> <p>Whilst a number of matters raised in submissions relate to more detailed matters associated with the design and provision of services and facilities, it is important to acknowledge that the draft Development Plan Overlay – Schedule 4 (DPO4) at section 2.0 Conditions and requirements for permits, states that:</p> <p><i>'An application for a planning permit to use or develop land should be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority: (amongst other reports)</i></p> <ul style="list-style-type: none"> • <i>An Accessibility / Access and Equity Audit report.</i> <p>It is considered appropriate that in the context of a higher order activity centre, the Proponent establishes an advisory group. This may consist of representatives from Council to assist in guiding and informing the relevant planning permit applications, including matters relating to accessibility and the provision of facilities. This should be referenced in the draft Development Plan in section 3.10 Community Infrastructure.</p>

Issue	Submission	Officer Response and Recommendation
	<ul style="list-style-type: none"> • Dedicated quiet room for people with autism – similar to a space provided at Northland Shopping Centre; • Changing places bathroom – similar to a space provided for people with disabilities and their carers at Eastland Shopping Centre in 2016; • Gender neutral (unisex) public and employee toilets; • Parent rooms so that such facilities can equally be utilised by both male and female parents/carers; • All new concourses to have a flat gradient – current long smooth ramps are dangerous to people in manual wheelchairs and an access barrier to people with other mobility impairments; and • Westfield to sponsor a free regular bus service to improve accessibility for people with limited transport options, such as local aged care facilities. 	<p>DRAFT DEVELOPMENT PLAN RECOMMENDED ACTION No. 10</p> <p>Section 3.10 Community Infrastructure of the draft Development Plan to be amended to seek the Proponent to establish an advisory group to assist in guiding and informing the relevant planning permit applications for the development, on matters relating to accessibility and the provision of facilities.</p>
<p>Provision of 100sqm for community space</p> <p>Submission No's. 17, 46</p>	<p>Querying whether the provision of 100sqm for a youth/community space is sufficient in the context of the overall scale of the expansion and the value of this service to the community.</p>	<p>The proposed Development Plan Overlay (Schedule 4) requires that the land owner enter into a section 173 agreement to provide for <i>the transfer or lease to the Manningham City Council or its designated service provider of part of the building comprising an area of not less than 100sqm at ground floor level, near the bus interchange</i>. This facility is to be used for community purposes and the nature of the use will be determined by Council in the future.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Potential contamination on the northern part of the Westfield Doncaster site.</p>	<p>Concerned that development is being proposed on the northern part of the site that was a previous petrol station. No EPA report was submitted as part of the amendment documentation.</p>	<p>Scentre Group has informally advised Council that this site has previously been decontaminated in accordance with the requirements of the EPA.</p> <p>It is recommended that Scentre Group provide written confirmation to Council to demonstrate that there are no constraining environmental factors at this location or</p>

Issue	Submission	Officer Response and Recommendation
Submission No's. 15		<p>other parts of the site proposed to be redeveloped in accordance with the draft Development Plan.</p> <p>OTHER RECOMMENDED ACTION No. 15</p> <p>Prior to Council formally approving any Development Plan for the Centre, Scentre Group should provide Council with written confirmation from an appropriately qualified expert that there are no constraining environmental factors at this location or on other parts of the site proposed to be redeveloped that would impact upon or affect the use and development of the land as envisaged in the draft Development Plan.</p>
<p>3.2 Ecologically Sustainable Design (ESD)</p>		
<p>Use of green energy</p> <p>Submission No's. 2, 24</p>	<p>Querying whether there is going to be any use of green technology in the way the buildings are built and powered, noting that this does not appear in the exhibited documentation.</p> <p>Sustainability proposal reflects only the minimal amount necessary to gain planning approval.</p> <p>This feature would make the proposal more attractive to the community and would assist in conserving the environment and slowing down climate change.</p>	<p>As part of considering the request to seek authorisation to exhibit the amendment, Council sought changes to the draft Development Plan at <i>Section 3.7 Public Realm and Landscaping</i>, prior to exhibition. The change introduced a new commitment to consider additional rooftop landscaping and/or green facades, aimed at reducing the urban heat island effect, whilst also promoting biodiversity.</p> <p>Works associated with the public realm and landscaping treatments and their specific details will be subject to future planning permit applications.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Commitment to achieving a 5-Star Green Star rating</p> <p>Submission No. 39 (Scentre Group)</p>	<p>Scentre Group does not support the changes required by Council to the Sustainability Commitments Report prepared by Cundall.</p> <p>Council's requirement to achieve a 5-Star outcome reflects a higher standard than is currently required in the Manningham Planning Scheme (the Scheme) that required new development to demonstrate 'best practice' ESD outcomes. In respect to Green Star, the Green Building Council of Australia defines a 4-Star rating as reflecting 'best practice' and not 5-Star which reflects 'National Excellence'.</p>	<p>As part of considering the request to seek authorisation to exhibit the Amendment, Council sought changes to the draft Development Plan at Section 3.9 Ecologically Sustainable Development to be assured that an alternative formal certification (to Council's approval) would be provided in its place if the option of a 5-Star Green Star rating was not achievable.</p>

Issue	Submission	Officer Response and Recommendation
	<p>Whilst Scentre Group is not abdicating its commitment or responsibilities for reducing the environmental impact of the proposed future redevelopment of the Centre, it is considered unreasonable for the project to be held to delivering a formal or certified rating that would reflect a standard that would significantly exceed the requirements of the Scheme and the Doncaster Hill Strategy.</p>	<p>The Green Star rating tool referred to in the Sustainability Commitments report (prepared by Cundall) is the Retail Centre v1 tool which is now referred to on the Green Building Council of Australia (GBCA) website as one of the legacy rating tools. According to the GBCA: <i>‘Legacy rating tools are previous versions of Green Star rating tools that have been superseded by the release of Green Star – Design & As Built. Registration under these rating tools closed in December 2015, new projects must register under the current versions of the Green Star rating tools.’</i></p> <p>The correct Green Star rating tool which should apply to this project is the Design & As Built v1.1 tool and when the credits are translated to the superseded Retail Centre v1 rating tool, this still allows a 4-Star Green Star certified rating for the project to achieve Australian best practice to meet Council’s minimum requirement.</p> <p>The ability to certify an expansion to an existing building is possible provided the project scope and boundary is clearly defined up-front making a formal Green Star rating achievable.</p> <p>Accordingly, the DPO4, draft Development Plan and the Sustainability Commitments report prepared by Cundall should be changed in accordance with the following recommendations.</p> <p>AMENDMENT C104 RECOMMENDATION No: 1</p> <p>Amend the current wording in proposed Design and Development Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, as follows:</p> <p>Environmental Sustainability Plan</p> <p>Assessment of the environmental sSustainability outcomes sought for the proposed development, <u>and sustainability initiatives proposed</u> including:</p> <ul style="list-style-type: none"> Identification of sSustainability outcomes sought by the Manningham Planning Scheme <u>and initiatives/measures to deliver these outcomes.</u>

Issue	Submission	Officer Response and Recommendation
		<ul style="list-style-type: none"> • Identification of sustainability policies and guidelines which are relevant to the future development of the land, including Indoor Environment Quality (IEQ); energy and greenhouse gas emissions; transport; water; waste; materials; and emissions, <u>and how the proposal addresses these.</u> • Incorporation of at <u>Australian</u> ‘best-practice’ sustainable design, <u>construction and operation.</u> • Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications. <p>Add:</p> <p>Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.1 Rating tool.</p> <p>And amend the last sentence in this section with:</p> <p>Any <u>actions and</u> recommendations from the Environmental Sustainability Plan must be incorporated into the approved Development Plan.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 11 Amend section 3.9 Ecologically Sustainable Development of the draft Development Plan to reflect the relevant sustainability plan commitments.</p> <p>OTHER RECOMMENDED ACTION No.16 Update the Sustainability Commitments report prepared by Cundall Consultants to reflect the correct Green Star rating tool which should apply to the project which is the Design & As Built v1.1 tool.</p>
<p>3.3 AMENDMENT C104 DOCUMENTATION</p>		
<p>Number of traffic and transport reports required in DPO4</p> <p>Submission No. 42</p>	<p>Public Transport Victoria (PTV) concerned that the requirement for the preparation of the traffic and transport related reports may overlap in detail and Council should consider simplifying or consolidating the number of reports required.</p>	<p>In response to concerns raised by PTV regarding duplication of information, it is noted that Schedule 4 to the Development Plan Overlay (DPO4) provides discretion for the applicant and Responsible Authority with regards to which documents should accompany a planning permit application with the inclusion of the wording ‘<i>as appropriate</i>’ as part of the conditions and requirements for permit.</p>

Issue	Submission	Officer Response and Recommendation
(Public Transport Victoria)		RECOMMENDATION: No action recommended.
<p>Referral agencies</p> <p>Submission No. 42</p> <p>(Public Transport Victoria)</p>	<p>Public Transport Victoria (PTV) request that the final statement under ‘Integrated Transport Plan’ in relation to seeking the views of Government agencies should state ‘Referral Authorities’ rather than Department names.</p>	<p>Agreed.</p> <p>AMENDMENT C104 RECOMMENDATION No. 2</p> <p>Amend the current wording in the proposed Design and Development Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, with:</p> <p><i>‘Prior to approving the Integrated Transport Plan, the Responsible Authority may seek the views of the relevant Referral Authorities.’ Public Transport Victoria, VicRoads and Department of Transport, as relevant.</i></p>
<p>Development Contributions</p> <p>Submission No. 39</p> <p>(Scentre Group)</p>	<p>Scentre Group submit that pursuant to Section 4.0 of Schedule 1 to the Development Contributions Plan Overlay (DCPO1) there is a current exemption applying to the Westfield Doncaster site, confirming the extent of the development contributions required as part of the last major expansion.</p> <p>As part of Amendment C104, a future planning permit application will trigger the payment of a contribution pursuant to an amended Development Contributions Plan Overlay (DCPO) on the basis that the current floor-space exemption will not be applicable.</p> <p>The total contribution estimate is approximately \$2.8 million.</p> <p>A preliminary feasibility and costings of the above works estimates that the works have a combined value that significantly exceeds the contributions proposed by DCPO1.</p>	<p>The drafting of the amended DCPO1 is in the same form as the existing DCPO1 except that it refers to the relevant Development Plan Overlay rather than the current Incorporated Plan Overlay (IPO1). Scentre Group’s submission states that the DCPO1 needs to be amended to ensure consistency with the previous (approved) exemption methodology in applying the Development Contributions to the Westfield Centre.</p> <p>Development contributions were previously made via a section 173 agreement.</p> <p>It is not considered that further changes to the DCPO1 are required. The amended form of the DCPO1 only changed the exemption by updating the relevant planning control referenced in the exemption. Therefore, it is envisaged that development contributions (of about \$2.8m) will become payable when the proposed development proceeds.</p> <p>It is not proposed to modify the exemption to either -</p> <ul style="list-style-type: none"> • exempt the proposed development from liability to pay contributions; or • to change the planning permit referenced in the exemption so as to refer to the extent of development anticipated by the draft Development Plan, <p>as either of these changes would further delay payment of the development contribution under the Doncaster Hill Development Contribution Plan.</p>

Issue	Submission	Officer Response and Recommendation
	Scentre Group request an amendment to the DCPO1 to ensure consistency with the previous exemption methodology.	Any infrastructure works which are proposed to be undertaken in accordance with the Doncaster Hill Development Contributions Plan will be considered for a credit against the Scentre Group’s development contributions liability. RECOMMENDATION: No action recommended.
3.4 OTHER MATTERS		
More variety of shops and activities Submission No. 8	The centre will be attractive for residents and tourists to visit the centre with the offer of a greater variety of shops and activities.	Comment noted. RECOMMENDATION: No action recommended.
Employment opportunities Submission No. 8	The expansion of the Centre will provide more working opportunities for different demographic groups.	The economic analysis which accompanies the Amendment concludes the proposed development will create: <ul style="list-style-type: none"> • <i>Approximately 2,040 direct construction jobs, based on a projected development cost of \$500 million.</i> • <i>Almost 2,900 new full time and part time workers at the centre on completion of the expansion</i> • <i>A further 5,500 indirect jobs from flow-on employment effects.</i> RECOMMENDATION: No action recommended.
Entry dates for lease of commercial offices. Submission No. 9	Querying about entry dates for the lease of the commercial offices.	Scentre Group has advised that the proposed commercial offices are proposed be leased at the appropriate time once the construction program and timing for the delivery of the new building is confirmed. RECOMMENDATION: No action recommended.
Timing for various infrastructure works Submission No’s. 42, 42A	Public Transport Victoria’s (PTV’s) original submission raised concern that the draft Development Plan does not make it explicit when the various infrastructure work, including the bus interchange and traffic management works will be delivered and needs to be clarified.	Following further clarification from Council officers on 12 September 2016, PTV provided written confirmation to indicate satisfaction that the draft Development Plan outlines the delivery of the bus interchange at Stage 3, and the subsequent planning permits to follow will protect the delivery of the bus interchange. RECOMMENDATION: No action recommended.

Issue	Submission	Officer Response and Recommendation
<p>Overlooking from Imperial Apartment</p> <p>Submission No. 31</p>	<p>Concern raised about overlooking into a private residence from the recently constructed Imperial Apartment</p>	<p>It is considered that the submitters concerns were previously addressed as part of the relevant planning permit process associated with the Imperial apartment development.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Council is not balancing the interests of residents and Westfield Doncaster</p> <p>Submission No’s. 14, 15, 31</p>	<p>Council is allowing Westfield to do whatever it chooses.</p> <p>Council is not balancing the interests of residents and the interests of Westfield Doncaster as a commercial developer</p>	<p>As part of considering Amendment C104 and the draft Development Plan, Council will consider the interests of all sectors of the community, including residents; Scentre Group as the Proponent; requirements of the Statutory Authorities such as VicRoads and Public Transport Victoria; and other key stakeholders, including St Gregory the Great Primary School and the Access and Equity Advisory Committee for Manningham.</p> <p>The Amendment and draft Development Plan is based on the culmination of two year’s work which has involved collaboration with VicRoads, PTV and Council.</p> <p>Traffic modelling undertaken indicates that the proposed mitigating measures will assist in alleviating the impact of the additional traffic expected as result of the expanded centre.</p> <p>This table which summarises and considers submissions, includes a number of officer recommendations to make changes to C104 Amendment documentation and the draft Development Plan in response to submissions received.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Impact on property values and rental rates</p> <p>Submission No. 29</p>	<p>The changes proposed by the Amendment will impact on the rental rates and property values.</p>	<p>Planning precedent has long established that impact of property values is not a valid planning consideration.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>Establishment of focus group / guiding advisory committee to inform development</p> <p>Submission No’s. 2, 46</p>	<p>Benefit of establishing a focus group / guiding advisory committee to assist in guiding proposed expansion, including matters relating to accessibility.</p>	<p>It is noted that a guiding advisory committee was established to inform matters (relating to accessibility), as part of the recent expansion of the Eastland Shopping Centre. This was part of a voluntarily established collaboration between the Shopping Centre owners and other relevant key stakeholders.</p>

Issue	Submission	Officer Response and Recommendation
		<p>It is considered appropriate that in the context of a higher order activity centre, the Proponent establishes an advisory group. This may consist of representatives from Council to assist in guiding and informing the relevant planning permit applications, including matters relating to accessibility and the provision of facilities. This should be referenced in the draft Development Plan in section 3.10 Community Infrastructure.</p> <p>DRAFT DEVELOPMENT PLAN RECOMMENDED ACTION No. 10</p> <p>Section 3.10 Community Infrastructure of the draft Development Plan to be amended to seek the Proponent to establish an advisory group to assist in guiding and informing the relevant planning permit applications for the development, on matters relating to accessibility and the provision of facilities.</p>
<p>No objection to Amendment /Development Plan</p> <p>Submission No. 26</p> <p>(Melbourne Water)</p>	<p>Melbourne Water have no objection to the Amendment or draft Development Plan and do not wish to appear at any subsequent Panel hearing.</p>	<p>Comments noted.</p> <p>RECOMMENDATION: No action recommended.</p>
<p>OTHER OFFICER RECOMMENDATIONS NOT RAISED IN SUBMISSIONS</p>		
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 12</p> <p>Amend the draft Development Plan at <i>Section 3.6 Integrated Transport Plan</i> to include a new map identifying all of the works associated with the reconfiguration of Westfield Drive.</p>		
<p>DRAFT DEVELOPMENT PLAN RECOMMENDATION No. 13</p> <p>Amend the draft Development Plan at <i>Section 3.6 Integrated Transport Plan</i> to identify all the proposed roadworks on one aerial map, similar to that shown as the ‘Overall Concept Layout’ in the <i>Westfield Doncaster Integrated Transport and Access Plan (July 2016)</i></p>		

Amendment C104 and Proposed Development Plan – Cross reference with Attachment 1

Submitter Number	Address	Issues raised as per Attachment 1
1.	1001/632 Doncaster Road, Doncaster	1.2, 1.7
2.	4/19 Argyle Street, Donvale	1.3, 1.4, 2.1, 2.3, 3.2, 3.4
3.	3/36 Westfield Drive, Doncaster	2.1
4.	3/36 Westfield Drive, Doncaster	2.1
5.	14 Gilmore Road, Doncaster	1.2, 1.3
6.	502/632 Doncaster Road, Doncaster	1.7
7.	18 Brendan Avenue, Doncaster	1.1, 1.3, 2.1
8.	16 Norweena Street, Doncaster	1.3, 2.1, 3.4
9.	651 Doncaster Road, Doncaster	3.4
10.	1 Norwich Place, Templestowe	1.3
11.	36 Westfield Drive, Doncaster	2.2
12.	25 Westfield Drive, Doncaster	1.4
13.	1002/632 Doncaster Road, Doncaster	1.7
14.	4/9 Herlihys Road, Templestowe Lower	3.1, 3.4
15.	501/5 Sovereign Point Court, Doncaster	1.3, 1.6, 2.1, 2.2, 3.1, 3.4
16.	19 Westfield Drive, Doncaster	1.4
17.	Suite 4, Level 2 39 Railway Road, Blackburn	1.1, 1.3, 3.1
18.	509/5 Sovereign Point Court, Doncaster	1.3, 1.6, 2.1
19.	Level 1, 651 Doncaster Road, Doncaster	1.4

Submitter Number	Address	Issues raised as per Attachment 1
20.	17A Westfield Drive, Doncaster	1.4, 2.1, 2.2
21.	101/5 Sovereign Point Court, Doncaster	1.2, 1.6
22.	801/5 Sovereign Point Court, Doncaster	2.1
23.	27 Westfield Drive, Doncaster	1.4
24.	4/2 Kandanga Grove, Bulleen	3.2
25, 25A & 25B	4002/2 Sovereign Point Court, Doncaster	1.4, 1.5, 1.6
26.	Melbourne Water 990 La Trobe Street, Docklands	3.4
27.	19 Roderick Street, Doncaster East	1.3
28.	9/1 Westfield Drive, Doncaster	1.4, 2.1, 2.2, 2.3
29.	2 Frederick Street, Doncaster	1.2, 1.7, 3.4
30.	49 Olympus Drive, Doncaster	1.5
31.	2 Madeira Court, Doncaster	3.4
32.	21 Birchgrove Crescent, Templestowe	1.3, 2.1
33	1/2 Highbury Street, Balwyn North	1.1, 1.3, 2.1, 2.3
34.	20 Maralee Place, Doncaster	2.1
35.	94 Gedye Street, Doncaster East	1.3, 1.5
36.	17 Roseville Avenue, Doncaster	1.1, 1.2, 1.4, 2.2
37.	617/632 Doncaster Road, Doncaster	1.2, 1.7
38.	17 Westfield Drive, Doncaster	1.4
39.	Scentre Group	3.2, 3.3

Submitter Number	Address	Issues raised as per Attachment 1
	On behalf of 619 Doncaster Road, Doncaster	
40. and 40A	On behalf 659-667 Doncaster Road, Doncaster	1.3
41.	VicRoads 12 Lakeside Drive, Burwood East	1.1, 1.4, 1.7
42. and 42A	Public Transport Victoria (PTV) PO Box 4724 Melbourne	1.1, 1.2, 3.3, 3.4
43.	3 Turana Street, Doncaster	1.2
44.	314 / 632 Doncaster Road, Doncaster	1.3, 1.7
45.	No address provided	1.6, 2.1
46.	On behalf of Council's Access and Equity Advisory Committee	1.1, 1.2, 1.3, 3.1, 3.4
47.	401 / 1 Sovereign Point Court, Doncaster	1.1
48.	396 Manningham Road, Doncaster	1.5
49.	9/1 Carnarvon Street, Doncaster	1.2
50.	On behalf of residents 1 Sovereign Point Court, Doncaster	1.6
51.	402/1 Sovereign Point Court, Doncaster	2.3
52.	11 Westfield Drive, Doncaster	1.2, 1.3, 1.4, 2.1, 2.2

Amendment C104 - Summary of Categorised Submissions

RECOMMENDATIONS TO AMENDMENT C104 DOCUMENTATION (2)

AMENDMENT C104 RECOMMENDATION No: 1

Amend the current wording in proposed Design and Development Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, as follows:

~~Environmental~~ Sustainability Plan

~~Assessment of the environmental s~~ustainability outcomes sought for the proposed development, and sustainability initiatives proposed including:

- ~~Identification of s~~ustainability outcomes sought by the Manningham Planning Scheme and initiatives/measures to deliver these outcomes.
- Identification of sustainability policies and guidelines which are relevant to the future development of the land, including Indoor Environment Quality (IEQ); energy and greenhouse gas emissions; transport; water; waste; materials; and emissions, and how the proposal addresses these.
- Incorporation of ~~at~~ Australian 'best-practice' sustainable design, construction and operation.
- Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications.

Add:

Details of the implementation of sustainability outcomes and initiatives including, but not limited to, a commitment to a third-party certified assessment such as the Green Star Design and as-Built v1.1 Rating tool.

And amend the last sentence in this section with:

Any actions and recommendations from the ~~Environmental~~ Sustainability Plan must be incorporated into the approved Development Plan.

AMENDMENT C104 RECOMMENDATION No: 2

Amend the current wording in the proposed Design and Development Overlay - Schedule 4 (DPO4) in section 3.0 Requirements for development plan, with:

'Prior to approving the Integrated Transport Plan, the Responsible Authority may seek the views of the relevant Referral Authorities. ~~Public Transport Victoria, VicRoads and Department of Transport, as relevant.~~'

DRAFT DEVELOPMENT PLAN RECOMMENDATIONS (13)

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 1

Amend Section 3.8 Development Criteria for the bus interchange in the draft Development Plan to include reference to the provision of energy efficient heating for passenger comfort.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 2

Any reconfiguration of the bus intersection to allow the buses to undertake a loop must not reduce the number of allocated bus bays or compromise the allocation of space or amenity of the public realm / entry forecourt area.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 3

Amend Section 3.6 Integrated Transport Plan of the draft Development Plan to ensure that wayfinding signage is included as part of providing accessibility into and within the Centre.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 4

The draft Development Plan should be amended to require a section 173 agreement in a future planning permit for the new Westfield Drive access incorporating unfettered access rights for the general public over the road.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 5

- a) Investigate relocating the intersection and Northern Access Road (Figure 58) further south into Westfield to provide a greater radius on the access road and increase separation of Westfield Drive from the Northern Access Road.
- b) Further detailed investigation and design is required in relation to the intersection of Westfield Drive and the Northern Access Road, including but not limited to, the grade of the intersection, residential driveway access and impacts of headlights on residential amenity and drainage.
- c) Any subsequent changes to be incorporated into Section 3.6 Integrated Transport Plan of the draft Development Plan.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 6

Proponent to investigate the feasibility of providing a “U” turn facility at the Westfield Northern Access Road / Williamsons Road proposed intersection, in collaboration with VicRoads and Council and amend Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 7

Scentre Group to investigate the provision of indented parking along the western Williamsons Road Service Road south of Bordeaux Street, in consultation with VicRoads. Subject to VicRoads’ approval, amend Figure 57 Configuration of Williamsons Road and Proposed Northern Access Road’ of the draft Development Plan to identify the indented parking bays.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 8

Proponent to investigate the feasibility of the provision of a ‘Keep Clear’ linemarking on Williamsons Road at the Sovereign Point Court intersection in consultation with VicRoads and Council and amend the relevant map(s) in Section 3.6 Integrated Transport Plan of the draft Development Plan accordingly.

DRAFT DEVELOPMENT PLAN RECOMMENDED ACTION No: 9

Amend the draft Development Plan at Section 3.6 Integrated Transport Plan to incorporate the proposed changes to the landscape and acoustic treatment adjacent to 1 Westfield Drive, Doncaster.

DRAFT DEVELOPMENT PLAN RECOMMENDED ACTION No: 10

Section 3.10 Community Infrastructure of the draft Development Plan to be amended to seek the Proponent to establish an advisory group to assist in guiding and informing the relevant planning permit applications for the development, on matters relating to accessibility and the provision of facilities.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 11

Amend section 3.9 Ecologically Sustainable Development of the draft Development Plan to reflect the relevant sustainability plan commitments.

OTHER OFFICER RECOMMENDATIONS NOT RAISED IN SUBMISSIONS

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 12

Amend the draft Development Plan at *Section 3.6 Integrated Transport Plan* to include a new map identifying all of the works associated with the reconfiguration of Westfield Drive.

DRAFT DEVELOPMENT PLAN RECOMMENDATION No: 13

Amend the draft Development Plan at *Section 3.6 Integrated Transport Plan* to identify all the proposed roadworks on one aerial map, similar to that shown as the 'Overall Concept Layout' in the *Westfield Doncaster Integrated Transport and Access Plan (July 2016)*.

OTHER RECOMMENDED ACTIONS (16)

OTHER RECOMMENDED ACTION No: 1

Council / Proponent to work with VicRoads and PTV to ensure that adequate bus signal phases are provided.

OTHER RECOMMENDED ACTION No: 2

Council to continue to implement actions identified in the *Doncaster Hill Mode Shift Plan (2014)* to encourage a mode shift to sustainable transport modes.

OTHER RECOMMENDED ACTION No: 3

Council officers to continue advocating to Public Transport Victoria (PTV) for improved connectivity between all bus services within Doncaster Hill.

OTHER RECOMMENDED ACTION No: 4

Council officers to continue advocating to the State Government for the provision of rail to Doncaster Hill.

OTHER RECOMMENDED ACTION No: 5

The Proponent / VicRoads / PTV to investigate the feasibility of bus priority treatments along Williamsons Road, in particular at the proposed signalised intersection at the proposed Northern Access Road.

OTHER RECOMMENDED ACTION No: 6

Council officers to work with Westfield to improve natural surveillance in and around the Centre.

Council officers to investigate pedestrian access from the bus interchange to the residential areas to the east as part of the Doncaster Hill *Behaviour Change Plan (2015)*.

OTHER RECOMMENDED ACTION No: 7

Investigate provision of a U-turn to allow access to the west side of Tram Road as part of the review of the *Doncaster Hill Developer Contributions Plan 2005*.

OTHER RECOMMENDED ACTION No: 8

Council officers will continue to monitor the parking occupancy within the local road network.

OTHER RECOMMENDED ACTION No: 9

It is considered prudent for the proponent to include the above Acoustic Report as part of information submitted to Council at the time of the planning permit application. While the application would not be formally advertised, it would be included on the planning register, which is a matter of public record and would allow any interested parties to view the application and Acoustic Report. It is important to note that whilst comments/objections in relation to this matter can be received for consideration by Council, there are no third party appeal rights to the Victorian Civil and Administrative Tribunal (VCAT).

OTHER RECOMMENDED ACTION No: 10

Ensure there is provision to allow the signalisation of the “U” turn movement from the Williamsons Road southbound carriageway into the service road, if and when, traffic volumes increase.

OTHER RECOMMENDED ACTION No: 11

Council officers to review the Frederick Street road closure as part of the review of the current *Doncaster Hill Development Contributions Plan (2005)*.

OTHER RECOMMENDED ACTION No: 12

Council officers to consult with VicRoads regarding the facilitation of increased 'green time' at the Doncaster Road and Council Street traffic signals to facilitate the possible increase in "U" turn movements, to assist right turns into Frederick Street from the west.

OTHER RECOMMENDED ACTION No: 13

Council officers to consult with VicRoads regarding the installation of detector loops to assist with left turns out of Frederick Street.

OTHER RECOMMENDED ACTION No: 14

Council to advocate with VicRoads regarding the reduction of the speed limit from 70kph to 60kph along Williamsons Road between Manningham Road and Doncaster Road.

OTHER RECOMMENDED ACTION No: 15

Prior to Council formally approving any Development Plan for the Centre, Scentre Group should provide Council with written confirmation from an appropriately qualified expert that there are no constraining environmental factors at this location or on other parts of the site proposed to be redeveloped that would impact upon or affect the use and development of the land as envisaged in the draft Development Plan.

OTHER RECOMMENDED ACTION No: 16

Update the Sustainability Commitments report prepared by Cundall Consultants to reflect the Design & As Built v1.1 tool as the correct Green Star rating tool which should apply to the project.

MANNINGHAM PLANNING SCHEME



Notice of the preparation of an amendment

Amendment C104

The Manningham City Council has prepared Amendment C104 to the Manningham Planning Scheme.

The land affected by the amendment is 619 Doncaster Road, Doncaster, commonly known as Westfield Doncaster.

Amendment C104 to the Manningham Planning Scheme proposes to:

- Amend the content of the Municipal Strategic Statement at Clause 21.09 (Activity Centres and Commercial Areas);
- Amend Schedule 1 to the Activity Centre Zone at Clause 37.08 (ACZ1), and in particular, the provisions relating to Precinct 4: Westfield Doncaster;
- Delete Clause 43.03 and Schedule 1 to the Incorporated Plan Overlay (IPO1) and remove the overlay from the land at 619 Doncaster Road and 1 Grosvenor Street, Doncaster and associated mapping;
- Introduce a new Schedule 4 to the Development Plan Overlay at Clause 43.04 (DPO4) and apply it to the land at 619 Doncaster Road, Doncaster and associated mapping. The DPO4 is not proposed to apply to 1 Grosvenor Street, Doncaster on the basis that this site is no longer in Scentre Group ownership and has been developed as a 10 storey residential apartment-style development;
- Introduce the Road Closure Overlay (RXO) at Clause 45.04 into the Manningham Planning Scheme and associated new map 7RXO. RXO is to be applied to the westernmost end of Westfield Drive adjoining the northern boundary of the Westfield site;
- Amend Schedule 1 to the Development Contributions Overlay (DCPO1) at Clause 45.06 to clarify the development contributions that would apply in relation to development of the site;
- Amend Schedule 1 to the Parking Overlay (PO1) at Clause 45.09 to specify retail (shop) and commercial (office) car parking rates specifically for the Westfield Doncaster site;
- Amend the schedule to clause 61.03 to delete reference to map 7IPO and to introduce 7RXO; and
- Amend the schedule to clause 81.01 to remove reference to the Incorporated Document which forms the basis of the IPO1 titled 'Westfield Shoppingtown Doncaster Concept Plan, September 1996'.

A Development Plan has also been submitted for consideration, as contemplated by DPO4.

You may inspect the amendment, the Development Plan, any documents that support the amendment and the Explanatory Report about the amendment, free of charge, at the following locations:

- During office hours, at the office of the planning authority, Manningham City Council, 699 Doncaster Road, Doncaster
- Online at www.yoursaymanningham.com.au/Amendment-C104
- At the Doncaster, The Pines, Bulleen and Warrandyte branch libraries and the Box Hill branch library
- At the Department of Environment, Land, Water and Planning website www.delwp.vic.gov.au/public-inspection

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions. In accordance with the *Planning and Environment Act 1987*, Council must make available for inspection a copy of any submissions made.

The closing date for submissions is 1 September 2016.

A submission must be sent to the Manager Economic and Environmental Planning
Manningham City Council
PO Box 1, DONCASTER VIC 3108

or submitted online at www.yoursaymanningham.com.au/Amendment-C104

MANNINGHAM PLANNING SCHEME
AMENDMENT C104
EXPLANATORY REPORT

Who is the planning authority?

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

The Amendment has been made at the request of Scentre Group.

Land affected by the Amendment

The Amendment applies to the land at 619 Doncaster Road, Doncaster, which is known as Westfield Doncaster. The Amendment also applies to the land at 1 Grosvenor Street, Doncaster.

What the amendment does

The Amendment proposes to delete the existing Incorporated Plan Overlay (Schedule 1) from the land at 619 Doncaster Road and 1 Grosvenor Street, Doncaster, and apply a Development Plan Overlay (Schedule 4) to the land at 619 Doncaster Road, Doncaster, to facilitate the preparation and approval of a Development Plan to support the expansion of Westfield Doncaster.

The Amendment specifically proposes the following:

- Amend the content of the Municipal Strategic Statement at Clause 21.09 (Activity Centres and Commercial Areas);
- Amend Schedule 1 to the Activity Centre Zone at Clause 37.08 (ACZ1), and in particular, the provisions relating to Precinct 4: Westfield Doncaster;
- Delete Clause 43.03 and Schedule 1 to the Incorporated Plan Overlay (IPO1) and remove the overlay from the land at 619 Doncaster Road and 1 Grosvenor Street, Doncaster and associated mapping;
- Introduce a new Schedule 4 to the Development Plan Overlay at Clause 43.04 (DPO4) and apply it to the land at 619 Doncaster Road, Doncaster and associated mapping. The DPO4 is not proposed to apply to 1 Grosvenor Street, Doncaster on the basis that this site is no longer in Scentre Group ownership and has been developed as a 10 storey residential apartment-style development;
- Introduce the Road Closure Overlay (RXO) at Clause 45.04 into the Manningham Planning Scheme and associated new map 7RXO. RXO is to be applied to the westernmost end of Westfield Drive adjoining the northern boundary of the Westfield site;
- Amend Schedule 1 to the Development Contributions Overlay (DCPO1) at Clause 45.06 to clarify the development contributions that would apply in relation to development of the site;
- Amend Schedule 1 to the Parking Overlay (PO1) at Clause 45.09 to specify retail (shop) and commercial (office) car parking rates specifically for the Westfield Doncaster site;
- Amend the schedule to clause 61.03 to delete reference to map 7IPO and to introduce 7RXO; and

- Amend the schedule to clause 81.01 to remove reference to the Incorporated Document which forms the basis of the IPO1 titled *Westfield Shoppingtown Doncaster Concept Plan, September 1996*.

A Development Plan has also been submitted for consideration, as contemplated by DPO4.

Strategic assessment of the Amendment

Why is the Amendment required?

The Amendment is required to facilitate the expansion of Westfield Doncaster.

The existing Incorporated Plan which guides the development of the shopping centre is from 1996 and has been superseded by the most recent expansion in 2005-2008. Accordingly, a Development Plan is considered to be the most appropriate mechanism to facilitate the proposal. The Development Plan Overlay schedule provides an opportunity to require information in relation to urban design and built form, transport, landscaping, services, acoustic engineering, environmentally sustainable design, social and economic impacts, and staging.

How does the Amendment implement the objectives of planning in Victoria?

The Amendment implements the following objectives of planning in Victoria:

(a) to provide for the fair, orderly, economic and sustainable use, and development of land;

(c) to secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria;

(e) to protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community;

(g) to balance the present and future interests of all Victorians.

The Amendment implements these objectives through the facilitation of a master plan which provides for 18,000sqm of new office / commercial floor area and 43,000sqm of shop floor area. The land uses will enhance the Doncaster Hill Activity Centre and allow for the shopping centre to respond to retail trends and promote a more diverse land use mix within the centre. The proposal also includes an upgrade of the existing bus interchange on Williamsons Road, a new public forecourt to the centre, and new streetscape planting opportunities which will provide benefits to the Doncaster Hill community.

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

The Development Plan Overlay (Schedule 4) requires the preparation of a Sustainability Management Plan which addresses the future sustainability commitments within the new building.

The Development Plan Overlay (Schedule 4) includes a requirement for a Section 173 Agreement as part of a future planning permit application for the provision of a 100sqm tenancy within the development for community purposes and to be managed by the Manningham City Council or its designated service provider.

The Amendment provides for the economic development of the land. The economic analysis prepared for the proposal identifies over 2,000 new construction jobs will be created and 2,900 new full-time or part-time jobs at the centre will be available after completion of the \$500 million development.

Does the Amendment address relevant bushfire risk?

The site is located in an established commercial area and is not identified as a bushfire risk area in the Manningham Planning Scheme. The Amendment is not likely to result in any

increase to the risk of life, property, community infrastructure and the natural environment from bushfire.

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

The Amendment is consistent with the following:

- Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.
- Ministerial Direction No. 9 Metropolitan Strategy.
- Direction No. 11 Strategic Assessment of Amendments.

Ministerial Direction No. 9 requires all Planning Scheme amendments in the metropolitan area to have regard to the Metropolitan Strategy Document. The amendment accords with the following Directions set out in Metropolitan Strategy (Plan Melbourne):

- Direction 1.5 – Plan for jobs closer to where people live
- Direction 3.2 – Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs
- Direction 4.3 – Create neighbourhoods that support safe communities and healthy lifestyles
- Direction 4.8 – Achieve and promote design excellence

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

The State and local planning policy support for the expansion of the centre is as follows.

Plan Melbourne, as the current metropolitan strategy, recognises the need to facilitate investment and respond to international competition, demographic changes and advancements in technology. The nominated Strategic Direction for activity centres is to *enable 20-minute neighbourhoods by providing access to a wide range of goods and services in centres that are planned and coordinated by local governments. The centres will provide employment and vibrant local economies. Some will serve larger subregional catchments. Through the removal of retail floorspace and office caps, activity centres may grow unrestricted.*

Plan Melbourne also encourages the diversification of land uses within shopping centres: *Opportunities for future diversification, investment and employment growth in these centres should be explored and facilitated through planning provisions where appropriate.* (p. 35)

Clause 11 of the Manningham Planning Scheme seeks to broaden the mix of land uses within activity centres and to encourage economic investment.

Clause 17.01 of the Manningham Planning Scheme includes the objective for business in Victoria, which is *to encourage development which meet the communities' needs for retail, entertainment, office and other commercial services and provides net community benefit in relation to accessibility, efficient infrastructure use and the aggregation and sustainability of commercial facilities.*

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

The LPPF within the Manningham Planning Scheme recognises Doncaster Hill as the focus for future economic investment, residential development and retail / commercial expansion. Doncaster Hill is the highest-order activity centre within the municipality and is strategically well-positioned to accommodate this proposal.

The Doncaster Hill Strategy (October, 2002, revised 2004), which is a reference document in the Manningham Planning Scheme seeks to *create a state of the art, contemporary,*

sustainable, high-density, mixed-use village that enhances the social, environmental, economic and cultural elements of the region with 10,000 new employment opportunities, retail uses and 20,000sqm of office / commercial floor-space (excluding Westfield Doncaster).

More specifically in relation to the Westfield Doncaster complex, the Strategy proposes that *Westfield ... will become better integrated into Doncaster Hill and the surrounding community with activated street frontages, more permeable pedestrian and vehicular accessibility, a greater mix of land uses, accessible and prominent public transport interchange, pedestrian linkages to other precincts, and improved engagement with the main intersection.* (p. 77)

Does the Amendment make proper use of the Victoria Planning Provisions?

The Amendment is consistent with the use of the Victorian Planning Provisions and is consistent with the Ministerial Direction on the Form and Content of Planning Schemes.

How does the Amendment address the views of any relevant agency?

The views of VicRoads and Public Transport Victoria have been considered in the preparation of the Amendment through a series of dedicated transport workshops. The Amendment, through the draft Development Plan, includes details of the proposed roadworks on Williamsons Road and Westfield Drive, and details of the proposed upgraded bus interchange. Views of relevant agencies will also be sought through the public exhibition process.

Does the Amendment address relevant requirements of the Transport Integration Act 2010?

The Amendment addresses the requirements of the *Transport Integration Act 2010* through the requirement for the views of VicRoads, Public Transport Victoria and the Department of Transport to be sought prior to the approval of a Development Plan.

Resource and administrative costs

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

Future costs associated with the Amendment will relate to administrative costs associated with Council's consideration of any development plan and individual applications for planning permits.

Where you may inspect this Amendment

You may inspect the amendment, the Development Plan, any documents that support the amendment, free of charge, at the following locations:

- During office hours, at the office of the planning authority, Manningham City Council, 699 Doncaster Road, Doncaster
- Online at www.yoursaymanningham.com.au/Amendment-C104
- At the Doncaster, The Pines, Bulleen and Warrandyte branch libraries and the Box Hill branch library
- At the Department of Environment, Land, Water and Planning website www.delwp.vic.gov.au/public-inspection

Submissions

Any person who may be affected by the Amendment may make a submission to the planning authority. Submissions about the Amendment must be received by 1 September 2016.

A submission must be sent to: Manager Economic and Environmental Planning, Manningham City Council, PO Box 1, Doncaster VIC 3108 or submitted online at: www.yoursaymanningham.com.au/Amendment-C104

Panel hearing dates

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

- directions hearing: Week commencing 23 January 2017
- panel hearing: Week commencing 1 March 2017

21.09 ACTIVITY CENTRES AND COMMERCIAL AREAS

23/07/2015
C108

21.09-1 Overview

19/06/2014
C105
[Proposed](#)
[C104](#)

This section applies to all activity centres and commercial areas identified in Framework Plan 5. Activity Centres are generally included within a Commercial 1 Zone or an Activity Centre Zone. Other commercial areas are generally zoned Commercial 1 Zone and Mixed Use Zone.

Manningham's network of activity centres currently comprises one Principal Activity Centre (Doncaster Hill, Doncaster), one Major Activity Centre (The Pines, East Doncaster) and ten Neighbourhood Activity Centres (Donburn, Tunstall Square, Jackson Court, Templestowe Village, Macedon Activity Centre, Bulleen Plaza, Doncaster East / Devon Plaza Activity Centre, Park Orchards, Warrandyte township and Warrandyte Goldfields). There are also a number of local activity centres, and other commercial areas throughout the municipality.

Activity centres are integral to the local economy and local employment generation and are an important focal point for community life and interaction.

Key challenges for Manningham's network of activity centres are to ensure that commercial development is contained within the activity centres and that existing centres remain vibrant, viable and sustainable into the future. These centres will be supported by an enhanced public transport system. The Principal, Major and identified Neighbourhood Activity Centres will be the focus of increased residential growth and development. Other key challenges facing activity centres include changes to industry and social trends (eg, regionalisation of government services to larger centres, internet shopping, lifestyle shopping) as well as the impact of The Pines and Westfield Doncaster expansions on other centres.

Small clusters of commercial development exist throughout Manningham. There is increasing pressure for linear commercial development along main roads and for new commercial development to be located outside of activity centres. These types of developments impact on the viability of the existing activity centres and are often poorly located in terms of access to appropriate services and public transport.

Principal Activity Centre (Doncaster Hill)

The Metropolitan Strategy *Melbourne 2030* identifies Doncaster Hill as a Principal Activity Centre.

The Doncaster Hill Activity Centre is a 58 hectare area located in Doncaster, stretching along the major corridors of Doncaster Road, Williamsons Road and Tram Road. It is located approximately 12 kilometres from the Melbourne Central Activities District and is one of the highest points in Melbourne showcasing views of the Dandenongs, Kinglake Ranges and the panoramic Melbourne City skyline.

The Doncaster Hill Activity Centre is regarded as a prime location for redevelopment based on topographic features and existing physical and community infrastructure assets.

To meet changing demographic trends and achieve residential targets identified by Council there is a need to provide a greater diversity of dwelling types. As part of the *Manningham Residential Strategy* (2002), high and medium density housing densities will be encouraged within identified Activity Centres whilst residential development outside identified Activity Centre areas will be the focus for lower density, detached housing development. The Doncaster Hill Activity Centre has been identified as a focus for high density residential development.

Manningham has a commitment to sustainability. The Doncaster Hill Activity Centre is an opportunity to showcase an integrated land-use planning and development framework which:

- challenges mainstream community planning and building design to achieve desired environmental outcomes
- provides more local jobs to reduce journey to work trips
- provides housing where residents may walk to facilities and services
- encourages reduced levels of car ownership and increased public transport usage.

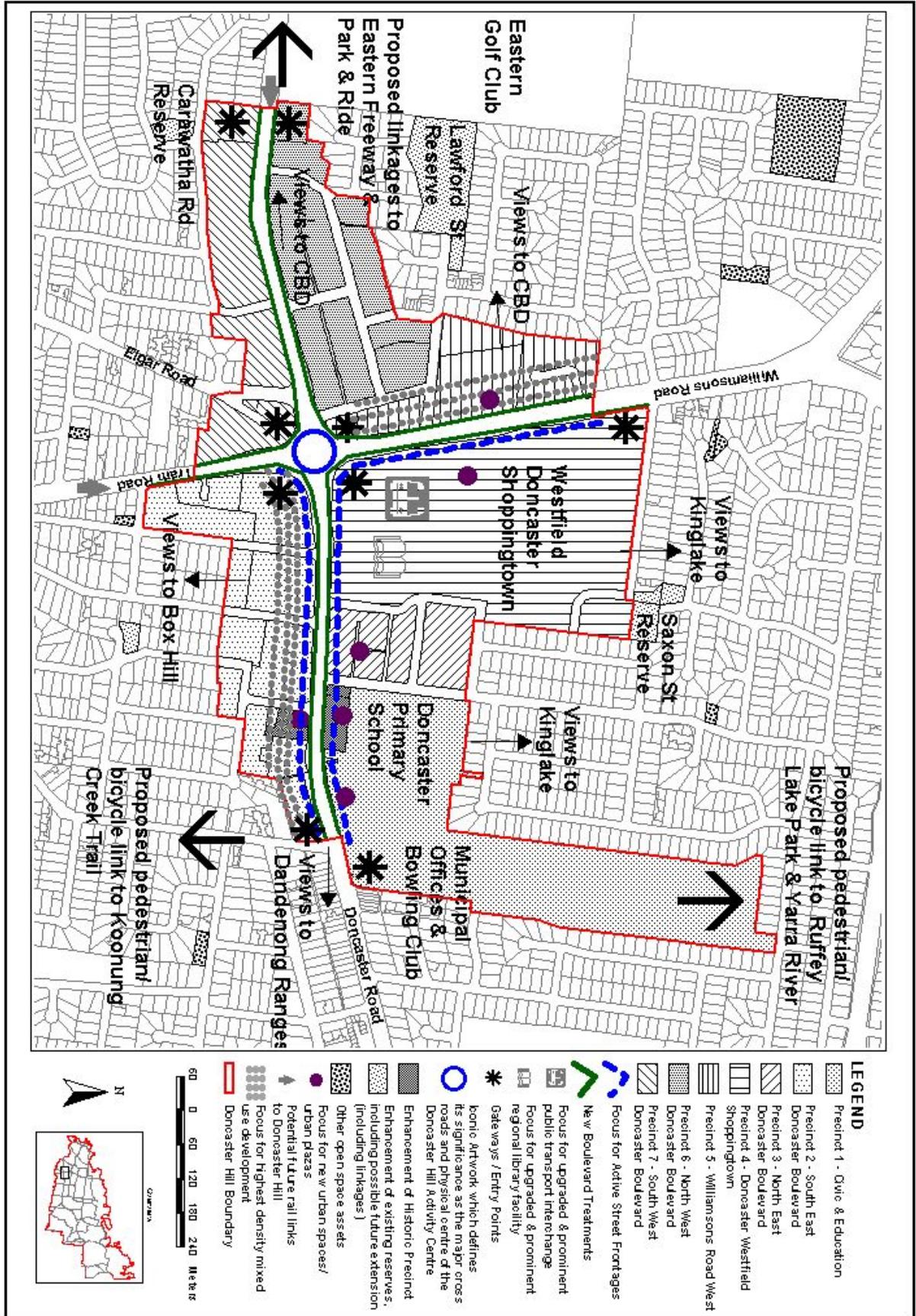
Vision

The *Doncaster Hill Strategy* (October 2002) envisages that the Doncaster Hill Activity Centre will be a key destination in Melbourne's East. It will be a high density, sustainable, vibrant, contemporary mixed use urban village with a strong sense of place and civic identity based on the following key vision objectives:

- To implement the objectives of Melbourne 2030 in respect of Principal Activity Centres as a focus for retail, social, commercial, entertainment, civic and residential uses.
- [To facilitate the future expansion of Westfield Doncaster to provide an economically viable and sustainable precinct with retail, commercial and entertainment offerings that meet local and regional expectations and demands.](#)
- To integrate ecologically sustainable development principles and techniques into every facet of the design, construction and operation/occupancy stages of new development to raise the aspirations of all users, appropriate for a city looking towards a long-term, responsible and sustainable future.
- To ensure that built form outcomes demonstrate the use of contemporary architecture combined with innovative urban design and building techniques that incorporate ecologically sustainable design principles.
- To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.
- To encourage high density, high rise residential development.
- To provide a greater diversity of dwelling types.
- To alleviate pressure for more intense residential development in established urban areas.
- To reduce travel demand and change travel behaviour.
- To promote the development of sustainable transport options.
- To meet the future infrastructure requirements of Doncaster Hill in a comprehensive, timely and equitable way.
- To develop an integrated mixed-use precinct for Doncaster Hill Activity Centre which provides for an appropriate mix of uses and functions on a location specific level, including the provision of:
 - mixed uses within buildings, particularly along boulevard locations
 - small scale retail opportunities at ground floor level in conjunction with other mixed use developments
 - additional commercial/office floor space
 - flexible floor spaces within buildings to ensure life cycle adaptability.

The key strategic directions for future land-use planning and development are illustrated by the Doncaster Hill Strategy Framework Plan, included as Map 1 to this Clause. This Framework Plan provides the design vision as a stimulus for private and public sector developments.

Map 1 - Doncaster Hill Strategic Framework Plan



Precincts

Seven distinctive development precincts have been identified and delineated within the Doncaster Hill Activity Centre. The precincts are delineated in accordance with their topographic orientation and aspect on Doncaster Hill, their relationship to main roads, and their present and future uses.

The precincts provide guidance to the expected outcomes in each area and a framework for the assessment of appropriate mixes of functions, building scale and character to create a distinctive sense of identity and character for each of the precincts.

In addition to the seven precincts, guidance to the expected outcomes for the intersection of Doncaster, Williamsons and Tram Roads is also outlined. The seven precincts of the Doncaster Hill Activity Centre and the intersection are identified on Map 2 to this Clause.

Precinct 1

Existing conditions

This precinct contains existing civic, education and art infrastructure for Doncaster Hill Activity Centre, including the defining historic buildings and most of the existing open space. It also features commanding views of the Kinglake ranges to the north and the Dandenong ranges to the east.

Vision

The creation of a consolidated, prominent and accessible civic centre with an expanded community and education focus, with gateway presence. It will also include a major urban open space/green spine for Doncaster Hill Activity Centre residents and the wider Manningham community. It is also envisaged to incorporate strong pedestrian links to other areas of Doncaster Hill Activity Centre and enhance the historic/arts sub-precinct.

Precinct 2

Existing conditions

This precinct is a north-facing strip on the south side of the Doncaster Road ridgeline, commanding 360-degree panoramic views and already containing a significant component of the commercial development for Doncaster Hill Activity Centre.

Vision

The focus for high-density mixed use development on Doncaster Hill, this precinct will include cafes, restaurants and outdoor eating at ground level taking advantage of the north-facing aspect, forming the backbone of a vibrant and active boulevard. It is also envisaged that strong pedestrian links will be established between both sides of Doncaster Road and that the heritage buildings will be retained to reinforce heritage/arts character of the area.

Precinct 3

Existing conditions

This precinct is the interface zone between the Civic and Education Precinct 1 to the east and Doncaster Shoppingtown (Precinct 4) to the west. It falls away dramatically to the north maximising northern views and exposure. The Precinct presently comprises mainly low-density housing, with several rear lanes, and commercial development abutting Doncaster Road.

Vision

In light of its strategic location between Precincts 1 and 4, the future fabric in Precinct 3 will be highly permeable, including well-defined public spaces with linking pathways and with development addressing rear laneways and well designed public plaza(s). Precinct 3 will be well connected to high-density mixed-use development along Doncaster Road and Doncaster Shoppingtown Doncaster. Development will step down the hill and should fully exploit the northerly aspect and commanding views to the northern ranges.

Precinct 4

Existing conditions

[Westfield](#) Doncaster ~~Shoppingtown~~, is a major regional shopping centre centrally located within the Doncaster Hill Activity Centre. The site has significant frontages to the main roads and occupies the dominant corner of the main intersection. It commands panoramic views to the north and west. The precinct also contains residential and community uses along the northern boundary.

Vision

As the Principal retail and entertainment focus of the Doncaster Hill Activity Centre it is envisaged that Westfield [Doncaster](#)~~Shoppingtown~~ will be better integrated into Doncaster Hill Activity Centre and the surrounding community. Future developments ~~of~~ [at](#) Westfield [Doncaster](#)~~Shoppingtown~~ should be consistent with the vision of Doncaster Hill Activity Centre by incorporating activated street frontages and external spaces, a greater mix of uses, pedestrian accessibility, an accessible and prominent public transport interchange and improved engagement with the main intersection.

Precinct 5

Existing conditions

This precinct extends along the Williamsons Road ridgeline. It contains the only existing high-density housing development on the Hill and the Doncaster Hotel, the third largest single consolidated site within Doncaster Hill Activity Centre. The precinct features panoramic city skyline views to the west and direct access to open space and parkland along its southern boundary.

Vision

It is envisaged that high-density development continues along the Williamsons Road ridgeline, with strong links to Lawford Reserve, Shoppingtown and the public transport

interchange. Strategic view corridors are to be created from the west side of Williamsons Road (in the vicinity of the Shoppingtown Hotel site) towards the city skyline, including from public open space abutting Williamsons Road.

Precinct 6

Existing conditions

This precinct comprises the northwest area of Doncaster Road and Doncaster Hill Activity Centre. The precinct presently has a strong commercial/light industrial character, and older residential stock along Firth Street. It commands city views from the higher reaches at the east end.

Vision

It is envisaged that the mixed-use village character will continue on a smaller scale to that proposed for precincts further east and strong pedestrian links will be created to Lawford Reserve and to the south side of Doncaster Road. Commercial and mixed-uses will be located along Doncaster Road with medium-density residential uses located towards the rear of the precinct. Together with Precinct 7 it forms the major gateway entry to Doncaster Hill Activity Centre along Doncaster Road comprising of a consistent built edge and tree-planting with a gateway building located at west entry point.

Precinct 7

Existing conditions

This precinct comprises the south-west area of Doncaster Road and the Doncaster Hill Activity Centre, and is presently characterised by light industrial and commercial uses, including a number of restaurants at the west end and also including some residential land uses to the south. It commands city views from the higher reaches at the east end.

Vision

It is envisaged that a mixed-use village will be created on a smaller scale than that proposed for precincts further east. Together with Precinct 6, it forms a major gateway entry to the Doncaster Hill Activity Centre with consistent tapering of the built edge - to preserve the views of the city. It is envisaged that a gateway building be located at west entry point and that boulevard tree planting be located along the length of Doncaster boulevard. Commercial and mixed-uses will be located along Doncaster Road.

Intersection of Doncaster, Williamsons and Tram Roads

Existing conditions

This intersection comprises the major cross roads and physical centre of the Doncaster Hill Activity Centre with views to the city skyline and Box Hill. The intersection forms part of the major arterial road networks in the municipality, with access from the intersection to the Eastern Freeway, CBD and Box Hill Activity Centre. Doncaster Road is the municipality's main east-west arterial road and major bus route.

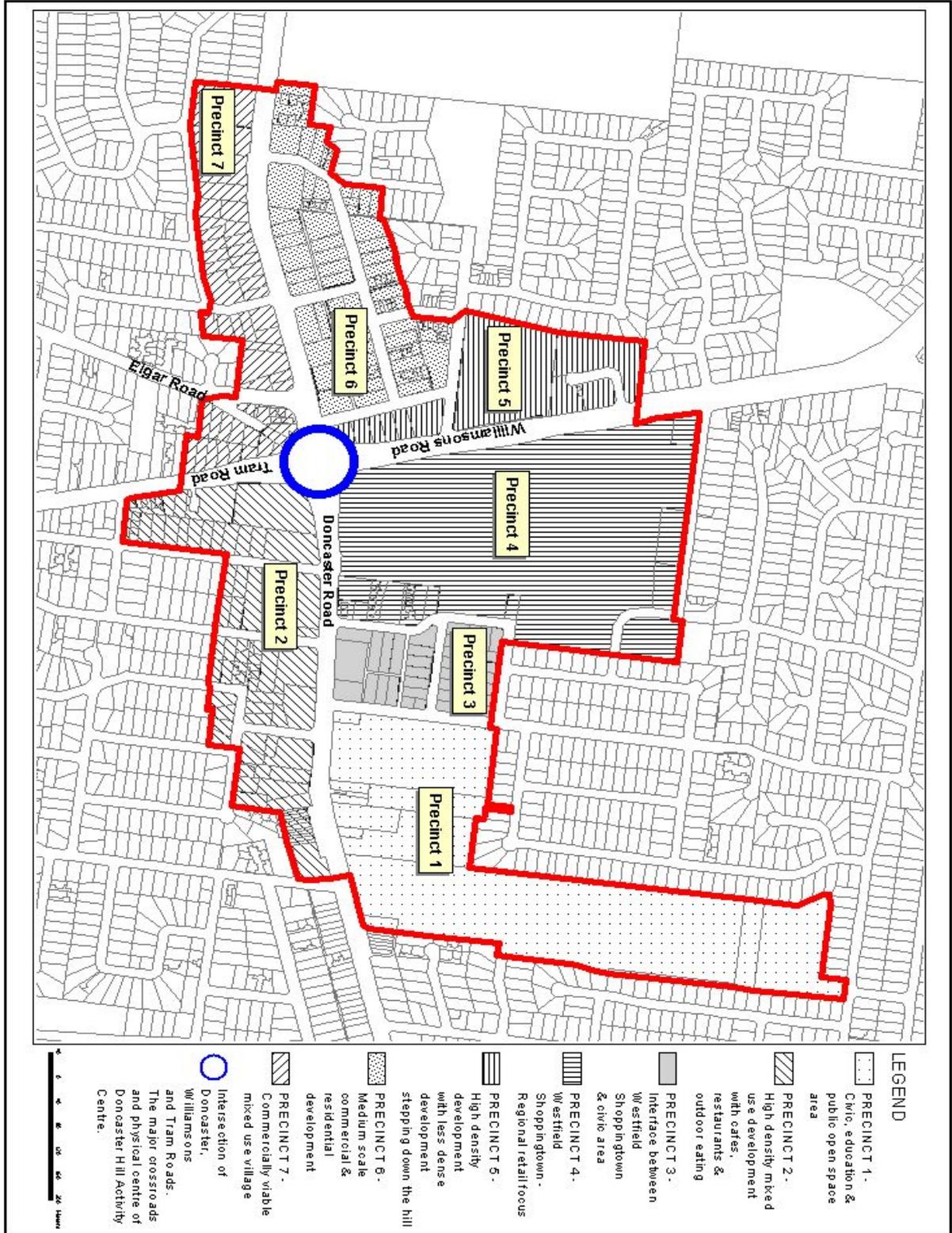
Vision

The Strategy supports the provision of iconic artwork at the intersection which:

- defines its significance as the major cross roads and physical centre of the Doncaster Hill Activity Centre
- creates a focal point of iconic status for Doncaster Hill Activity Centre visible from all directions
- visually unifies the 4 corners of the intersection
- preserves the street level pedestrian focus and retains views along Doncaster Road.

It is envisaged that this intersection will have greatly increased pedestrian safety and amenity, connecting all precincts abutting the Doncaster Road, Williamsons and Tram Roads intersection.

Map 2 - Location of Doncaster Hill Activity Centre Precincts



Major Activity Centre (The Pines, Doncaster East)

The Pines Activity Centre is identified as a Major Activity Centre in *Melbourne 2030*. The Pines Activity Centre is located on Blackburn, Reynolds and Andersons Creek Roads, Doncaster East and occupies an area of approximately 38 hectares and is approximately 19 kilometres north east of Melbourne. The Pines Activity Centre is on the urban fringe of the Melbourne Metropolitan area and situated approximately within one kilometre of Manningham's Green Wedge to the north and low density areas to the east. Although the trade area extends approximately eight kilometres east, the growth forecast for The Pines is limited by the relatively low density of the trade area, lack of passing traffic and the proximity of large regional shopping centres.

The Pines Activity Centre Structure Plan boundary has been applied to include sufficient land to provide for the needs of the local community until 2025 after which time The Pines Activity Centre Structure Plan will need to be reviewed. As a Major Activity Centre, mixed use development, higher density housing and a wider range of arts, community, cultural and entertainment facilities will be encouraged.

Vision

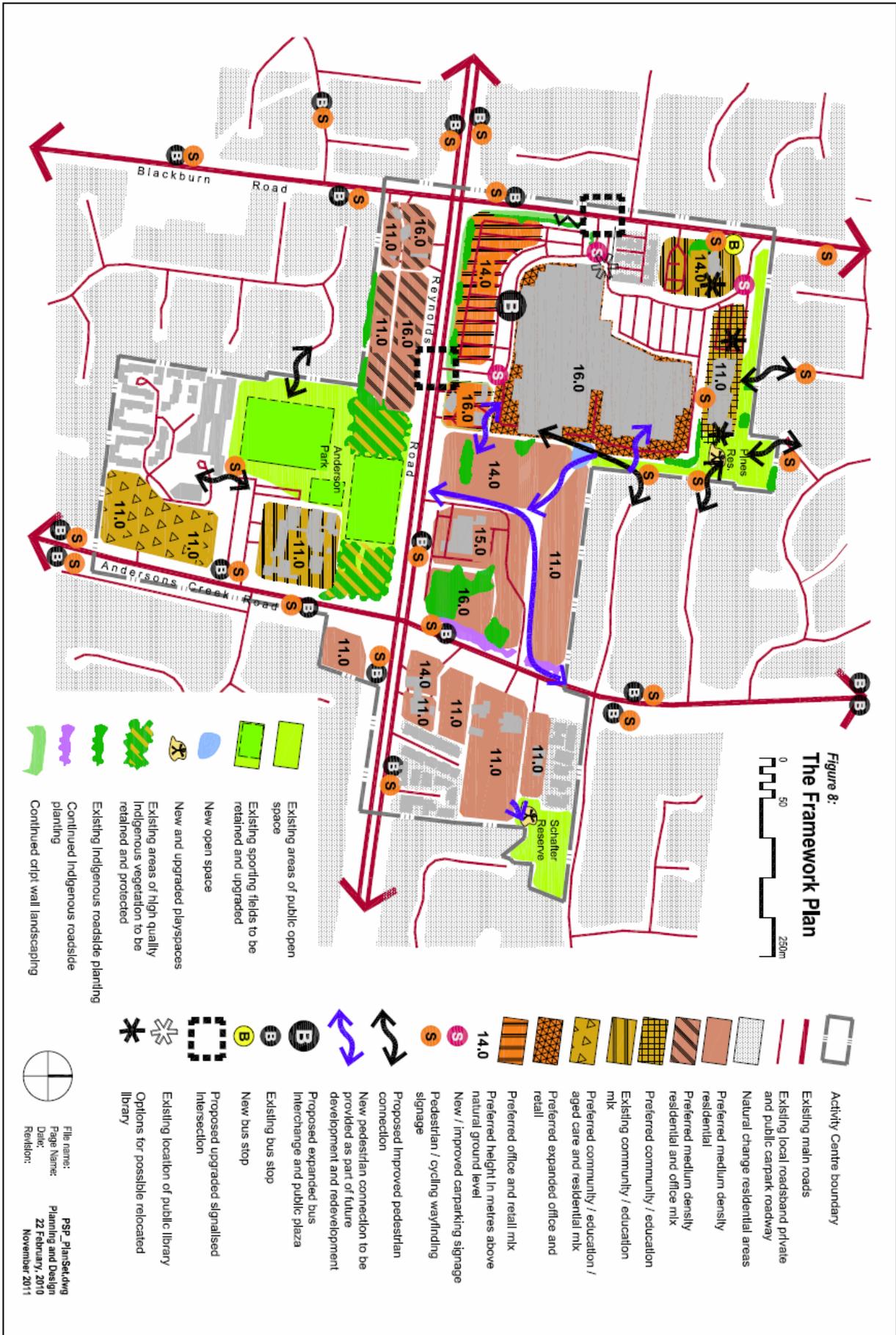
The Pines Activity Centre will continue to be a focus for the community and to provide for their retail, community, recreational and entertainment needs as well as providing for a diversity of residential options within its context of being on the fringe of the metropolitan area of Melbourne and its proximity to the Green Wedge.

Key Strategic Objectives are:

- Support the development of The Pines Activity Centre which meets the social, recreational and retail needs of the population at the sub-regional level.
- Ensure that any future development in The Pines Activity Centre is in keeping with its location on the fringe of the urban area and its proximity to the Green Wedge.
- Encourage apartment style development within The Pines Activity Centre to maximise the use of the commercial and social facilities provided within and to provide alternative housing options for the locality.
- Encourage greater use of public transport to and from The Pines Activity Centre and advocate for more services and for these services to be provided more frequently.
- Enhance the public realm within The Pines Activity Centre by ensuring that the public spaces meet a range of community needs, are well linked together, are easily accessible, safe and visually pleasing.
- Maximise use of the area's natural strengths such as views to surrounding rural and bushland areas in keeping with the community interest.
- Support housing choices to meet changing demographic trends, especially an ageing population.
- Support a range of health, family and professional services relevant to the role of The Pines Activity Centre.
- Support a range of education and learning activities to meet the needs and aspirations of the local community.
- Provide for well defined vehicular, bicycle and pedestrian access both within and external to all precincts, with strong pedestrian crossing points to be established on main roads.

The key strategic directions for future land-use planning and development are guided by The Pines Activity Centre Structure Plan Framework Plan included as Map 3 to this Clause.

Map 3 – The Pines Activity Centre Framework Plan



Neighbourhood Activity Centres

Manningham's Neighbourhood Activity Centres provide a limited mix of uses to meet local convenience needs. A key issue is to ensure that these centres remain viable and can evolve to meet the future needs of the community.

These centres will continue to be community hubs and meeting places for local residents, and opportunities for locating a range of social, community and recreational services within these centres will be encouraged. The activity centres located west of the Mullum Mullum Creek will be a focus for increased medium density development.

Development in the activity centres should improve functionality, accessibility, safety, social interaction, promote sustainability, and address scale and identity through site responsive design.

Local Activity Centres

Manningham has a number of Local Activity Centres throughout the municipality. These centres generally comprise only a small number of shops, which serve the convenience needs of immediate residents. These centres tend to experience high levels of vacancy for long periods of time and there is increasing pressure to allow different uses within these centres.

Commercial areas

A number of commercial areas exist outside out of Manningham's Activity Centres, in particular along main roads (e.g. Doncaster and Manningham Roads). Future development in existing commercial areas must incorporate the use of high quality urban and sustainable design that addresses and minimises the impact of the development on the existing streetscape and adjoining areas.

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Principal Activity Centre (Doncaster Hill)

Key issues

- The identification of Doncaster Hill as the civic hub for the municipality.
- The need for mixed use development with a focus on high density residential development in the Doncaster Hill Activity Centre.
- Pressure for commercial and retail development outside the Doncaster Hill Activity Centre.
- Incorporating ecologically sustainable development principles in every facet of design, demolition, construction and operation.
- Achieving innovative contemporary design and built form for all new development that is based on the best of current architectural design practice and sustainability principles.
- Infrastructure requirements in the Doncaster Hill Activity Centre.

Objectives

- To provide quality civic community services and facilities.
- To promote mixed use, high density residential development.

- To encourage the location of commercial and retail development within the Doncaster Hill Activity Centre.
- [To recognise the key role that Westfield Doncaster plays as an anchor in the Doncaster Hill Activity Centre and as a major regional shopping centre.](#)
- To maximise energy conservation and increase use of renewable energy resources.
- To achieve water sensitive urban design that offers a superior alternative to the traditional approach to water management.
- To minimise the environmental impacts of input and output materials as well as any material used in the external construction and development of buildings and works.
- To achieve healthy indoor environment quality.
- To achieve a reduction in waste generated by building occupants that is collected, hauled to and disposed of in landfills.
- To achieve building design which includes accessibility and reduces the need to modify or alter buildings, in response to future changing needs and uses.
- To maximise alternative modes of transport and minimise environmental impacts associated with car parks.
- To minimise environmental impacts associated with site construction practices.
- To achieve innovative contemporary design and built form for all new development that is based on the best of current architectural design practice and sustainability principles.
- To ensure that the future infrastructure requirements of the Doncaster Hill Activity Centre are met in a comprehensive timely and equitable manner.
- To ensure all costs are equitably apportioned between developers and the responsible authority, in the provision of all relevant infrastructure.
- To encourage active uses and pedestrian generating activities at street level.
- To improve pedestrian, bicycle and public transport access to and within Doncaster Hill.
- To minimise adverse impacts associated with the location and operation of gaming venues and machines.

Strategies

Strategies to achieve these objectives include:

- Provide a range of social and community services to be located in the Doncaster Hill Activity Centre to meet the needs of the current and future residents and reinforce its role as Manningham's civic centre.
- Provide for high density residential development on individual sites in conjunction with a mix of other uses.
- Discourage the expansion of commercial and retail uses outside the Doncaster Hill Activity Centre.
- [Facilitate the expansion of Westfield Doncaster in accordance with an approved Development Plan.](#)
- [Facilitate the establishment of a gateway building at the south-east corner of Williamsons Road and Westfield Drive.](#)
- [Support visual and capacity improvements to the Williamsons Road bus interchange facility.](#)

- Address and incorporate ecologically sustainable design principles into developments at the earliest opportunity as an important design and development consideration, rather than be incorporated once concepts and plans are well advanced.
- Demonstrate the full potential of ecologically sustainable development by incorporating current best practice, using emerging design solutions and technologies and embracing a ‘beyond compliance’ approach to mandatory standards into proposals.
- Create an Activity Centre of a more human scale and character, which enhances the uniqueness and attractiveness of Doncaster Hill.
- Ensure that built form provides a range of building heights stepping with and emphasising the existing landform of the Doncaster Hill Activity Centre.
- Protect and enhance key views and vistas.
- Provide buildings, which are visually diverse and contribute to the public realm through the use of varied, high quality, durable and environmentally appropriate materials.
- Incorporate unique architectural and/or ecologically sustainable design features in identified design element areas so that they substantially contribute to overall building form and appearance.
- Apply appropriate building setbacks for new development, ensuring that building occupants and users of the Doncaster Hill Activity Centre have a high level of amenity in terms of ventilation, daylight access, outlook, view sharing, wind mitigation and privacy.
- Achieve the development of a strong boulevard character along Doncaster Road, Williamsons Road and Tram Road based on creating:
 - a strong sense of place and a safe and comfortable environment
 - active street frontages and mixed uses within buildings along Doncaster and Williamsons Roads (and part of Tram Road) as a focal point for appropriate uses and vibrant pedestrian generating activities including, café, leisure and other entertainment activities
 - a boulevard landscape treatment that comprises of high quality landscape treatment (including boulevard planting, canopy tree planting, screen planting, extensive tree plantings and theme plantings in appropriate locations) to be complemented by appropriate setbacks and built form.
- Apply gateway treatments to signal entry into and to enhance the special identity of the Activity Centre including the main intersection of Doncaster Road, Williamsons Road and Tram Road. Gateway treatments can include buildings showcasing unique contemporary architecture, artwork, lighting, distinctive tree planting and well-designed signage.
- Ensure that signage and displays are well designed and positioned to respect the amenity and safety of users, including the protection and enhancement of view lines and vistas and the boulevard character.
- Ensure that development incorporates high quality public and private open spaces that are useable, accessible, safe, well landscaped and provide opportunities for recreation and social interaction. These spaces should be well linked to major facilities for pedestrian networks to assist with permeability and pedestrianisation.
- Provide high quality pedestrian and bicycle linkages in both public and private areas, which improve the street level environment to create connections that are accessible, safe, interesting and pleasant.
- Provide high quality public art, which significantly contributes to the development of a contemporary and distinctive sense of place by creating an appropriate scale and location marker, defining image and reflecting the character for individual precincts.

- Provide appropriate infrastructure to meet the needs of the Doncaster Hill community, in accordance with the *Doncaster Hill Development Contributions Plan*, Manningham City Council, February 2005.
- Implement the *Doncaster Hill Development Contributions Plan*, Manningham City Council, February 2005 by proportionately allocating identified development contributions, according to projected share of usage.
- Require an economic assessment of the impacts of significant proposed developments/expansions on other activity centres.
- Implement Integrated Transport Plans to ensure access to employment, services and housing choices.
- Locate gaming venues and machines so as to discourage convenience gambling and ensure the availability of a range of alternative social and recreational activities.

Implementation

These strategies will be implemented by:

Zones and overlays

- Applying an Activity Centre Zone.
- Applying the Development Contributions Plan Overlay (DCPO1) for the purpose of levying contributions for the provision of works, services and facilities before development can commence.
- Applying the Public Acquisition Overlay (PAO1) and (PAO7) for the purpose of identifying land that Council proposes to acquire for open space or new road construction purposes.
- Applying an ~~Incorporated~~ [Development](#) Plan Overlay.

Policy and exercise of discretion

- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).
- Using Local Policy to guide the location, design and management of gaming machines and venues (*Gaming, Clause 22.18*)
- Applying the Doncaster Hill Parking Precinct Plan (Doncaster Hill Parking Precinct Plan, GTA Consultants for Manningham City Council, 5 July 2004 Clause 52.06-6).
- Applying the Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005 to require a 5% public open space contribution for subdivision in the Doncaster Hill Activity Centre (*Doncaster Hill Development Contributions Plan, SGS Economics & Planning, February 2005, Clause 52.01*).

Further strategic work

- Investigating the development of performance standards and the identification of 'beyond compliance' approaches for Sustainability Management Plans.
- Investigating the need for more detailed design guidelines for specific areas and elements.

- Applying the Development Contributions Plan to ensure that the future infrastructure requirements are met in a comprehensive, timely and equitable way.
- Applying appropriate car parking rates, supporting public transport use, creating highly permeable pedestrian networks and providing pedestrian and cyclist links to reduce dependency on private car use.
- Developing a Doncaster Hill Green List for High-Density Development detailing sustainable products, brands and suppliers.

Other actions

- Regularly review the Activity Centre Zone to ensure it is delivering appropriate land use and development outcomes.
- Requiring applications for new use and development of land to apply the objectives and requirements of the *Doncaster Hill Strategy* (October 2002).
- Requiring applications for new use and development to have regard to the *Manningham Residential Strategy* (2012).
- Promoting and distributing the Doncaster Hill Sustainability Guidelines (2004).
- Continuing to advocate the extension of light rail into Doncaster Hill.
- Considering the views of the Sustainable Design Taskforce on major applications.
- Implementing mechanisms for the collection, disbursement and management of the Development Contributions Plan fund.

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Major Activity Centre (The Pines, Doncaster East)

Key issues

- Long-term viability of The Pines Shopping Centre and limited trade catchment area.
- Providing a suitable range of community facilities and services, infrastructure and accommodation to meet the needs of the changing demographics, in particular, the ageing population.
- Limited land available to provide for additional commercial and residential development.
- Achieving innovative, contemporary built form based on best practice architectural design and sustainability principles.
- Development does not address the streetscape.
- Enhancing the public transport interchange function of The Pines Shopping Centre.
- The topography of The Pines Activity Centre presents challenges for creating pedestrian and bicycle friendly environments.
- High visibility of the Pines Activity Centre from the Green Wedge.
- Establishing an identity and sense of community and place that is unique to this area.
- Preservation of biosites and habitat on Andersons Park and along road reserves.

Objectives

- To encourage a mix of uses and activities within The Pines Activity Centre which meets the social, recreational and retail needs of the population at the sub-regional level.
- To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.
- To avoid the fragmentation of land through subdivision.
- To achieve innovative, contemporary design and built form for all new development that is based on the best of architectural design practice and incorporates ecologically sustainable design principles.
- To encourage active uses and pedestrian generating activities as part of any future development of The Pines Activity Centre which address the streetscape.
- To ensure that open space areas and community facilities are linked to surrounding residential areas and the Shopping Centre through pedestrian and cycling paths.
- To ensure that public spaces provide a high standard of amenity, convenience, accessibility and safety.
- To improve pedestrian, bicycle and public transport access to The Pines Shopping Centre and within the Activity Centre.
- To ensure that the public transport interchange remains highly accessible and is located in a visually prominent position to promote greater use of public transport.
- To ensure appropriate traffic management and adequate parking provisions.
- To maximise use of views to the surrounding rural and bushland areas.
- To provide landscaping to soften built form incorporating indigenous planting where possible.
- To encourage the development of a distinct theme and sense of place unique to The Pines Activity Centre through landscaping and urban design improvements.
- To minimise adverse impacts associated with the location and operation of gaming venues and machines.

Strategies

Strategies to achieve these objectives include:

- Identify opportunities for increased retail and office floor space to meet the future needs of the sub regional population.
- Ensure provision of a greater intensity and diversity of housing.
- Encourage the provision of a bedroom and bathroom on the lower levels of dwellings and encourage the provision of lifts in apartment buildings.
- Provide for a range of health, leisure, recreation, family education and learning and professional activities to meet the needs of the sub regional population and support the role of The Pines as a Major Activity Centre.
- Encourage the provision of an economic assessment of the impacts of significant proposed developments/expansions on other activity centres.
- Ensure that all non-residential uses are designed to protect both existing and future residential amenity from excessive noise and odour.

- Ensure that new residential developments are designed to protect occupants from external noise and not unduly prejudice the operation of surrounding non-residential uses.
- Develop community buildings which adhere to good urban design principles, energy efficiency and which attract a broad range of users.
- Design public spaces to provide a high standard of amenity, convenience, accessibility and safety.
- Require an appropriate transition in height both within the activity centre and to surrounding neighbourhoods.
- Provide buildings which are visually diverse and contribute to the public realm through the use of varied, high quality, durable and environmentally appropriate materials.
- Provide pedestrian/bicycle links through The Pines Activity Centre, surrounding areas and open space links.
- Ensure that new commercial uses and development facilitates public transport use, pedestrian flows and bicycle use.
- Require a traffic impact assessment, where appropriate, to be prepared for development which assesses any impacts along Blackburn, Reynolds and Anderson Creek Road, including any mitigation works such as signalisation or other traffic treatments.
- Provide car parks, preferably at basement level, loading facilities and internal roads to service any future commercial or apartment style development.
- Implement Integrated Transport Plans to ensure access to employment, services and housing choices.
- Protect and enhance key views and vistas.
- Minimise massing and bulk of buildings along the ridgeline.
- Encourage built form (including provision of restaurants or public spaces) within The Pines Shopping Centre that capitalises on key views and vistas including views to the Dandenongs and the Kinglake Ranges
- Plant and maintain native vegetation buffers between Council reserves and the residential areas.
- Protect, enhance and maintain the remnant indigenous vegetation in Andersons Park to promote the park's natural conservation areas and informal recreational values.
- Develop a landscaped theme based on the planting of Eucalyptus polyantheromos (Red Box) trees, complemented by indigenous vegetation.
- Locate gaming venues and machines so as to discourage convenience gambling and ensure the availability of a range of alternative social and recreational activities.

Implementation

These strategies will be implemented by:

Zones and overlays

- Applying the Commercial 1 Zone.
- Applying the Public Use Zone 6.
- Applying the Residential Growth Zone.

- Applying the Public Park and Resource Zone
- Applying a Design and Development Overlay.

Policy and exercise of discretion

- Implementing the Manningham Residential Strategy (2012).
- Implementing The Pines Activity Centre Structure Plan (2011).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).
- Using Local Policy to guide the location, design and management of gaming machines and venues (*Gaming, Clause 22.18*).

Further strategic work

- Preparing a Manningham Development Contributions Plan focusing on key development areas to ensure adequate provision of infrastructure.
- Investigating opportunities for improved accessibility and connectivity within The Pines Activity Centre.

Other actions

- Investigating opportunities to improve sustainable business practices at The Pines.
- Continuing to advocate for improvements to access, frequency and hours of operation of public transport to The Pines.
- Considering the views of the Sustainable Design Taskforce on major applications.
- Development of a pedestrian/bicycle plan which includes a focus on the bus interchange.

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Neighbourhood Activity Centres

Key issues

- The long-term viability of Neighbourhood Activity Centres and the impact of the [Westfield](#) Doncaster ~~Shoppingtown~~ and The Pines expansions.
- Pressure for commercial and retail development outside Neighbourhood Activity Centres.
- The appearance of buildings, car parking and signage.
- Impact of Neighbourhood Activity Centres on adjoining residential areas.
- Lack of suitable community facilities, social services, public spaces and infrastructure to meet future needs.
- Provision of appropriate car parking and traffic management arrangements.

Objectives

- To maintain the role of Neighbourhood Activity Centres to meet local convenience needs.

- To achieve active street frontages in Neighbourhood Activity Centres.
- To discourage the location of new commercial and retail development outside Neighbourhood Activity Centres.
- To minimise the negative impact of Neighbourhood Activity Centres on the amenity of adjoining residential areas.
- To achieve high quality urban design which promotes a sense of place, community identity, social interaction and a safe environment.
- To provide landscaping to soften built form.
- To achieve building design which includes accessibility and reduces the need to modify or alter buildings, in response to future changing needs and uses.
- To ensure that public spaces provide a high standard of amenity, convenience, accessibility and safety.
- To provide quality community services and facilities in proximity to and within Neighbourhood Activity Centres.
- To ensure that adequate infrastructure is provided as part of any development.
- To improve pedestrian, bicycle and public transport access to Neighbourhood Activity Centres.
- To achieve effective and safe pedestrian movement within Neighbourhood Activity Centres.
- To ensure appropriate traffic management and adequate parking provision.
- To ensure that development provides the highest level of access for all people.

Strategies

Strategies to achieve these objectives include:

- Encourage a mix of uses including residential development to ensure the long-term viability and competitiveness of the activity centres.
- Require the location of new commercial and retail uses to be within activity centres.
- Upgrade the appearance of Neighbourhood Activity Centres through the implementation of Urban Design Masterplans.
- Ensure that land use and development within Neighbourhood Activity Centres minimises the impact on residential amenity.
- Encourage high quality and contemporary built form.
- Encourage car parking areas at the rear, side or underneath buildings in a way that responds to landform and surrounding development.
- Encourage the use of landscaping to soften the visual appearance of development.
- Encourage signs which complement the character and amenity of the area, the site and surrounds, built form and streetscape, minimise clutter, are well designed and improve the site's attractiveness and function.
- Encourage the establishment of community based facilities in or adjacent to activity centres to encourage social interaction and to service resident needs.
- Design public spaces to provide a high standard of amenity, convenience, accessibility and safety.

- Require an economic assessment of the impacts of significant proposed developments/expansions on other activity centres.
- Require a traffic and car parking assessment to be prepared for development, where appropriate.
- Maximise opportunities for car parking including consolidation of land (e.g. at the rear of shops).

Implementation

These strategies will be implemented by:

Zones and overlays

- Applying the Commercial 1 Zone to the Neighbourhood Activity Centres.

Policy and exercise of discretion

- Implementing the Manningham Activity Centre Strategy (2005).
- Implementing the Manningham Residential Strategy (2012).
- Implementing any existing structure plans.
- Using Local Policy to improve the functionality of commercial developments, including the location and design of car parking areas (*Design and development policy, Clause 22.01; Accommodation premises policy, Clause 22.04; Non-residential uses in residential areas policy, Clause 22.05; Eating and entertainment premises policy, Clause 22.06; and Access for disabled people policy, Clause 22.09*).
- Using Local Policy to guide the location and display of advertising signs (*Outdoor advertising signs policy, Clause 22.07*).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).
- Implementing the Jackson Court Parking Precinct Plan (Jackson Court Shopping Centre Parking Precinct Plan, Arup and Manningham City Council, June 2000 Clause 52.06-6).

Further strategic work

- Implementing the Manningham Activity Centres Strategy (2005).
- Preparing guidelines for sustainable business practices to encourage activity centres to operate in a more environmentally responsive manner.

Other actions

- Considering the views of the Sustainable Design Taskforce on major applications.
- Developing, implementing and reviewing Urban Design Masterplans for each activity centre to provide landscape and urban design measures to increase public safety, comfort, functionality and achieve a high standard environment.
- Preparing a Manningham Development Contributions Plan focusing on key development areas to ensure adequate provision of infrastructure.

- Preparing Special Rates and Charges Schemes to enhance Neighbourhood Activity Centres in accordance with the *Manningham Activity Centre Strategy* (2005).

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Local Activity Centres

Key issues

- Long-term viability of Local Activity Centres.
- Vacancy rates within Local Activity Centres.
- Redevelopment of these centres for a mix of uses.
- The appearance of buildings and signage.
- Provision of appropriate car parking and traffic management arrangements.
- Impact of Local Activity Centres on adjoining residential areas.

Objectives

- To ensure that Local Activity Centres make a positive visual contribution to the local neighbourhood.
- To minimise the negative impact of Local Activity Centres on the amenity of adjoining residential areas.
- To ensure the adequate provision of car parking within Local Activity Centres.

Strategies

Strategies to achieve these objectives include:

- Encourage high quality built form that complements and responds to surrounding developments.
- Improve pedestrian, bicycle and public transport access to Local Activity Centres.
- Achieve effective and safe pedestrian movement within Local Activity Centres.
- Require adequate provision of car parking for new development and uses.
- Encourage signs which complement the character and amenity of the area, the site and surrounds, built form and streetscape, minimise clutter, are well designed and improve the site's attractiveness and function.
- Ensure new use and development within Local Activity Centres minimises the impact on residential amenity.

Implementation

These strategies will be implemented by:

Zones and overlays

- Applying the Commercial 1 Zone.

Policy and exercise of discretion

- Using Local Policy to improve the functionality of commercial developments, including the location and design of car parking areas (*Design and development policy, Clause 22.01; Accommodation premises policy, Clause 22.04; Non-residential uses in residential areas policy, Clause 22.05; Eating and entertainment premises policy, Clause 22.06; and Access for disabled people policy, Clause 22.09*).
- Using Local Policy to guide the location and display of advertising signs (*Outdoor advertising signs policy, Clause 22.07*).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).

Further strategic work

- Investigating the future role of Local Activity Centres to determine appropriate uses and vision for each centre.

Other actions

- Considering the views of the Sustainable Design Taskforce on major applications.

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Commercial areas

Key issues

- Pressure to locate commercial development outside of activity centres and existing commercial areas.
- Pressure to rezone residentially zoned land adjacent to existing commercial areas, particularly along Doncaster Road.
- Impact on the amenity of adjoining uses.
- The design and appearance of new commercial development.

Objectives

- To contain commercial development within existing commercial areas or activity centres.
- To minimise the impact of commercial development on the amenity of other adjoining uses.
- To achieve development with a high standard of amenity, functionality and safety.
- To ensure that the range of uses within mixed use developments are compatible.
- To achieve high quality urban design that makes a positive visual contribution to existing commercial areas.
- To reduce the visual impacts of car parking and driveway areas.
- To provide landscaping to soften built form.
- To minimise adverse impacts associated with the location and operation of gaming venues and machines.

Strategies

Strategies to achieve these objectives include:

- Require proposals for commercial floorspace to be located within existing commercial areas.
- Ensure that commercial development minimises the impact on residential amenity.
- Require commercial developments to provide a high standard of amenity, convenience, accessibility and safety.
- Ensure high standards of urban design that enhances the appearance of existing commercial areas and activity centres and complements surrounding developments.
- Require multi-level development to include stepped heights, articulation, and sufficient setbacks to avoid detrimental impacts to the area's character and amenity.
- Encourage car parking areas at the rear, side or underneath buildings in a way that responds to landform and surrounding development.
- Encourage the use of sustainable landscaping to soften the visual appearance of development.
- Encourage signs which complement the character of the area, the site and surrounds, built form and streetscape, minimise clutter, are well designed and improve the site's attractiveness and function.
- Locate gaming venues and machines so as to discourage convenience gambling and ensure the availability of a range of alternative social and recreational activities.

Implementation

These strategies will be implemented by:

Zones and overlays

- Applying the Commercial 1 Zone.
- Applying the Mixed Use Zone.
- Applying a Design and Development Overlay.

Policy and exercise of discretion

- Using Local Policy to improve the functionality of commercial developments (Design and development policy, Clause 22.01; Accommodation premises policy, Clause 22.04; Non-residential uses in residential areas policy, Clause 22.05; Eating and entertainment premises policy, Clause 22.06; and Access for disabled people policy, Clause 22.09).
- Using Local Policy to guide the location and display of advertising signs (*Outdoor advertising signs policy, Clause 22.07*).
- Using Local Policy to promote design that addresses public safety (*Safety through urban design policy, Clause 22.08*).
- Using Local Policy to guide the location, design and management of gaming machines and venues (*Gaming, Clause 22.18*).

Further strategic work

- Investigating the appropriateness of the Mixed Use Zone within existing commercial areas.

Other actions

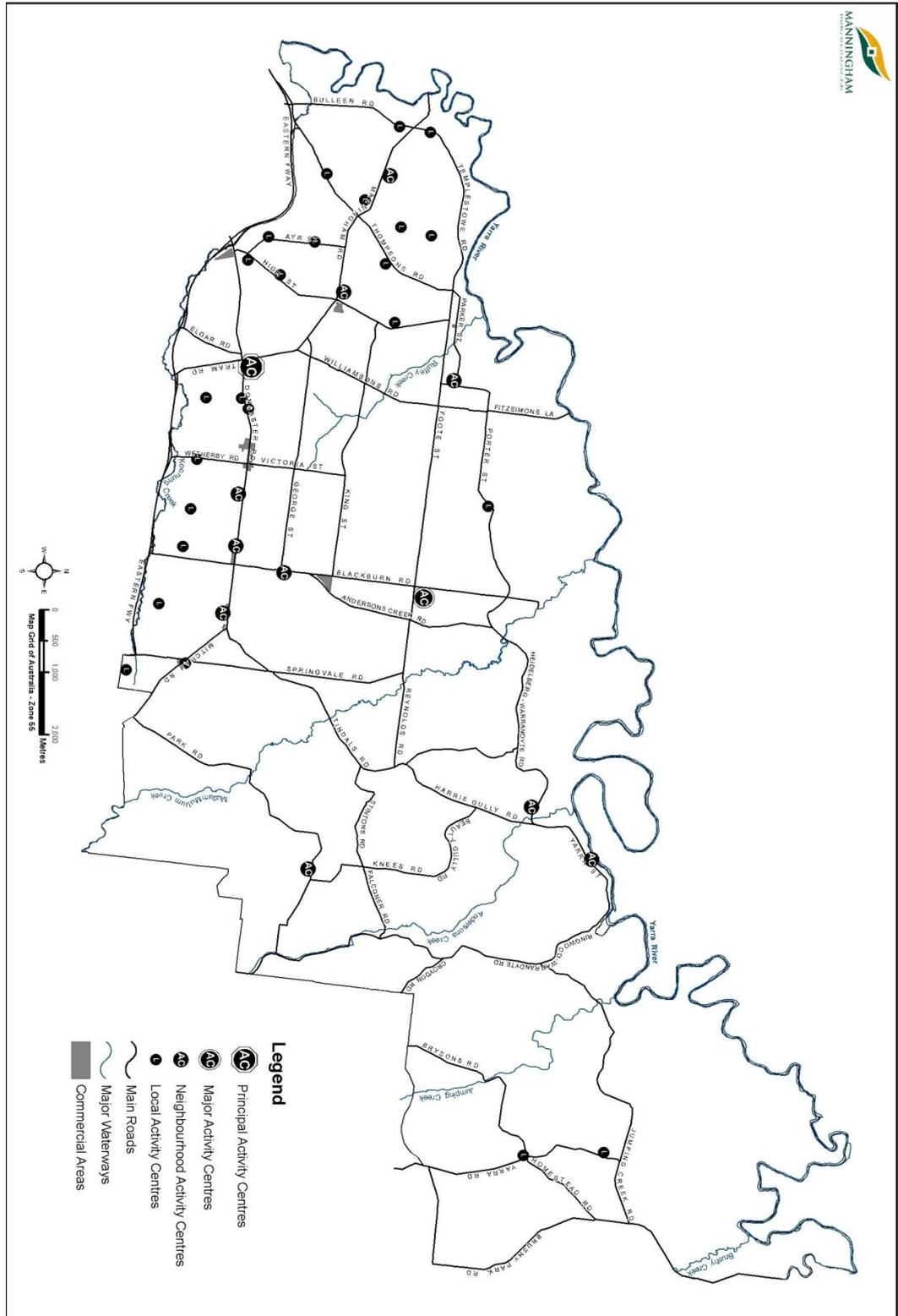
- Considering the views of the Sustainable Design Taskforce on major applications.
- Encouraging collaborative design processes with key stakeholders for significant proposals.

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Reference documents

- Manningham City Council (2002) *Doncaster Hill Strategy*, Manningham City Council, Doncaster.
- Manningham City Council (2012) *Manningham Residential Strategy*, Manningham City Council, Doncaster.
- Manningham City Council (2004) *Doncaster Hill Sustainability Guidelines*, Manningham City Council, Doncaster.
- Manningham City Council (2011) *The Pines Activity Centre Structure Plan*, Manningham City Council, Doncaster.
- Manningham City Council (2005) *Manningham Activity Centre Strategy*, Manningham City Council, Doncaster.
- Manningham City Council (1996) *Manningham Centre Structure Plan*, Manningham City Council, Doncaster.
- Manningham City Council (2003) *Manningham City Council 2003-2006 Economic Development Strategy*, Manningham City Council, Doncaster.
- Symplan (2014) *City of Manningham Problem Gambling (Electronic Gaming Machines) Study: Part Three - Planning Policy Framework and Local Planning Policy*.

Activity Centres and Commercial Areas Framework Plan 5



05/06/2014
GC6

SCHEDULE 1 TO THE ACTIVITY CENTRE ZONE

Shown on the planning scheme map as **ACZ1**.

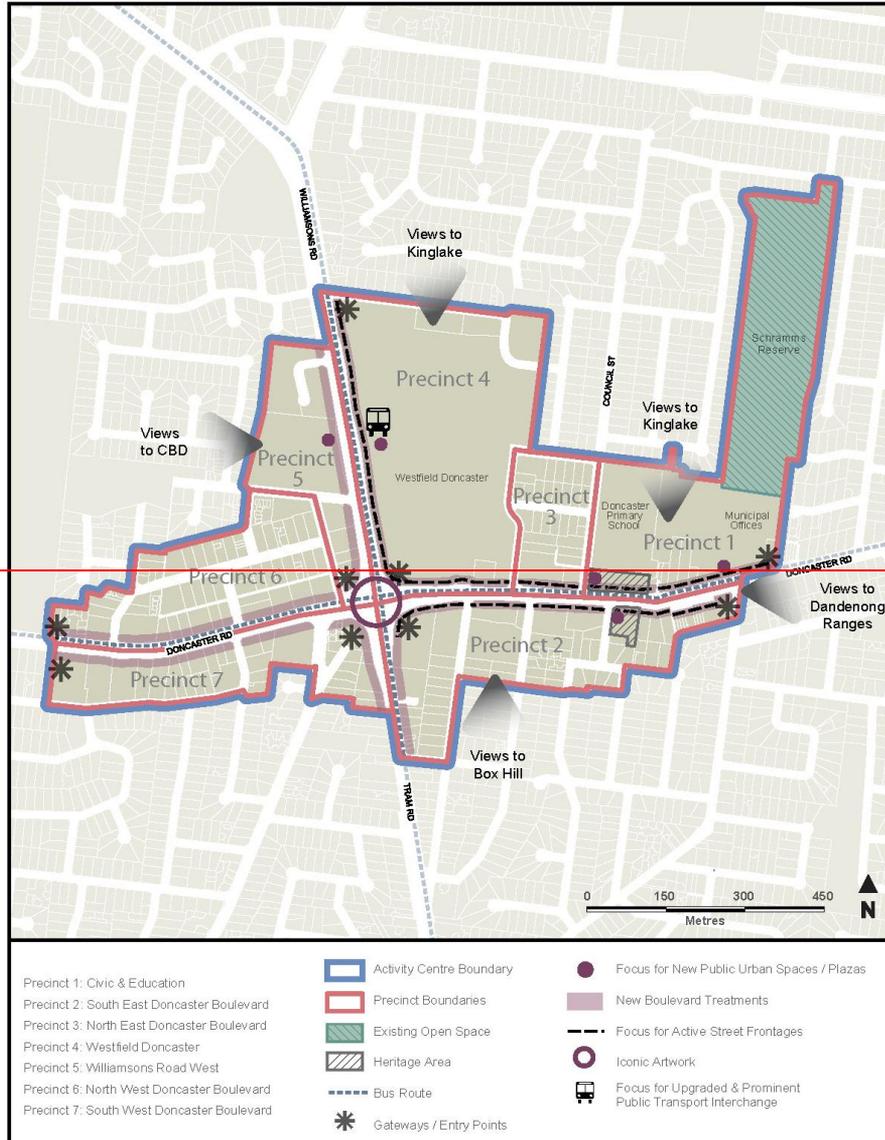
DONCASTER HILL PRINCIPAL ACTIVITY CENTRE

1.0

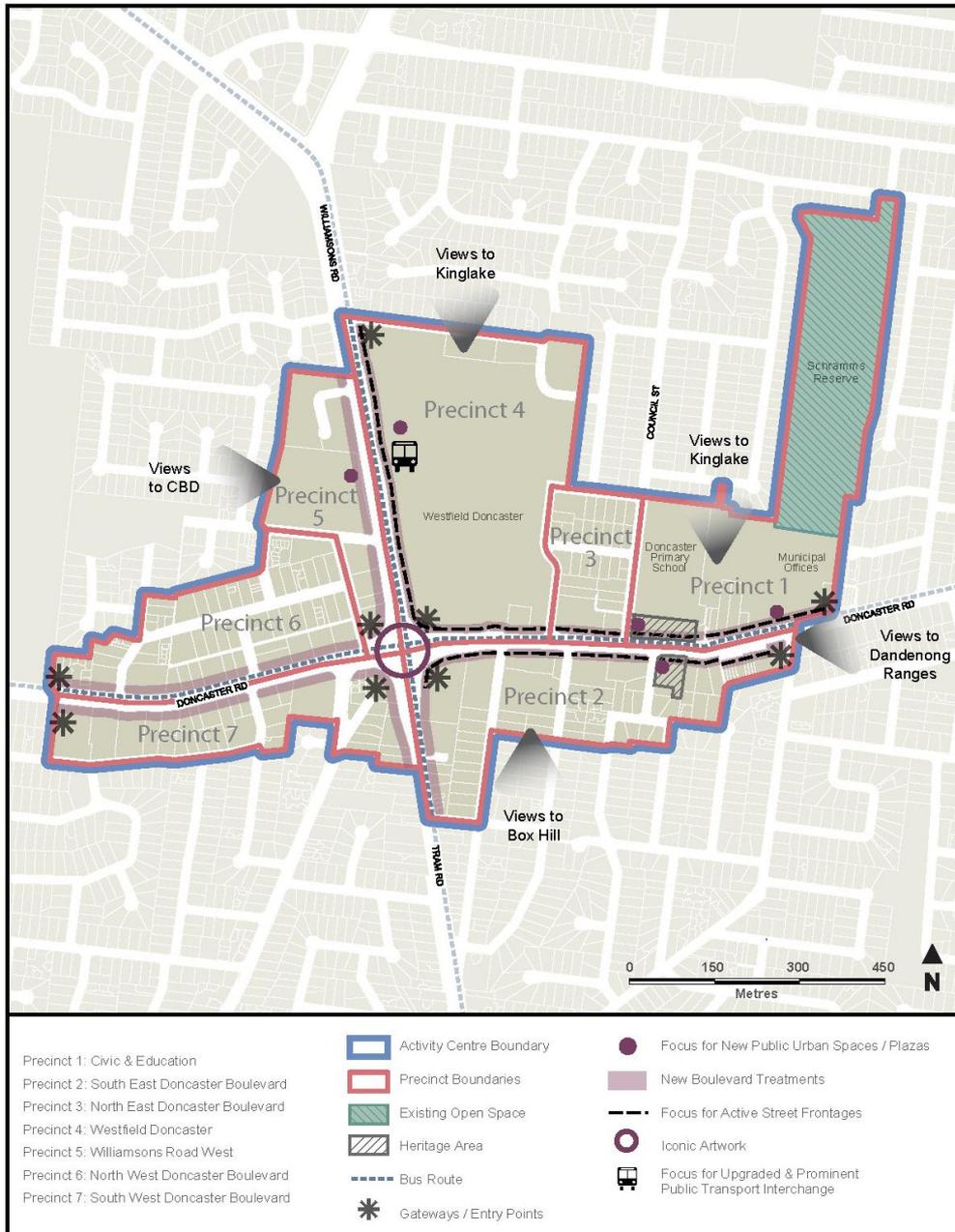
03/06/2010
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Proposed
C104

Doncaster Hill Framework Plan

Existing Doncaster Hill Framework Plan - To be replaced with new plan as follows to reflect the relocation of the bus interchange and new public urban space/plaza



New plan to form part of changes introduced as part of Amendment C104



2.0

17/09/2009
VC59

Land use and development objectives to be achieved

- To advance Doncaster Hill as a sustainable and vibrant mixed-use activity centre with a strong sense of place and civic identity.
- To develop the centre as a focus for contemporary high density residential development incorporating a mix of complementary retail, social, commercial and entertainment uses.
- To ensure the activity centre enhances the social, environmental, economic and cultural elements of the municipality and region, advancing Doncaster Hill as a destination in Melbourne's East.

Land use

- To provide for a vibrant range of mixed uses that support the strategic role of the Doncaster Hill Principal Activity Centre.
- To provide for a high level of activity that attracts people, provides a focal point for the community, creates an attractive and safe urban environment, increasing opportunities for social interaction.
- To ensure mixed use development comprises flexible floor spaces for a range of uses.
- [To recognise that, central to the activity centre, the site is a major regional shopping centre.](#)
- To substantially increase the provision, intensity and diversity of housing (especially affordable housing), that allows for all sectors of the community to live in the centre.
- To provide for high-density residential development on individual sites in conjunction with a diversity of other uses including a mix of retail, commercial, social, community and entertainment uses.
- To encourage commercial and small-scale retail uses at the lower level of buildings, with high-density apartment style residential development on upper levels.

Built form

- To create treed boulevards framed by podiums, consistent front setbacks and a high quality landscape along Doncaster, Williamsons and Tram Roads.
- To encourage innovative, contemporary architecture that provides a distinctive sense of identity for the Doncaster Hill Principal Activity Centre.
- To emphasise the existing dramatic landform of Doncaster Hill through built form that steps down the hill.
- To ensure an appropriate transition in height both within the activity centre and to surrounding neighbourhoods.
- To encourage built form that capitalises on key views and vistas including to the middle-ground and distant features including Dandenongs, the Kinglake Ranges and the central Melbourne skyline.
- To encourage the provision of urban art within built form or in adjacent public areas.
- To encourage the built form at gateway locations identified in the Framework Plan to be designed to act as markers with distinguishing architectural or urban design treatments.

Environmental sustainability

- To ensure Australian Best Practice environmentally sustainable design is met in relation to building energy management, water sensitive urban design, construction materials, indoor environment quality, waste management and transport.

Public realm

- To encourage active street frontages and pedestrian generating activities to be located along main roads.
- To ensure public spaces are minimally impacted by overshadowing, including preserving solar access in mid-winter to the key boulevards of Doncaster Road and Williamsons Road.
- To facilitate the enjoyment of public urban spaces/plazas, streetscapes, pedestrian and bicycle paths by ensuring that these areas are not excessively overshadowed or affected by wind tunnelling.

- To encourage artwork in suitable locations to contribute to creating a distinctive sense of identity.

Open space and landscaping

- To achieve development that provides accessible, safe, attractive and functional private and public open space opportunities, which are well connected and integrated within a permeable urban environment.
- To create a healthy and consistently landscaped environment that is dominated by native and indigenous planting.
- To maximise opportunities for landscaping in the public and private realm.
- To ensure each precinct has ready access to well designed public open space.

Transport and access

- To achieve development of circulation networks that focus on providing strong linkages within the Doncaster Hill Principal Activity Centre, and enhance public transport, pedestrian and bicycle users’ amenity.
- To provide for well-defined vehicular, bicycle and pedestrian access both within and external to all precincts, with strong pedestrian crossing points to be established between the north and south sides of Doncaster Road.
- To encourage the integration of car parking areas into buildings and the unique sloping landform, including providing under-croft and basement as opposed to open-lot parking.

Land configuration and ownership

- To encourage the reconfiguration and consolidation of land where necessary to create viable development sites and optimal development of the centre.
- To avoid the fragmentation of land through subdivision that does not achieve the outcomes of the Development Framework.

3.0

05/06/2014
GC6

Table of uses

Section 1 - Permit not required

Use	Condition
Accommodation (other than Camping and caravan park, Caretaker’s house, Corrective institution and Dwelling)	Must not be located at ground floor level, except for entry foyers. Must be in conjunction with one or more other uses in section 1 or 2.
Caretaker’s house	
Dry cleaner	Must be in Precincts 4 or 2A.
Dwelling	
Education centre	Must be in Precinct 1.
Food and drink premises (other than Hotel and Tavern)	Must be in Precincts 4 or 2A. Must be in conjunction with one or more other uses in section 1 or 2. Must be located at ground floor level, but is not limited to ground floor level.
Home occupation	
Leisure and recreation (other than Open	

Use	Condition
sports ground, Restricted recreation facility, Major sports and recreation facility and Motor racing track)	
Laundromat	Must be located in Precincts 4 or 2A.
Market	Must be located in Precinct 1.
Minor utility installation	
Office	<p>Must not be in Precincts 2E-G, 3A or 6D-E.</p> <p>Must be in conjunction with one or more other uses in section 1 or 2.</p> <p>Any frontage at ground floor level must not exceed 2 metres, unless the office is a bank, real estate agency, travel agency, or any other office where the floor space adjoining the frontage is a customer service area accessible to the public.</p> <p>Within Precinct 3 on land bounded by Doncaster Road, Tower Street, Berkeley Street and Council Street, must have a floor area of at least 1,500 square metres.</p>
Open sports ground	Must be located in Precinct 1.
Postal agency	
Railway	
Restricted recreation facility	Must be located in Precinct 1.
Shop (other than Adult sex book shop)	Must be located in Precincts 4 or 2A.
Tramway	
Any use listed in Clause 62.01	Must meet requirements of Clause 62.01.
Section 2 - Permit required	
Use	Condition
Adult sex bookshop	Must be at least 200 metres (measured by the shortest route reasonably accessible on foot) from a residential zone or Business 5 Zone, land used for a hospital, primary school or secondary school or land in a Public Acquisition Overlay to be acquired for a hospital, primary school or secondary school.
Commercial display area	
Food and drink premises (other than Hotel and Tavern) – if the Section 1 condition is not met	<p>Must be in conjunction with one or more other uses in section 1 or 2.</p> <p>Must be located at ground floor level, but is not limited to ground floor level.</p>
Hotel	Must be in conjunction with one or more other uses in section 1 or 2.
Office – if the Section 1 condition is not met	<p>Must be in conjunction with one or more other uses in section 1 or 2.</p> <p>Within Precinct 3 on land bounded by Doncaster Road, Tower Street, Berkeley Street and Council Street, must have a floor area of at least 1,500 square metres.</p>
Place of assembly (other than Carnival, Circus and Drive-In theatre)	Must be in conjunction with one or more other uses in section 1 or 2.

Use	Condition
Research centre	
Research and development centre	
Restricted recreation facility	
Retail premises (other than food and drink premises, market, primary produce sales, postal agency and shop)	Must be in conjunction with one or more other uses in section 1 or 2. Must be located at ground floor level, but is not limited to ground floor level.
Service industry (other than Dry cleaner and Laundromat)	
Shop (other than Adult sex book shop) – if the Section 1 condition is not met	Except in Precincts 4 or 2A must be in conjunction with one or more other uses in section 1 or 2. Except in Precincts 4 or 2A must be located at ground floor level, but is not limited to ground floor level.
Tavern	Must be in conjunction with one or more other uses in section 1 or 2.
Transport terminal (other than Airport, Road freight terminal and Wharf)	
Utility installation (other than Minor utility installation and Telecommunications facility)	
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use
Agriculture (other than Apiculture)
Airport
Brothel
Camping and caravan park
Cemetery
Corrective institution
Drive-in theatre
Freeway service centre
Industry (other than Service industry and Research and development centre)
Major sports and recreation facility
Motor racing track
Primary produce sales
Road freight terminal
Saleyard
Timber production
Warehouse (other than a Commercial display area)
Winery
Wharf

4.0 Centre-wide provisions

03/06/2010
C87
4.1

Use of land

03/06/2010
C87

A permit is not required to use land located in Precinct 1 for the purpose of Local Government or Education providing the use is carried out by, or on behalf of, the public land manager.

4.2 Subdivision

03/06/2010
C87

Applications for subdivision of existing sites that are not associated with a development proposal that supports the objectives promoted by this Scheme for the Doncaster Hill Principal Activity Centre are discouraged.

Consolidation of land to facilitate the creation of viable development sites is encouraged.

4.3 Buildings and works

03/06/2010
C87

Dwellings

No permit is required to:

- Construct or extend one dwelling on a lot of more than 500 square metres. This exemption does not apply to:
 - Construction of a dwelling if there is at least one dwelling existing on the lot.
 - Extension of a dwelling if there are two or more dwellings on the lot.
 - Construction or extension of a dwelling if it is on common property.
 - Construction or extension of a front fence within 3 metres of a street if the fence is associated with 2 or more dwellings on a lot or a residential building, and the fence exceeds the maximum height specified in Clause 55.06-2.
 - The development of a Caretaker's house or a Bed and breakfast.
- Construct or carry out works normal to a dwelling.
- Construct or extend an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.
- Construct one dependent person's unit on a lot.

4.4 Design and development

03/06/2010
C87

Dwellings

On a lot of less than 500 square metres, a development must meet the requirements of Clause 54 if it proposes to:

- Construct or extend one dwelling; or
- Construct or extend a front fence within 3 metres of a street if the fence is associated with one dwelling.

A development must meet the requirements of Clause 55 if it proposes to:

- Construct a dwelling if there is at least one dwelling existing on the lot.
- Construct two or more dwellings on a lot.
- Extend a dwelling if there are two or more dwellings on the lot.

- Construct or extend a dwelling if it is on common property.
- Construct or extend a residential building.
- Construct or extend a front fence within 3 metres of a street if:
 - The fence is associated with 2 or more dwellings on a lot or a residential building, and
 - The fence exceeds the maximum height specified in Clause 55.06-2.

This does not apply to a development of four or more storeys, excluding a basement.

Building height

New development must not exceed the Maximum Building Heights and Design Element Heights specified in the precinct provisions at Clause 5 of this Schedule.

A permit cannot be granted to vary the Maximum Building Heights or Design Element Heights specified in the precinct provisions at Clause 5 of this Schedule.

For the purposes of this Schedule, the Maximum Building Height and Design Element Height does not apply to service equipment including plant rooms, lift overruns, solar collectors and other such equipment provided the following criteria are met:

- No more than 50% of the roof area is occupied by the equipment;
- The equipment is located in a position on the roof so as to minimise additional overshadowing of neighbouring properties and public spaces;
- The equipment does not extend higher than 3.6 metres above the Maximum Building Height as specified in the precinct provisions at Clause 5 of this Schedule; and
- The equipment is designed and screened to the satisfaction of the responsible authority.

For the purposes of this Schedule, a Design Element is a unique architectural or design feature that substantially contributes to the overall building form and appearance. Design Element Areas are identified for each precinct in the Precinct Provisions at Clause 5 of this Schedule.

Design Elements should:

- Substantially contribute to the overall built form and appearance by forming part of a distinctive architectural or ecologically sustainable design feature;
- Be based on contemporary architectural and innovative urban design techniques that incorporate ecologically sustainable design principles;
- Be located where built form will have the greatest impact and be able to make an architectural statement, including the highest areas on ridgelines, the area surrounding the intersection of Doncaster and Williamsons Road, and the entry points/gateways into Doncaster Hill Principal Activity Centre;
- Not occupy greater than 15% of the overall roof area of the building.
- Not substantially increase the visual mass of the building; and
- Not cast additional overshadowing upon adjacent and nearby properties and public spaces at 12 noon on 22 June.

Building setbacks

A permit cannot be granted to vary the front setbacks, including the front podium and front tower setbacks, specified in the precinct provisions at Clause 5 of this Schedule for those properties abutting Doncaster Road, Williamsons Road or Tram Road.

A permit may be granted to vary the minimum side and rear setbacks specified in the precinct provisions at Clause 5 of this Schedule.

Minor buildings and works such as verandas, architectural features, balconies, sunshades, screens, artworks and street furniture may be constructed within the setback areas specified in the precinct provisions at Clause 5 of this Schedule provided they are designed and located to the satisfaction of the responsible authority.

Overshadowing

Development on the north side of Doncaster Road must not cast a shadow further than 1.2 metres south of the back of the kerb on the south side of Doncaster Road between 11:30am and 1:30pm on 22 June.

Development should be designed to avoid casting shadows on adjacent properties (including public open space areas) outside the activity centre between 11:00am and 2:00pm on 22 September.

Boulevard character

Development along Doncaster Road, Williamsons Road and Tram Road, [except for land in Precinct 4A \(Westfield Doncaster\) along Williamsons Road](#), must provide:

- A podium of at least 12 metres along street frontages.
- A uniform 5 metre setback to a podium from the site frontage.
- A 3.6 metre wide paved promenade across the site frontage, replacing the existing footpath, to the satisfaction of the responsible authority.
- Two staggered avenues of large deciduous trees (minimum 3.5 metres height at time of planting) at 12 metre spacings, and the inside row being positioned at 3.5 metre offset from the building edge, with species being to the satisfaction of the responsible authority.
- A tree grille at each tree, to be bordered by a pavement header strip to the satisfaction of the responsible authority.
- A mix of hard and soft landscape treatments within the street frontage setback area located between the new paved promenade and the front wall of the building. Hard landscape treatments may include paving, street furniture and screens etc., which complement the boulevard landscape treatment. Soft landscape treatments may include grassed areas and planting that complements the boulevard landscape treatment to the satisfaction of the responsible authority.
- [Artwork in a suitable location within the street frontage area, unless an artwork contribution has been made in some other form to the satisfaction of the responsible authority.](#)
- [For land in Precinct 4A \(Westfield Doncaster\), the boulevard character treatments along Williamsons Road will be detailed in a Development Plan prepared and approved pursuant to Schedule 4 of the Development Plan Overlay.](#)

Advertising signs

Signs requiring a permit under Clause 52.05 must not be located within the 5 metre setback from the street frontage along Doncaster Road, Williamsons Road and Tram Road, [except for the land in Precinct 4A \(Westfield Doncaster\) along Williamsons Road. For land in Precinct 4A \(Westfield Doncaster\) along Williamsons Road, guidance for the location and display of advertising signs will be detailed in a Development Plan prepared and approved pursuant to Schedule 4 of the Development Plan Overlay.](#)

Landscape design

Landscape design must:

- Incorporate screen planting and landscape buffers of 1.5 metre minimum width as an interface to adjoining sites;

- Provide canopy trees and native indigenous plantings;
- Provide landscape treatments to the tops of podiums to provide visual interest and to soften the built form environment; and
- Create private and public open space areas that are accessible, safe, attractive and functional for all users.

Access and mobility

New development must:

- Comply with the Australian Standard AS1428 Part 2 provisions for access and mobility;
- Provide a high level of accessibility at the principal front entry for any residential development; and
- Provide for side or rear access to parking areas on sites along Doncaster Road, where appropriate.

5.0 Precinct provisions

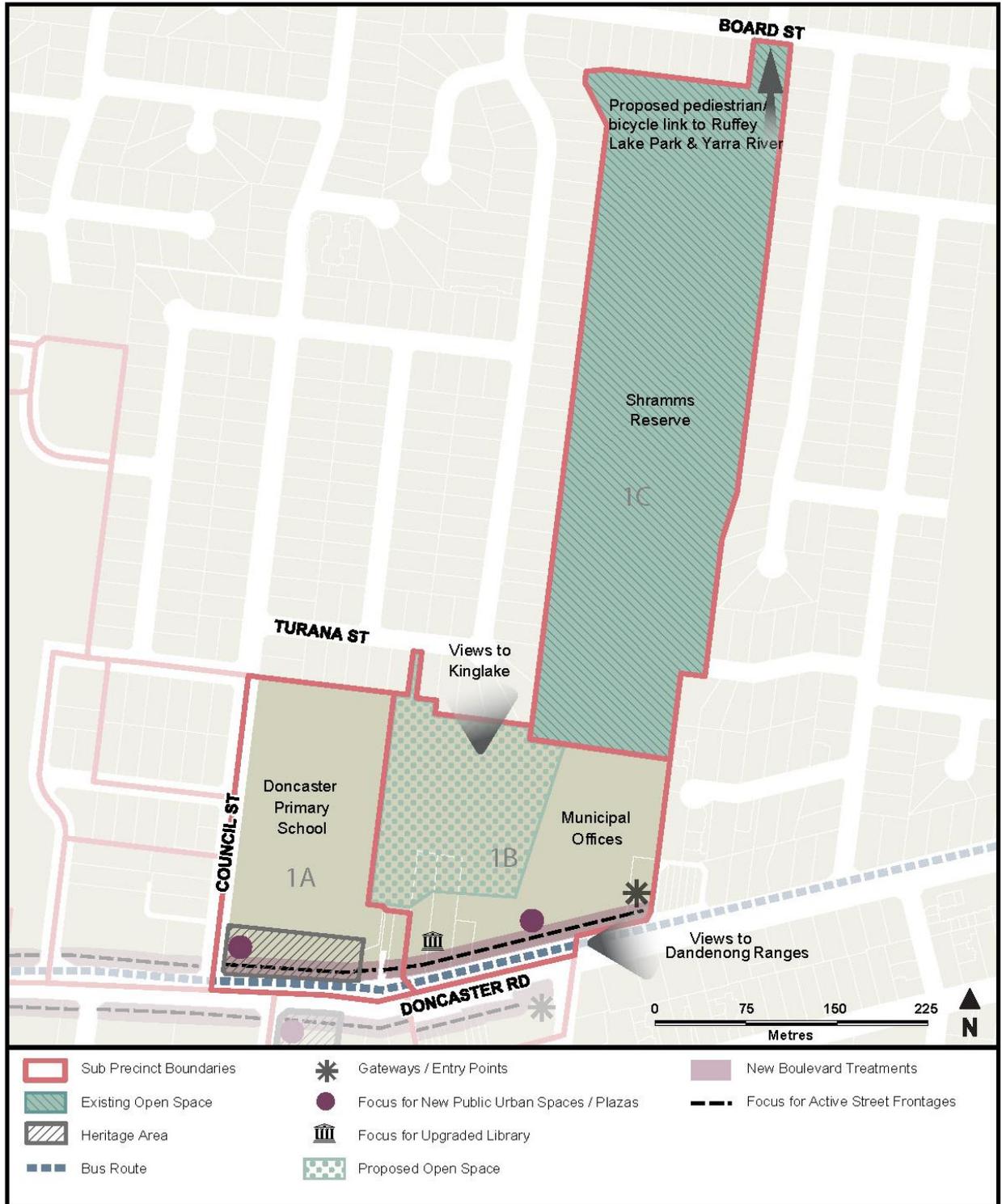
03/06/2010
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5.1 Precinct 1: Civic and Education

03/06/2010
C87

5.1-1 Precinct map

03/06/2010
C87



5.1-2 Precinct objectives

17/09/2009
VC59

- To develop Precinct 1 as a consolidated focus for civic, community, education and recreation facilities and associated activities.
- To create an enhanced historic and arts enclave focusing on the old shire offices and school building as integral features of the precinct, and develop a link with the heritage elements in Precinct 2.
- To consider mixed use commercial and residential opportunities within the precinct.
- To create a major public open space comprising an attractive green spine and outdoor events space, with extensive canopy tree planting.
- To create well designed urban spaces/plazas interfacing with the major civic open space, community, civic and education facilities and Doncaster Road, as part of future development proposals.
- To create an attractive green spine as an ‘outdoor events space’ which is visible from Doncaster Road, and with strong pedestrian links to key buildings and new facilities within the precinct.
- To create a landmark gateway building at the eastern end of the precinct.

5.1-3 Precinct requirements

03/06/2010
C87

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
1A	None specified	None specified	5m from front boundary 4.5m from side boundaries 8m from rear boundaries
1B	29m	3.8m above maximum height	5m from front boundary 4.5m from side boundaries 8m from rear boundaries
1C	None specified	None specified	None specified

5.1-4 Precinct guidelines

17/09/2009
VC59

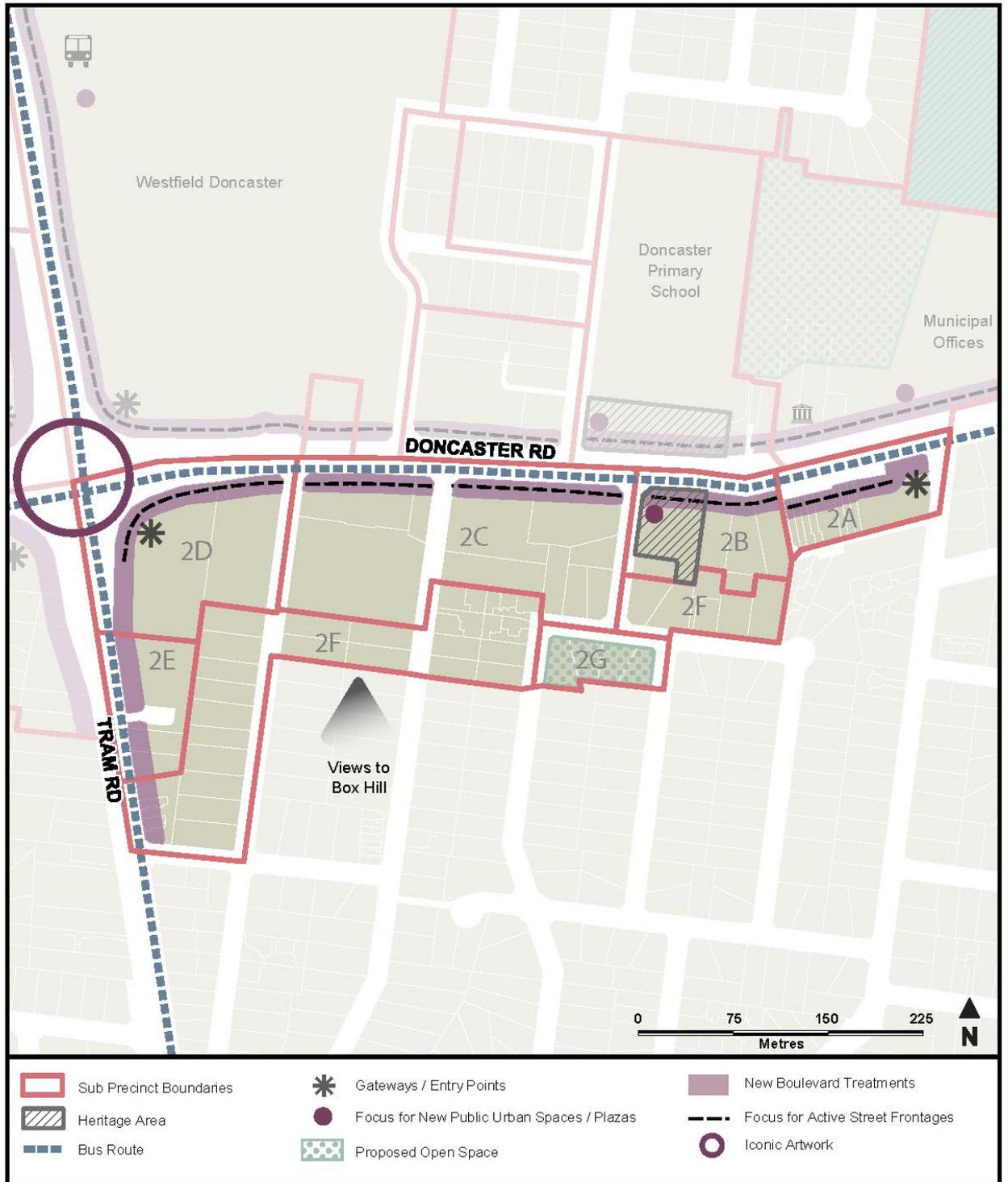
- Buildings should be innovative and contemporary and respond to the character of the existing municipal offices building and to the unique topography of the site.
- Recreation/open space setting should be preserved.
- Any new development should be sympathetic to the scale of the surrounding residential neighbourhood.
- Building facades and public spaces should reflect the precinct’s functions.
- Pedestrian linkages should be created with the retail precincts / active street frontages of both Westfield Doncaster and Doncaster Road.
- Significant vistas to the northern ranges from Doncaster Road (in the vicinity of the Municipal Offices) and from Schramms Reserve should be retained.
- New boulevard treatments should allow for access to key views and be designed to highlight the entrance to community spaces and facilities provided.
- Extensively plant native and indigenous vegetation throughout the precinct.

5.2 Precinct 2: South East Doncaster Boulevard

03/06/2010
C87

5.2-1 Precinct map

03/06/2010
C87



5.2-2

Precinct objectives

17/09/2009
VC59

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To encourage the greatest area of high-density development to locate along the Doncaster Road ridgeline.
- To encourage the provision of cafes, restaurants and outdoor eating within the precinct.
- To retain and enhance the historic elements within the precinct and develop a link with the historic and arts enclave in Precinct 1.
- To support and connect with the pedestrian link proposed for the Doncaster Road, Williamsons and Tram Roads intersection at the western end of the precinct.
- To create a landmark gateway building at the eastern and western ends of the precinct.
- To create a public urban space/plaza with good solar access abutting the south side of Doncaster Road, with convenient access to the north side.
- To develop an area of open space as a passive green park, with urban play opportunities, and located in an area convenient to the precinct with well defined pedestrian links.

5.2-3

Precinct requirements

03/06/2010
C87

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
2A	21.5m	4.3m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
2B	29m	5.8m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
2C	40m	8.0m above maximum height	5m to front podium edge from front boundary 11m to front tower edge from front boundary 4.5m from the side boundaries 5m from rear boundary
2D	36m	7.2m above maximum height	5m to front podium boundary 13m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
2E	21.5m	None specified	5m to front podium edge from front boundary 9m to front tower edge from front boundary

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
			4.5m from side boundaries 5m from rear boundary
2F	14.5m	None specified	5m from front boundary 4.5m from side boundaries 4.5m from rear boundary
2G	11m	None specified	3m from front boundary 4.1m from side boundaries 4.5m from rear boundary

5.2-4

17/09/2009
VC59

Precinct guidelines

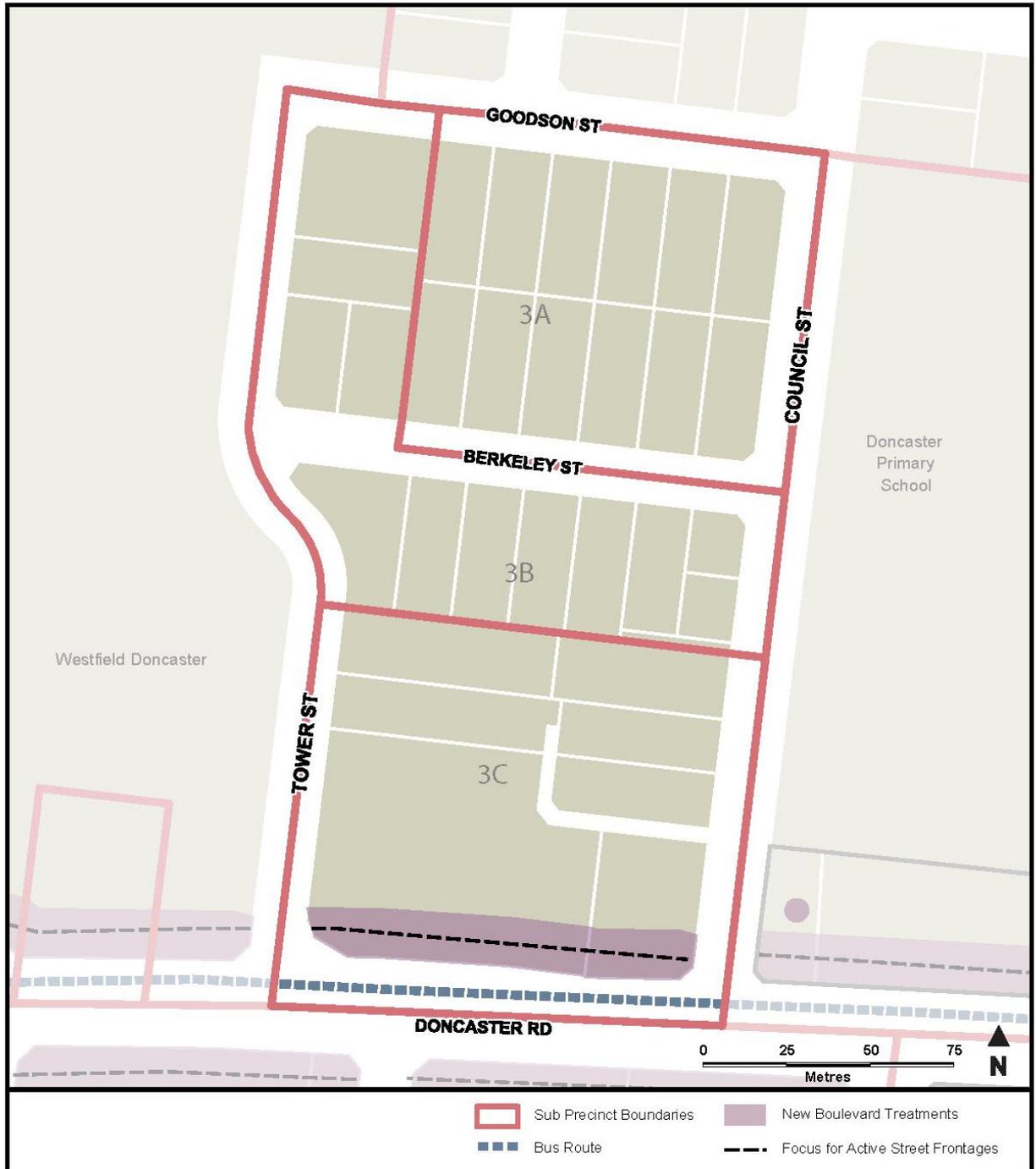
- Development should recognise heritage elements within the precinct.
- Built form should achieve a general stepping of the building in a southerly direction from the ridgeline, down Tram Road, and towards the residential area to the east.

5.3 Precinct 3: North East Doncaster Boulevard

03/06/2010
C87

5.3-1 Precinct map

03/06/2010
C87



5.3-2 Precinct objectives

17/09/2009
VC59

- To encourage a greater mix of uses including residential and commercial uses in the precinct.
- To encourage an enhanced pedestrian environment within the precinct.
- To ensure development steps down the hill to maximise the northerly aspect and commanding views to the northern ranges.
- To encourage the provision of a pedestrian and bicycle network to Westfield Doncaster and the civic and education precinct.

5.3-3 Precinct requirements

03/06/2010
C87

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
3A	12.5m	None specified	5m from front boundary 4.1m from side boundaries 4.5m from rear boundary
3B	14.5m	None specified	5m from front boundary 4.5m from side boundaries 4.5m from rear boundary
3C	29m	5.8m above maximum height	5m to front podium edge from front boundary 15m to front tower edge from front boundary 4.5m from side boundaries 4.5m from rear boundary

5.3-4 Precinct guidelines

17/09/2009
VC59

- Development should address rear lane-scapes providing alternate residential frontage to the north in addition to commercial and retail frontages along Doncaster Road.
- Developments should maximise opportunities afforded by being positioned between Westfield Doncaster and the civic and education precinct.

5.3-5 Any other requirements

17/09/2009
VC59

In the area between Doncaster Road, Tower Street, Berkeley Street and Council Street, development must not occur on land with an area of less than 2,500 square metres.

In the area between Berkeley Street, Tower Street, Goodson Street and Council Street, development must not occur on land with an area of less than 2,000 square metres.

5.4

Precinct 4: Westfield Doncaster

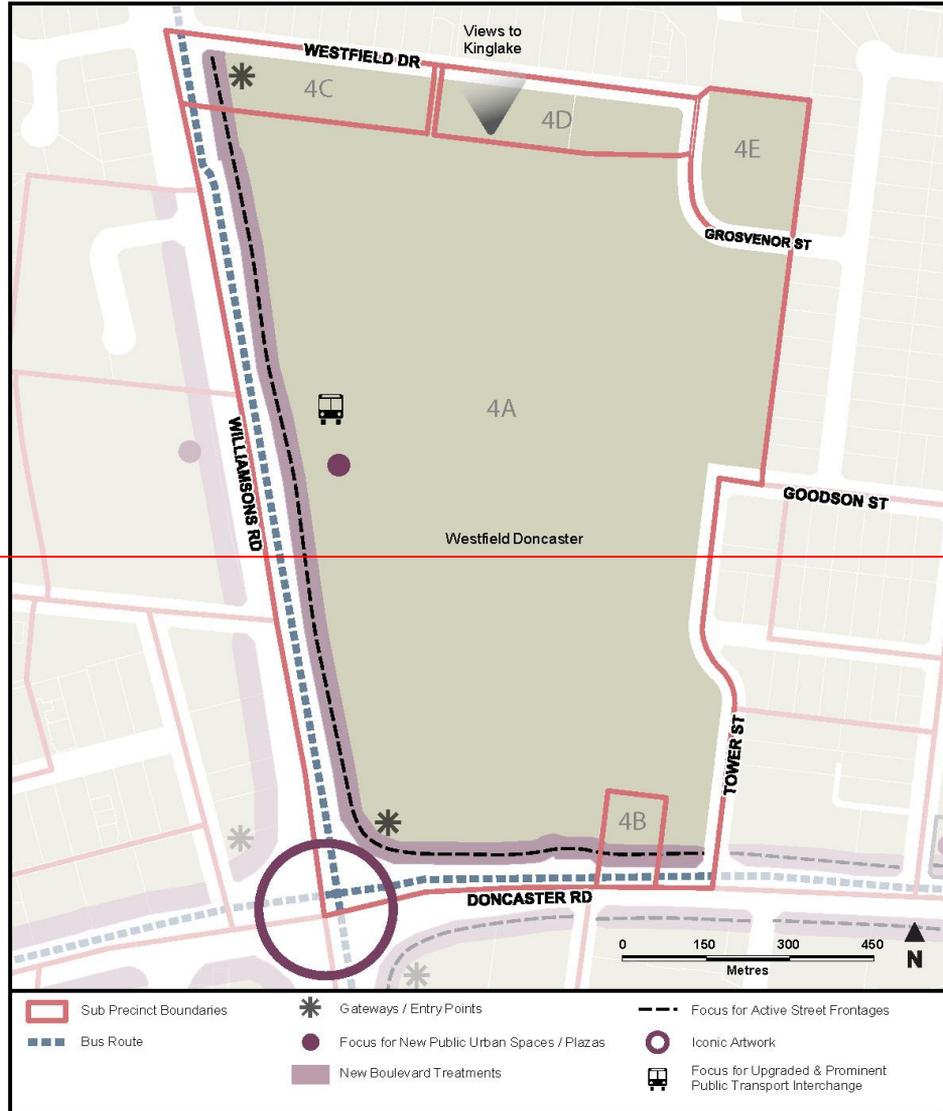
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5.4-1

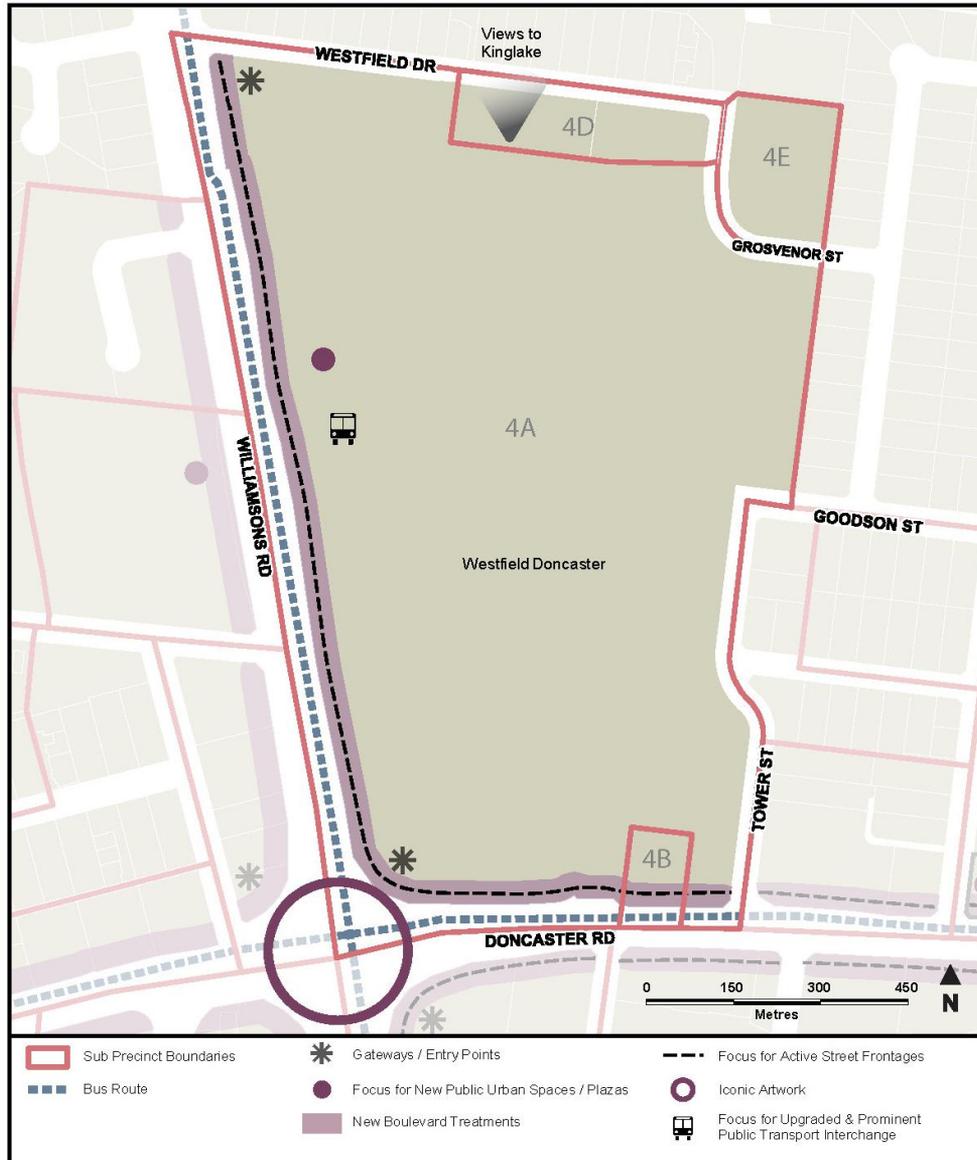
Precinct map

03/06/2010
C87
[Proposed C104](#)

Existing Precinct 4 Map - To be replaced with new map as follows to reflect the relocation of the bus interchange and new public urban space/plaza and removal of sub-precinct 4C



New map to form part of changes introduced as part of Amendment C104



5.4-2 Precinct objectives

17/09/2009
VC59

- To further improve existing active street frontages.
- Encourage an enhanced pedestrian environment within the precinct.
- To maintain and improve the positive engagement of the precinct with the main intersection of Doncaster Road and Williamsons Road.
- To provide opportunities for a range of residential and commercial uses to develop within the precinct along with the existing retail development.
- To create a number of significant externalised public urban spaces/plazas, which are well connected to the public transport interchange and boulevard along Doncaster Road.
- To support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the western end of the precinct.
- To provide a high quality design outcome and improved streetscapes and interfaces with residential areas.
- To provide flexibility to respond to retail and employment trends.

5.4-3 Precinct requirements

03/06/2010
C87

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
4A	None specified	None specified	None specified
4B	21.5m	4.3m above maximum height	5m to front podium edge from front boundary 13m to front tower edge from the front boundary 4.5m from the side boundaries 4.5m from the rear boundary
4C	None specified	None specified	None specified
4D	11m	None specified	5m from front site boundary 4.5m from side boundaries
4E	None specified	None specified	None specified

5.4-4 Precinct guidelines

17/09/2009
VC59

- Maintain a landmark building at the Doncaster Road and Williamsons Road intersection.
- Develop a unique gateway building abutting Williamsons Road in the north-west corner of the precinct.
- Maintain and enhance an integrated public transport interchange to support both Westfield Doncaster and the greater Doncaster Hill area in a prominent and easily accessible location.
- Create a pedestrian friendly interface between Westfield Doncaster, Doncaster Road, Williamsons Road and Tower Street.
- Establish strong pedestrian entries and linkages from Westfield Doncaster to all other precincts within Doncaster Hill.

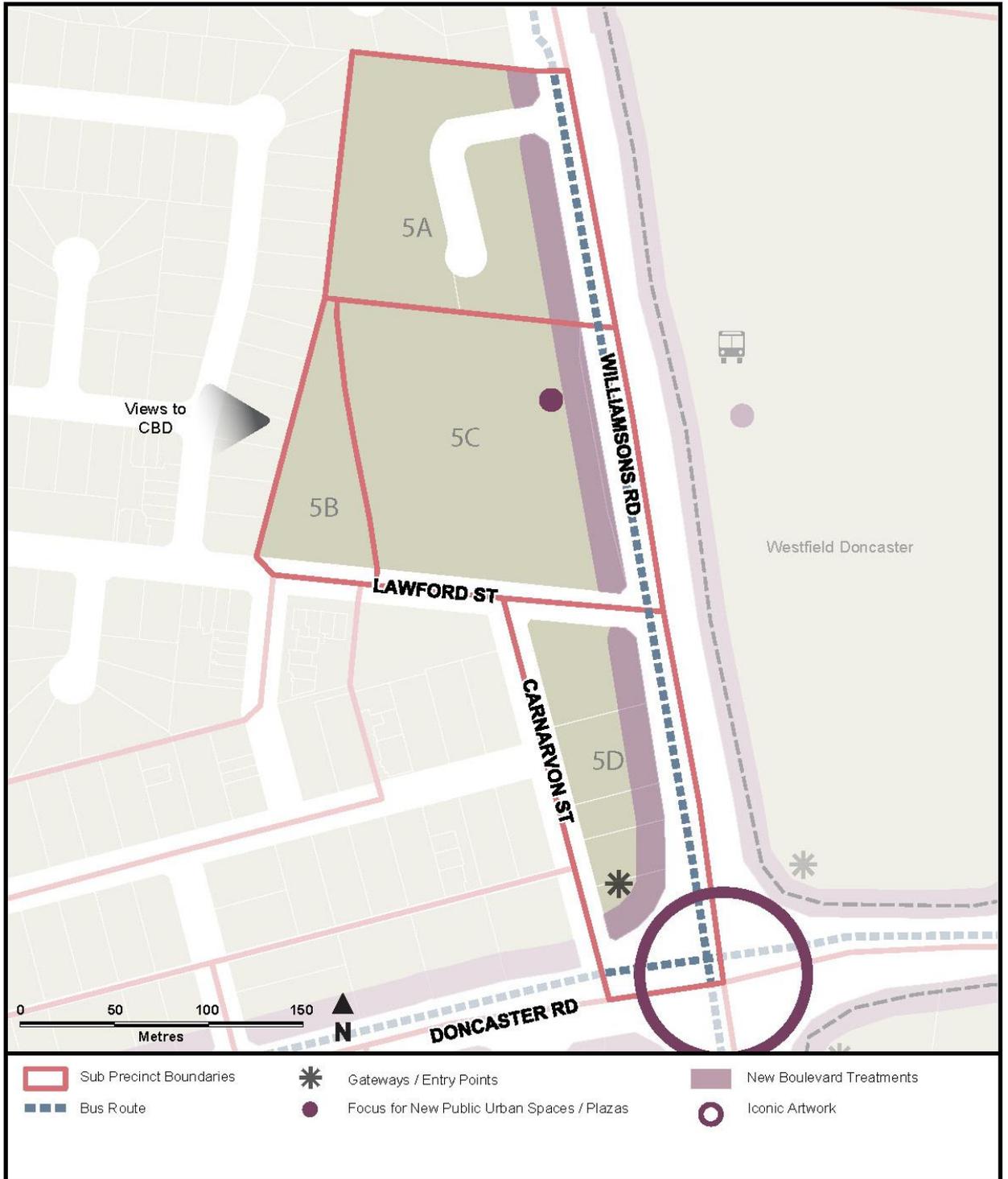
- Future building form is to maximise the north-east aspect and views, and vistas to the CBD.
- External spaces should directly link to Williamsons Road and Doncaster Road where appropriate.

5.5 Precinct 5: Williamsons Road West

03/06/2010
C87

5.5-1 Precinct map

03/06/2010
C87



5.5-2

17/09/2009
VC59

Precinct objectives

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To encourage high density development along the Williamsons Road ridgeline, with less dense development progressively stepping down the hill towards the west.
- To capitalise on broad views and vistas obtained from strategic points along the Williamsons Road ridgeline, including from public urban spaces/plazas .
- To provide for an improved pedestrian network with stronger links to Westfield Doncaster, public transport interchanges, and nearby open space.
- To create a significant area of public urban space/plaza both within and convenient to the precinct to help cater for the proposed high-density development in the surrounding precincts.
- To create a landmark gateway building at the southern end of the precinct.
- To provide a pedestrian network that will provide positive linkages to the adjacent precincts in particular the Westfield Doncaster site, the public transport interchanges and Lawford Reserve.
- To encourage the inclusion of public open space abutting Williamsons Road that accommodates vistas to the city and has convenient links to Westfield Doncaster.

5.5-3

03/06/2010
C87

Precinct requirements

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
5A	29m	None specified	5m from side boundaries 8m from rear boundary
5B	14.5m	None specified	5m from side boundaries 8m from rear boundary
5C	36m	7.2m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 5m from side boundaries
5D	29m	5.8m above maximum height	5m to front podium edge from front boundary 9m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary

5.5-4

17/09/2009
VC59

Precinct guidelines

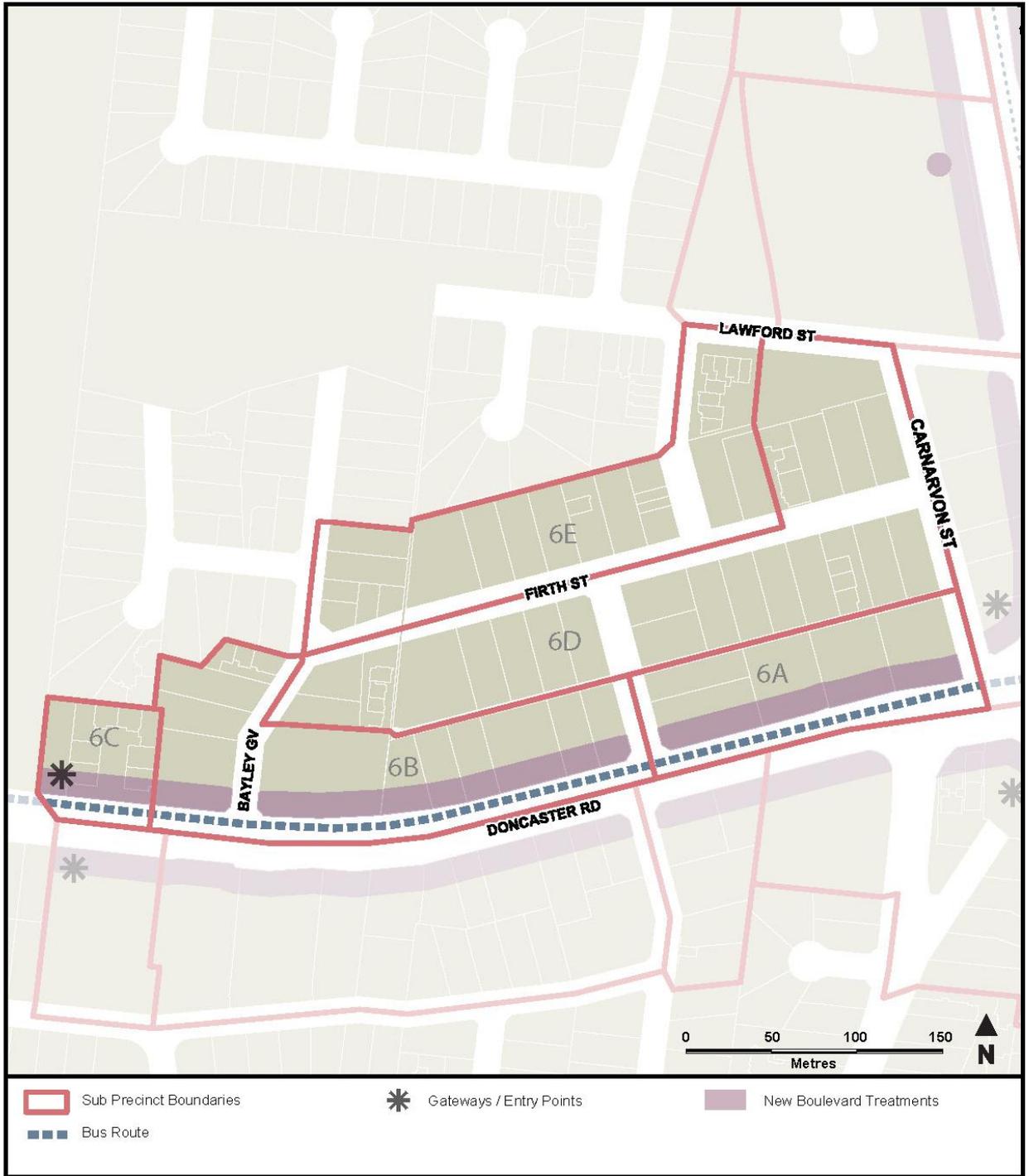
- Support and connect with the pedestrian link proposed for the Doncaster Road, Williamsons and Tram Roads intersection at the southern end of the precinct.
- Retain strategic view corridors towards the city from Williamsons Road within future development from specially created public urban spaces/plazas between buildings. A long continuous wall of building is discouraged.

5.6 Precinct 6: North West Doncaster Boulevard

03/06/2010
C87

5.6-1 Precinct map

03/06/2010
C87



5.6-2

17/09/2009
VC59

Precinct objectives

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To create a vibrant and commercially viable mix of uses at a lower scale and generally on smaller scale allotments than is proposed for precincts located further east in Doncaster Hill.
- To encourage the provision of pedestrian and cycling links to connect with Lawford Reserve and the Doncaster Road, Williamsons and Tram Roads intersection at the eastern end of the precinct.
- To create a landmark gateway building at the western end of the precinct.
- To strengthen pedestrian and bicycle linkages between the precinct and Lawford Street Reserve.

5.6-3

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Precinct requirements

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
6A	21.5m	None specified	5m to front podium edge from front boundary 11m to front tower edge from front boundary. 4.5m from side boundaries 5m from rear boundary
6B	21.5m	None specified	5m to front podium edge from front boundary 11m to front tower edge to front boundary 4.5m from side boundaries 5m from rear boundary
6C	18m	3.6m above maximum height	5m to podium edge from front boundary 11m to front tower edge from front boundary 4.5m from side boundaries 5m from rear boundary
6D	14.5m	None specified	5m from site boundary 4.5m from side boundaries 4.5m from rear boundary
6E	11m	None specified	2m from front boundary 4.1m from side boundaries 5m from rear boundary

5.6-4

17/09/2009
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Precinct guidelines

- Support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the southern end of the precinct.

5.7

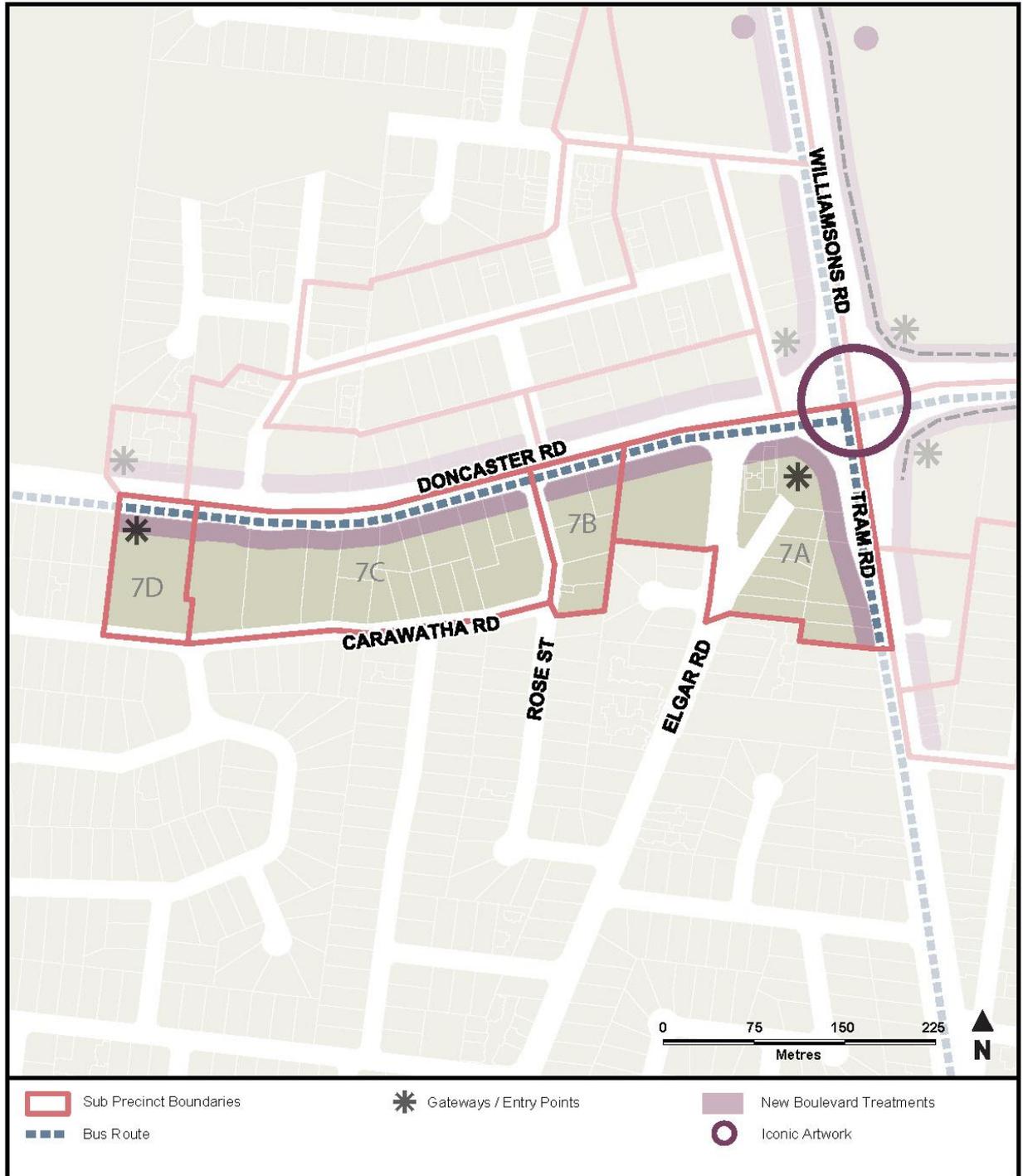
Precinct 7: South West Doncaster Boulevard

03/06/2010
C87

5.7-1

Precinct map

03/06/2010
C87



5.7-2

17/09/2009
VC59

Precinct objectives

- To encourage an appropriate mix of residential and commercial uses in the precinct.
- To create a vibrant and commercially viable mix of uses, generally on smaller allotments than is proposed for precincts located further east in Doncaster Hill.
- To ensure that the precinct has ready access to well designed public open space.
- To improve pedestrian access through this precinct to Doncaster Road from the residential land to the south.
- To create a landmark gateway building at the eastern and western ends of the precinct.

5.7-3

03/06/2010
C87

Precinct requirements

Sub-Precinct	Maximum height (Excluding Basement)	Design Element Height	Setbacks
7A	32.5m	6.5m above maximum height	5m to podium edge from front boundary 9m to tower edge from front boundary 4.5m from side boundaries 4.5m from rear boundary
7B	29m	4.3m above maximum height	5-10m to front podium edge from front boundary 6m to front tower edge from podium edge 4.5m from side boundaries 5m from rear boundary
7C	21.5m	None specified	5-10 to front podium edge from front boundary 8m to tower edge from podium edge 4.5m from side boundaries 5m from rear boundary
7D	18m	3.6m above maximum height	10m to podium edge from front boundary 8m to front tower edge from podium edge 4.5m from side boundaries 5m from rear boundary

5.7-4

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Precinct guidelines

- Strengthen links between the precinct and existing nearby areas of open space.
- Significant vistas to the CBD skyline from Doncaster Road should be retained.
- Provide open space which offers well designed play opportunities to the south of the precinct.
- Support and connect with the pedestrian link proposed for the Doncaster, Williamsons and Tram Roads intersection at the eastern end of the precinct.

6.003/06/2010
C87**Application requirements**

In addition to the application requirements set out at Clause 37.08-7, an application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate, to the satisfaction of the responsible authority. For the land in Precinct 4A (Westfield Doncaster), the application requirements set out below are to be read in conjunction with those in the Development Plan Overlay (Schedule 4), as appropriate.

- Sections of the proposed building at appropriate intervals.
- Sight-lines from balcony edges.
- A three-dimensional coloured artist's impression showing the proposed development in the context of surrounding development.
- A traffic and car parking assessment that includes existing traffic details, parking allocation, traffic generation and distribution, impact of generated traffic on the existing road network, parking generation rates and traffic management from the development construction phase onwards.
- A Sustainability Management Plan (SMP).
- In Precinct 1, an application for a permit by a person other than the relevant public land manager must be accompanied by the written consent of the public land manager, indicating that the public land manager consents generally or conditionally either:
 - To the application for permit being made.
 - To the application for permit being made and to the proposed use or development.

Sustainability Management Plan

A Sustainability Management Plan (SMP) must achieve the following to the satisfaction of the responsible authority:

- Address matters of building energy management, water sensitive urban design, construction materials, indoor environment quality, waste management, and transport.
- Demonstrate the application of Australian best practice rating tools and design principles, use of emerging technology, and a commitment to 'beyond compliance' throughout the construction period and subsequent operation of the development.
- Identify statutory obligations and documented sustainability performance standards from Government and other authorities.
- Specify key performance indicators, to an agreed level, to measure the achievement of objectives and initiatives identified in the Plan.
- Identify responsibilities and a schedule for both implementing and monitoring the Plan over time.

The individual components of the SMP should address:

- Building Energy Management:
 - The design of the building for energy efficiency (thermal envelope).
 - The use of energy saving technologies to further reduce demand.
 - The use of alternative energy sources, whether provided on-site or through the purchase of 'green energy'.
- Water Sensitive Urban Design:
 - An integrated water management plan that identifies opportunities for:
 - A reduction in demand for potable water through use of water conservation features and alternative sources of supply such as wastewater and stormwater.
 - A reduction in the volume of wastewater through water conservation and reuse.

- An improvement in stormwater quality runoff and a reduction in peak flows through appropriate treatment and stormwater reuse.
- Construction Materials:
 - The use of building materials that minimise ecological or health impacts and greenhouse gases based on the type and volume of raw materials, water and energy consumed in their production.
 - The use of materials that can be expected to endure for the life of the development with minimal maintenance and can be recycled at the end of their useful life.
 - The reuse of recycled materials and the use of materials with recycled components.
 - The use of materials produced in Victoria or Australia.
 - The use of pre-fabricated, pre-cut and standardised components to reduce waste.
- Indoor Environment Quality:
 - The provision of airflow, fresh air intake, cross-ventilation, daylight, appropriate levels of lighting, views and direct access to outdoor areas.
 - The use of materials with low levels of toxic chemicals, minimal off-gassing and production of allergens and other internal air pollutants.
 - The exclusion of external pollutants (including odours) and the safe disposal of internally generated pollutants
 - The measures to reduce reliance on mechanical heating, ventilation, cooling and lighting systems.
 - The use of flexible internal controls for these systems.
 - The measures to minimise noise levels and noise transfer within and between buildings and associated external areas.
 - The provision of an independent acoustics report detailing measures to minimise adverse impacts of noise levels and noise transfer within and between buildings.
- Waste Management:
 - An integrated plan for:
 - A reduction in the amount of waste delivered.
 - A reduction in the amount of waste to landfill.
 - Maximising recycling and composting opportunities.
 - Appropriately dealing with hazardous materials.
 - The provision of adequate private/communal space(s) for the collection of recyclable materials and waste.
- Quality of Public and Private Realm:
 - Design and development that conforms to the Australian Standard AS1428 Part 2 provisions for access and mobility.
 - Design and development that provides a high level of accessibility at the principal front entry for any residential development.
 - The provision of an independent access audit report detailing measures to conform with the Australian Standard AS1428 Part 2 provisions for access and mobility.
 - The provision of shared spaces that can accommodate varying functions and flexibility for future uses.
- Transport:
 - The provision of easily located ‘after trip’ facilities for bicycle users, joggers, etc.
 - Car parking that reduces energy consumption due to lighting and ventilation.

- Demolition and Construction
 - The protection of vegetation and other features to be retained and public assets.
 - Testing for and development of a management plan for contaminated or potentially contaminated sites.
 - The prevention of the unintended movement of building waste and hazardous materials and other pollutants on or off the site, whether by air, water or other means.
 - The measures to minimise the amount of waste delivered; the recycling of demolition and waste materials; and the return of waste materials to the supplier (where the supplier has a program of reuse or recycling).
 - The measures to minimise noise and other amenity impacts from mechanical equipment and demolition/construction activities, especially outside of daytime hours.
 - The measures to minimise interference with normal circulation and parking arrangements and any continuing use of outdoor areas.
 - The measures for ensuring worker and public safety.
 - A means for communicating construction arrangements to occupants of affected properties.
 - The provision of adequate environmental awareness training for all on-site contractors and sub-contractors.

7.0

17/09/2009
VC59

Notice and review

An application to construct a building or construct or carry out works is not exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act in accordance with Clause 37.08-8 of the Activity Centre Zone.

8.0

03/06/2010
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Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65 and Clause 37.08-10, the responsible authority must consider, as appropriate:

Use

- Whether the proposal achieves an appropriate mix of uses within the site to complement and support the strategic role of Doncaster Hill Principal Activity Centre.
- Whether the proposal provides for flexible non-residential floor spaces that can be adapted in the future to a variety of alternative non-residential uses.
- The contribution that the proposal made towards the achievement of residential population targets as set out in the Doncaster Hill Strategy (October 2002, Revised 2004) and as envisaged by this scheme.
- Whether the proposal will create a mix of active uses and pedestrian generating activities, particularly at street level, that contribute to a vibrant public realm.
- The contribution made towards the achievement of employment targets, including commercial and retail floor space forecasts as set out in the Doncaster Hill Strategy (October 2002, Revised 2004).
- Whether the proposal provides for an appropriate scale of development in order to accommodate the mix and intensity of uses envisaged for each precinct.

Design and built form

Whether the proposed development:

- Creates a strong visual interest by providing unique building types based on innovative, contemporary architecture, urban design and ecologically sustainable development principles.
- Is site responsive and achieves an appropriate scale with a stepping down in built form that responds to Doncaster Hill's natural topography.
- Incorporates side and rear setbacks to enhance pedestrian safety and amenity, and assists in the retention of view lines, penetration of sunlight and creation of landscape buffers.
- Ensures that any environmental wind effects to the adjoining and surrounding neighbourhood is minimised to the satisfaction of the responsible authority.
- Provides overhead weather protection features adjoining key pedestrian walkways and nodal points.
- Ensures dwelling balconies have an open space area of at least 8 square metres, and a minimum dimension of 1.6 metres.
- Complements, where relevant, the form, scale, materials, colour and lighting of a heritage place on the same or adjoining site.
- The objectives, standards and decision guidelines of Clause 55. This does not apply to a development of four or more storeys, excluding a basement.
- Whether the design and siting of any advertising sign/s satisfies the following design principles:
 - Signs should be integrated into the design of the building façade, preferably within the first 3 levels of the podium;
 - Signs should be of a size and height that is complementary to the built form of the building and surrounding landscape treatments;
 - Signs should be limited in number and incorporate limited detail other than is necessary to identify the building name and key tenants;
 - Signs should be consolidated in mixed use and commercial developments to avoid the visual clutter of signage and displays (eg. vehicles, products, promotional material and free standing signs).

Subdivision

- Whether the subdivision is associated with a development proposal that supports the objectives promoted by this Schedule and does not result in the fragmentation of sites.

Access

Whether the proposed development:

- Incorporates provisions for pedestrians, cyclists and people with a disability demonstrating how access needs are accommodated.
- Integrates car parking requirements into the design of buildings and landform by encouraging the use of under-croft or basement parking and minimises the use of open lot/half basement/ground floor car parks at street frontage.
- Provides vehicular access to buildings fronting key boulevards off side streets or via rear access.
- Limits the number of vehicle crossings to each development.

9.0 Reference documents

17/09/2009
VC59

*Doncaster Hill Strategy (Manningham City Council, October 2002, Revised 2004); and
Doncaster Hill Sustainability Guidelines (Manningham City Council, June 2004).*

DD/MM/YYYY
Proposed
C104**SCHEDULE 4 TO THE DEVELOPMENT PLAN OVERLAY**Shown on the planning scheme map as **DPO4****Westfield Doncaster Development Plan****1.0 Requirement before a permit is granted**DD/MM/YYYY
Proposed
C104

A planning permit may be granted before a Development Plan has been prepared to the satisfaction of the Responsible Authority for the following:

- Any matter required by the Planning Scheme for that part of the centre shown as “Existing Development” on the Framework Plan forming part of this Schedule.
- Advertising signs
- Changes of use to existing tenancies, including associated car parking waivers and licensing of premises
- Minor buildings and works
- Amendments to existing planning permits and endorsed plans
- Removal of vegetation
- Subdivision of land

Before granting a permit the responsible authority must be satisfied that the permit will not prejudice the future use and development of the land as contemplated by this Overlay.

2.0 Conditions and requirements for permitsDD/MM/YYYY
Proposed
C104

An application for a planning permit to use or develop land should be accompanied by the following, as appropriate, to the satisfaction of the Responsible Authority:

- A Town Planning Report that, amongst other things, assesses how the planning permit application is generally in accordance with the approved Development Plan.
- A Landscape Plan, detailing existing vegetation; proposed retention and removal of vegetation; new planting / landscape works; and any fencing or acoustic treatments required within the landscape areas of the site.
- An Arborist Report, detailing the safe useful life expectancy for trees to be retained or removed, and impacts arising from the proposed development, including management arrangements.
- A Transport Impact Assessment Report, detailing the existing and proposed transport arrangements taking into account the Integrated Transport Plan component of the Development Plan, clauses 45.09s1, 52.06, 52.29 and 52.34 of the scheme, the Doncaster Hill Strategy and other relevant provisions of the scheme.
- A Sustainability Management Plan, unless the proposal relates to minor buildings and works.
- An Acoustic Report, detailing the proposed noise mitigation measures for the development.
- A Waste Management Plan.
- An Accessibility / Access and Equity Audit report.
- A Green Travel Plan to support the reduction of requirements for staff parking on the site.

A planning permit must include conditions requiring the following, as appropriate, to the satisfaction of the Responsible Authority:

- Construction Management Plan.

- Drainage Management Plan.
- Green Travel Plan and / or Active Travel Plan.
- Traffic and Car Parking Management Plan.
- Conditions which give effect to the various initiatives and concepts identified in an approved Development Plan.
- Conditions which provide for the delivery of relevant development contributions and infrastructure items as set out in the approved Development Plan and relevant to the approved stage of works.

A planning permit granted for the use or development of the land in accordance with the approved Development Plan, must if required by Manningham City Council, include a condition that requires the land owner to enter into an Agreement with the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987* which provides for the following matters:

- the transfer or lease to the Manningham City Council or its designated service provider of part of the building comprising an area of not less than 100sqm at ground floor level, near the bus interchange; **(facility)**
- the facility is to be finished to the extent ready for internal fit out by Council at its own cost;
- the facility is to have all utilities available and connected;
- the facility is to be used for community purposes;
- the transfer or lease as the case may be must be at not ongoing cost to Council other than a peppercorn consideration or peppercorn rent as the case may be;
- no outgoings are to be charged to the facility save for the utilities;
- any planning permits required for the use of the facility are the responsibility of Council to obtain;
- signage is the responsibility of Council but must adhere to centre requirements; and
- any other matters which the parties agree to.

3.0 Requirements for development plan

DD/MM/YYYY
Proposed
C104

The Development Plan may be prepared and amended in stages.

An approved Development Plan may be amended to the satisfaction of the responsible authority.

A Development Plan generally in accordance with the Concept Plan in this Overlay must address the following vision and objectives for the future use and development of the site:

- To provide for future use and development of the land in accordance with the Doncaster Hill Strategy, the Activity Centre Zone, and the State and Local Planning Policy Frameworks.
- To recognise the key role that the site plays in the Doncaster Hill activity centre.
- To provide an economically viable and sustainable precinct with retail, commercial, community and entertainment uses that meet local and regional expectations and demand.
- To provide flexibility to respond to retail and employment trends.
- To provide a high-quality urban design outcome and improved streetscapes and interfaces with residential areas.
- To minimise off-site amenity impacts associated with future development.
- To encourage the development of a gateway / marker building at the south-east corner of Westfield Drive and Williamsons Road.
- To improve the pedestrian, cyclist and public transport accessibility into the centre and end-of-trip facilities, as a means of promoting environmental sustainability and walkable neighbourhoods.

- To upgrade the existing bus interchange abutting Williamsons Road to improve access, capacity, the visual presentation, integration and functionality of the facility.
- To provide sufficient car parking for staff and customers.
- To provide for safe and efficient traffic movements within and around the centre.

A Development Plan must incorporate the following items:

Site Analysis Plan

A site analysis plan or plans that show existing conditions, boundaries and dimensions of the site or precinct, any existing features to be retained, topography, adjoining road network, details of adjacent residential interface and surrounding urban context, and the location of any existing services, easements or encumbrances on the land.

Built Form and Envelope Plans

- Envelope Plans which identify the following:
 - The existing built form profile of the Centre,
 - A framework plan for intended future expansion of the Centre,
 - The definition of key building entries and active/ passive edges,
 - Proposed floorspace estimates,
 - Nomination of proposed setback and transition zones and the proposed indicative heights range of new buildings and works (excluding architectural features and building services)

Design Criteria

- Design Criteria that establish a sound framework within which future planning permit applications can be assessed and which address the following matters:
 - The scale of new development across the site;
 - A landmark building at the south-east corner of Williamsons Road and Westfield Drive.
 - The northern interface and visual presentation of the centre to the residential properties in Westfield Drive
 - The visual presentation of the centre to the adjoining road network, including to Westfield Drive and Williamsons Road
 - The presentation of the centre to properties in Roseville Avenue to the east
 - Location and design of traffic, bicycle and pedestrian access into the centre
 - Streetscape and public realm presentation and improvements
 - The integration of an upgraded bus interchange facility
 - The establishment of a publicly accessible forecourt on Williamsons Road adjacent to the bus interchange and the indicative solar access and wind impacts for this space
 - Indicative materials and finishes
 - Integration of acoustic treatments and management of loading bays and service areas
 - Designated locations and precincts for landscape treatments

Landscape and Public Realm Concept Plan

- The Landscape and Public Realm Concept Plan should address the following:

- The identification of existing vegetation to be retained and / or removed
- The identification of landscape zones
- Streetscape improvement works, including new street tree planting and general public realm improvements
- Inclusion of indicative streetscape cross-sections
- Preferred planting lists, prepared having regard to Council's landscaping guidelines

Integrated Transport Plan

- In relation to public transport:
 - An overall concept plan for the upgraded bus interchange;
 - Details of existing and proposed access routes for public transport and how these are integrated with the centre design
 - Methods by which public transport use can be integrated and encouraged within the future redevelopment of the site; including access to the interchange for the local community.
- In relation to bicycle access:
 - An overall concept plan showing existing and proposed bicycle linkages to, within and from the centre and to/ from bus stops on the surrounding road network to the centre:
 - End-of-trip facilities
- In relation to walkability:
 - An overall concept plan showing existing and proposed walking linkages to, within and from the centre
 - Wayfinding initiatives
- In relation to vehicle access:
 - Identification of any upgrade work required on the arterial and local road networks, including the staging of any works
 - Preparation of indicative / conceptual traffic access plans, showing all proposed new or upgraded intersections, including cross-sections and indicative pedestrian crossing locations
- In relation to car parking:
 - Establishment of a preferred car parking rates for possible land uses within the centre, recognising the multi-purpose trip generation achieved with the site
 - Details of the location and quantum of proposed additional car parking
 - Details of management arrangements for the car parking, including drop off provisions
 - Details of taxi parking location/s servicing the bus interchange and the broader centre.

Prior to approving the Integrated Transport Plan, the Responsible Authority may seek the views of Public Transport Victoria, VicRoads and Department of Transport, as relevant.

Staging Plan

- Identification of the staging of the proposed Development Plan components

Infrastructure and Contributions

- Details of the infrastructure works and contributions to be made in accordance with the requirements of the Development Contributions Plan Overlay (Schedule 1), including the staging of the works and contributions.

The submission of the Development Plan to the Responsible Authority must be accompanied by:

Town Planning Report:

- Assessment of the suitability of the proposed Development Plan, having regard to the provisions of the Manningham Planning Scheme.

Urban Design Report:

- Assessment of the suitability of the proposed Built Form and Envelope Plans, having regard to the following:
 - The Design Criteria
 - The objectives, policies and strategies set out in the State and Local Planning Policy Frameworks of the Manningham Planning Scheme
 - The Doncaster Hill Strategy
 - The purpose, objectives and guidelines of the Activity Centre Zone

Traffic and Transport Assessment Report:

- A detailed response to Clauses 45.09s1,52.06, 52.07 and 52.34 of the Manningham Planning Scheme
- Detailed traffic surveys, modelling and analysis of the existing and proposed future road network conditions, incorporating Friday AM Peak, Friday PM Peak and Saturday Lunchtime Peak conditions
- Identification of any upgrade work required on the arterial and local road networks, including the staging of any works
- Detailed car parking surveys and analysis
- Details of the location and quantum of proposed additional car parking

Environmental Sustainability Plan

- Assessment of the environmental sustainability outcomes sought for the proposed development, including:
 - Identification of sustainability outcomes sought by the Manningham Planning Scheme
 - Identification of sustainability policies and guidelines which are relevant to the future development of the land, including Indoor Environment Quality (IEQ); energy and greenhouse gas emissions; transport; water; waste; materials; and emissions.
 - Incorporation of at ‘best-practice’ sustainable design
 - Identification of benchmark outcomes, strategies and initiatives for consideration as part of future planning permit applications

Any recommendations from the Environmental Sustainability Plan must be incorporated into the approved Development Plan.

Acoustic Engineering Report

- Assessment of the proposed acoustic impacts of the proposed development, including:

- Identification of existing noise sources, noise levels and noise attenuation mechanisms
- Identification of possible sensitive land uses / noise receptors surrounding the development site
- Identification of possible future proposed noise sources and impacts
- Identification of parameters for future acoustic mitigation works, including any relevant State Environment Protection Policies or guidelines which should or must be met
- Identification of noise management frameworks

Any recommendations from the Acoustic Engineering Report must be incorporated into the approved Development Plan.

Economic Report

- Assessment of the anticipated economic impacts of the proposed development, including:
 - The existing and proposed future role and function of Westfield Doncaster
 - Supply and demand for retail floorspace
 - Comparisons to existing nearby and / or competing activity centres (trade area analysis)
 - The economic impact and benefits of the proposed development, including the proposed estimated floorspace to be added to the centre and the type of uses it will accommodate
 - Any other economic factors relevant to the extent of development anticipated by the Development Plan.

Services / Infrastructure Report (Utilities)

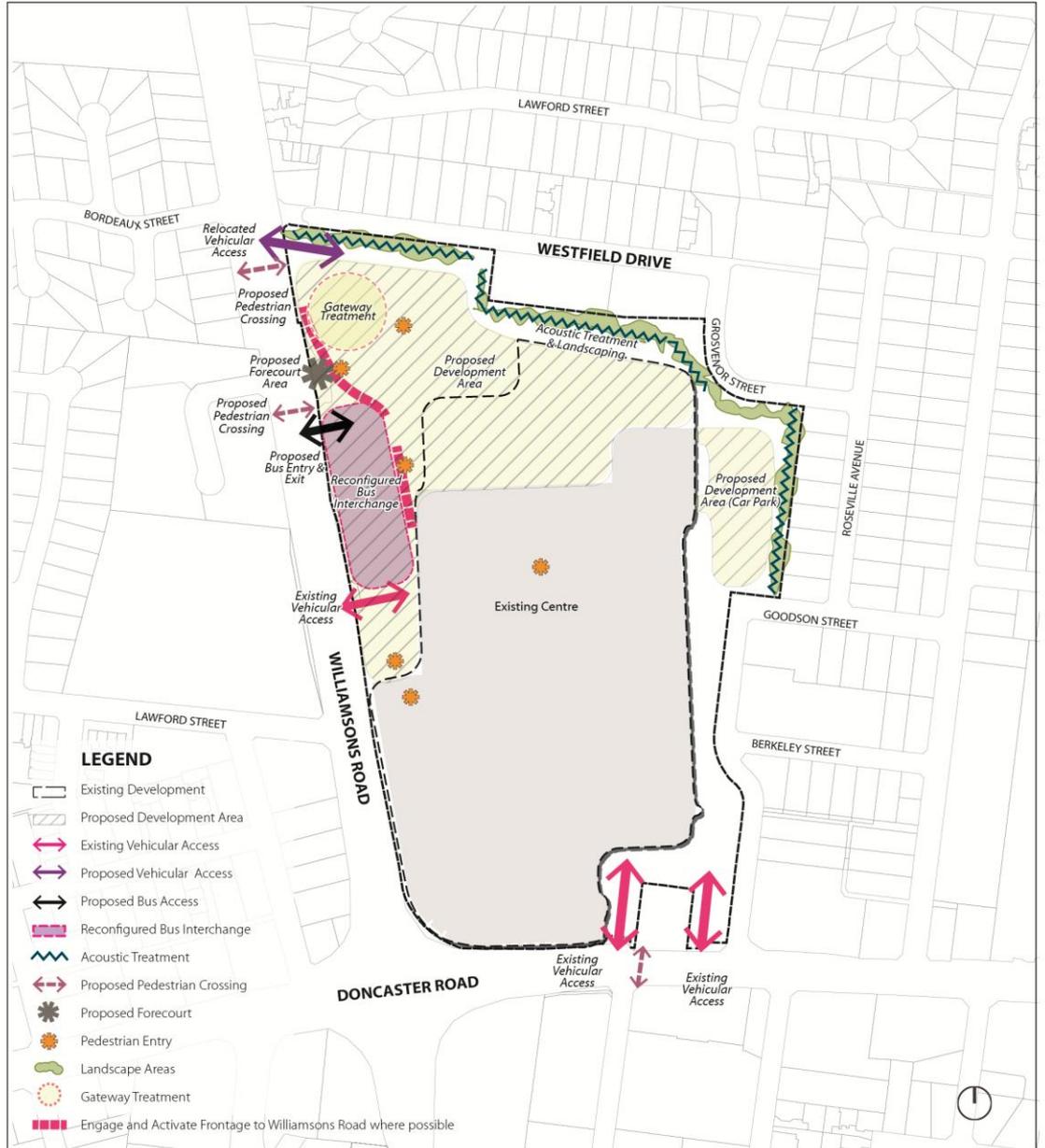
- Provide details of the existing infrastructure services and any upgrade or replacement required to accommodate the proposed redevelopment.

Social Impact Report

- An assessment of the likely social impacts of the development of Westfield Doncaster foreshadowed by the Development Plan including:
 - A review of State, local and other relevant policies and guidelines relevant to the social impacts
 - An assessment of the positive and / or negative social impacts of the proposal
 - Recommendations for mitigation measures in relation to impacts

4.0 Concept Plan

DD/MM/YYYY
Proposed
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45.04

19/01/2006
VC37

ROAD CLOSURE OVERLAY

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

Purpose

To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.

To identify a road that is closed by an amendment to this planning scheme.

45.04-1

19/01/2006
VC37

Road closure

A road included in this overlay is closed on the date notice of approval of the amendment is published in the Government Gazette.

45.04-2

19/01/2006
VC37

Decision guidelines

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- That the road is closed.

Notes:

Refer to the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement, for strategies and policies which may affect the use and development of land.

Check the requirements of the zone which applies to the land.

Other requirements may also apply. These can be found at Particular Provisions.

19/01/2006
VC37**SCHEDULE 1 TO THE DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY**Shown on the planning scheme map as **DCPO1****DONCASTER HILL DEVELOPMENT CONTRIBUTIONS PLAN****1.0**19/01/2006
VC37**Area covered by this development contributions plan**

The Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005 applies to all land shown as DCPO1 on Planning Scheme Map No. 7DCPO.

2.019/01/2006
VC37**Summary of costs**

Facility	Total cost	Time of provision	Actual cost contribution attributable to development	Proportion of cost attributable to development
Transport	\$6,995,428	Refer to Development Contributions Plan	\$3,361,385	48%
Streetscape	\$7,303,355	Refer to Development Contributions Plan	\$3,103,135	42%
Public Art	\$4,257,000	Refer to Development Contributions Plan	\$1,476,196	35%
Development Infrastructure: social	\$2,882,000	Refer to Development Contributions Plan	\$1,605,613	56%
Community Infrastructure: social	\$11,110,000	Refer to Development Contributions Plan	\$3,672,000	33%
TOTAL	\$32,547,783		\$13,218,329	41%

3.019/01/2006
VC37**Summary of contributions****LEVIES PAYABLE BY THE DEVELOPMENT**

FACILITY	LEVIES PAYABLE BY THE DEVELOPMENT					
	DEVELOPMENT INFRASTRUCTURE		COMMUNITY INFRASTRUCTURE		ALL INFRASTRUCTURE	
	RESIDENTIAL	NON-RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL	RESIDENTIAL	NON-RESIDENTIAL
Transport	\$362 per dwelling	\$362 per 121m2 commercial floor space, 19m2 of retail floor space	None specified	None specified	\$362 per dwelling	\$362 per 121m2 commercial floor space, 19m2 of retail floor space
Streetscape	\$334 per dwelling	\$334 per 121m2 commercial floor space, 19m2 of retail floor space	None specified	None specified	\$334 per dwelling	\$334 per 121m2 commercial floor space, 19m2 of retail floor space
Public Art	\$159 per dwelling	\$159 per 121m2 commercial floor space, 19m2 of retail floor space	None specified	None specified	\$159 per dwelling	\$159 per 121m2 commercial floor space, 19m2 of retail floor space
Social	\$384 per dwelling	None specified	\$900 per dwelling	None specified	\$1284 per dwelling	None specified
TOTAL	\$1239	\$855	\$900	None specified	\$2139	\$855

4.019/01/2006
VC37[Proposed C104](#)**Land or development excluded from development contributions plan**

Exemptions from payment of development contributions apply in the following circumstances:

- Construction of a building or construction or carrying out of works or subdivision that results in a demand that is below the demand unit specified in this Schedule and where there is no increase in demand on infrastructure as a result of the proposal.
- Construction of a building or construction or carrying out of works specified in Clause 62.02.
- Subdivisions specified in Clause 62.03.
- Construction of one dwelling or construction or carrying out of works associated with one dwelling on a lot.

- Construction of a building or construction or carrying out of works to reinstate the pre-existing standard of buildings damaged or destroyed.
- Construction or display of an advertising sign.
- Construction of a building or construction or carrying out of works or subdivision by or on behalf of Manningham City Council that implements infrastructure funded by this Development Contributions Plan.
- Construction of a building or construction or carrying out of works on the land known as Westfield Shoppingtown Doncaster being the land identified on Planning Scheme Map ~~7HPO~~-7DPO up to a leasable floor area of 135,000 square metres (comprising a maximum of 90,000 square metres leasable floor area for shop) provided that the infrastructure works specified in the conditions of Planning Permit No. PL03/015005 or other works in lieu of the specified works (as agreed by Council) are carried out or there is an agreement to secure the carrying out of those works to the satisfaction of the responsible authority.

Note: This schedule sets out a summary of the costs and contributions (2003 cost estimates) prescribed in the Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005. Refer to the incorporated document Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005 for full details.

19/04/2013
VC95**SCHEDULE 1 TO THE PARKING OVERLAY**

Shown on the planning scheme map as **PO1**.

DONCASTER HILL PRINCIPAL ACTIVITY CENTRE**1.0 Parking objectives to be achieved**19/04/2013
VC95

To identify appropriate car parking rates for various uses within the Doncaster Hill Principal Activity Centre.

To establish the most efficient way for future expected car parking demands to be accommodated within the Doncaster Hill Principal Activity Centre area including the stipulation of suitable car parking requirements for key land uses within the Doncaster Hill Principal Activity Centre.

2.0 Number of car parking spaces required19/04/2013
VC95
[Proposed C104](#)

If a use is specified in the Table below, the number of car parking spaces required for the use is calculated by multiplying the *Rate* specified for the use by the accompanying *Measure*.

Table: Car parking spaces

Use	Rate	Measure
Office	2.5	To each 100 sq m of net floor area.
Office, if in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)	3.5	To each 100sqm of net floor area.
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 a bedroom), plus
	1	For visitors to every 10 dwellings.
Restaurant	0.36	To each seat available to the public.
Restricted retail premises	1.5	To each 100 sq m of leasable floor area.
Shop, if in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)	4.17	To each 100sqm of leasable floor area based on a whole-of-centre shop assessment at each nominated stage of the development.

3.0 Application requirements and decision guidelines for permit applications19/04/2013
VC95
[Proposed C104](#)**For all applications**

The responsible authority will protect adjoining residential areas from the intrusion of car parking associated with developments within the Doncaster Hill Principal Activity Centre by considering the effects of car parking on adjoining residential areas before any variation of the requirements is granted.

For land in Precinct 4A of the Activity Centre Zone (Westfield Doncaster)

Application requirements are specified in Schedule 4 of the Development Plan Overlay.

Before deciding on an application, the Responsible Authority must consider the following decision guidelines:

- The complementary relationship between the land uses on the site and the benefit in promoting multi-purpose trips.
- The provision of car parking having regard to the staged nature of the future redevelopment of Westfield Doncaster as specified in an approved Development Plan and whether the staged development needs to be managed by a s173 agreement which ensures that the required car parking rate will be provided in a timely manner.
- The upgrade of the Williamsons Road bus interchange and the opportunities created for pedestrian and cycling accessibility to Westfield Doncaster to promote sustainable forms of transport.

For applications to allow some or all of the required car parking spaces to be provided on another site

Car parking requirements for a land use within the Doncaster Hill Principal Activity Centre specified in the Table of this schedule can be provided on the same site as the use or development or if the site size or shape is not suitable and a development or use cannot provide sufficient car parking on-site, a permit may be granted for the use of other land for off-site car parking.

Before a permit may be granted for the use of any other land for off-site car parking the owner of the development site, the owner of the site being used for any off-site parking and the responsible authority must enter into an agreement under Section 173 of the *Planning and Environment Act 1987* or similar to ensure that the off-site car parking will be freely available and directly linked to the use on the subject site for the life of that use. The off-site car parking referred to above excludes on-street car parking.

The appropriateness of suitable off-site car parking shall be guided by the considerations set out within the Doncaster Hill Parking Precinct Plan.

4.0

Reference document

19/04/2013
VC95

Doncaster Hill Parking Precinct Plan (GTA Consultants for Manningham City Council, 5 July 2004)

29/10/2015
~~VC104~~
Proposed
C104

SCHEDULE TO CLAUSE 61.03

Maps comprising part of this scheme:

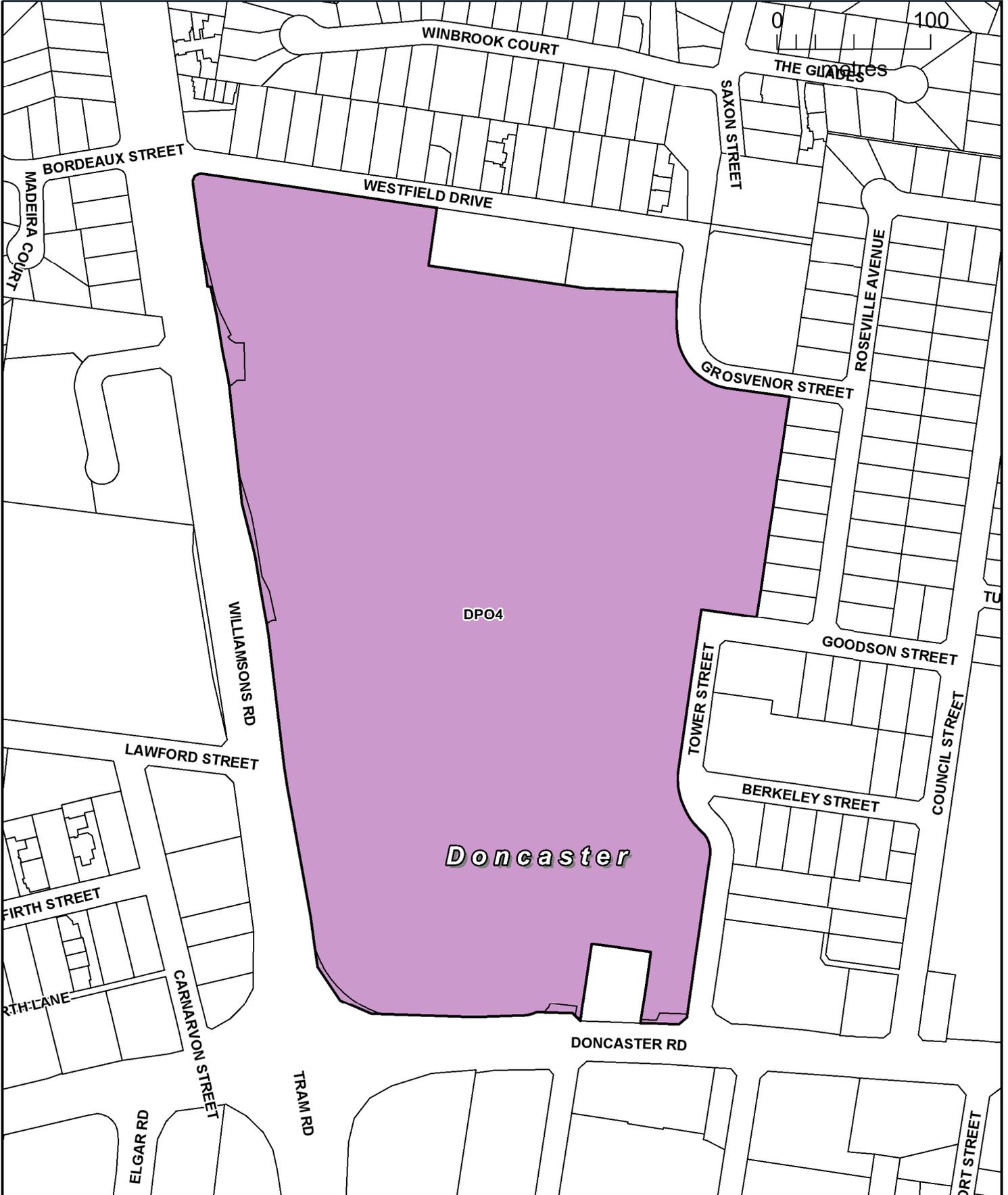
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- 3, 3DDO, 3ESO1, 3ESO, 3HO, 3LSIO, 3PAO, 3SBO, 3WMO, 3SLO1, 3SLO3, 3SLO6
- 4, 4DDO, 4EMO, 4ESO1, 4ESO, 4HO, 4LSIO, 4WMO, 4PAO
- 5, 5EMO, 5ESO, 5HO, 5LSIO, 5WMO, 5SLO1, 5VPO
- 6, 6DDO, 6DPO, 6EAO, 6ESO1, 6ESO, 6HO, 6LSIO, 6SBO, 6SLO5, 6VPO
- 7, 7DCPO, 7DDO, 7ESO, 7DPO, 7EAO, 7HO, ~~7IPO~~, 7LSIO, 7PAO, 7SBO, 7SLO5, 7SLO7, 7VPO, 7PO, [7RXO](#)
- 8, 8DDO, 8EAO, 8ESO, 8HO, 8LSIO, 8PAO, 8SBO, 8WMO, 8SLO1, 8SLO5, 8SLO6, 8SLO7, 8SLO8, 8VPO
- 9, 9DDO, 9EMO, 9ESO1, 9ESO, 9HO, 9LSIO, 9SBO, 9WMO, 9PAO, 9SLO1, 9SLO6, 9VPO
- 10, 10EMO, 10ESO, 10HO, 10LSIO, 10WMO
- 11, 11DDO, 11ESO, 11HO, 11LSIO, 11SBO, 11SLO1, 11SLO6

23/07/2015
C106
 Proposed C104

SCHEDULE TO CLAUSE 81.01

Name of document	Introduced by:
City of Manningham – Statements of Tree & Garden Significance (2006)	C61
Development in Areas of Possible Slope Instability Resident Information Guide, Shire of Lillydale, November 1993	NPS1
Doncaster Activity Centre Development Strategy – Final Report, October 1990	NPS1
Doncaster Activity Centre Town Centre Project, April 1994	NPS1
Doncaster Hill Development Contributions Plan, Manningham City Council, February 2005	C30
Donvale Christian College, Master Plan, September 2013	C103
Extension of the Eastern Freeway and Completion of the Ringwood Bypass, June 2001	C17
Incorporated Document No. 1 under the Schedule to Clause 52.03, 127a Tindals Road, Donvale, November 2008	C74
Incorporated Document No. 2 under the Schedule to Clause 52.03, 75 Alexander Road, Warrandyte, November 2008	C74
Incorporated Document No. 3: 3-9 and 11 Mitchell Street, Doncaster East – June 2015	C106
Manningham Centre Structure Plan, December 1996	NPS1
'On Luck' Chinese Nursing Home, January 2010	C88
Plan No. 1 Incorporated under Clause 43.01-2 of the Manningham Planning Scheme, April 2008	C74
Proposed Ring Road Landscape Concept, Chris Dance Land Design Pty Ltd, Ref Nos LA1 & LA2, June 1996	NPS1
Warrandyte Township Heritage Guidelines, Parts 1 to 7, July 2007	C60
Westfield Shoppingtown Doncaster Concept Plan, September 1996	NPS1

MANNINGHAM PLANNING SCHEME



LEGEND

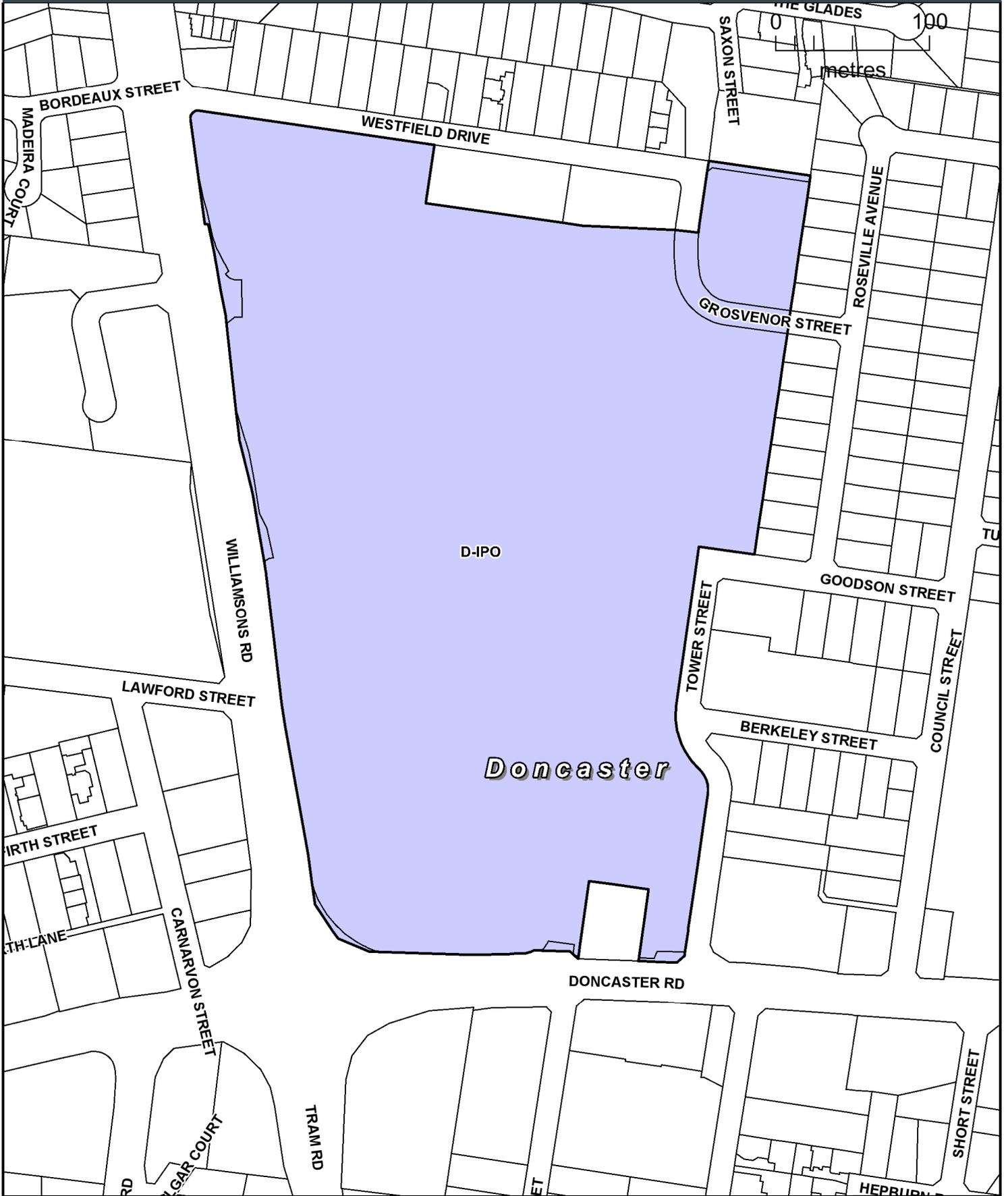
DPO4 DEVELOPMENT PLAN OVERLAY - SCHEDULE 4

Part of Planning Scheme Map 7DPO

AMENDMENT C104



MANNINGHAM PLANNING SCHEME



LEGEND

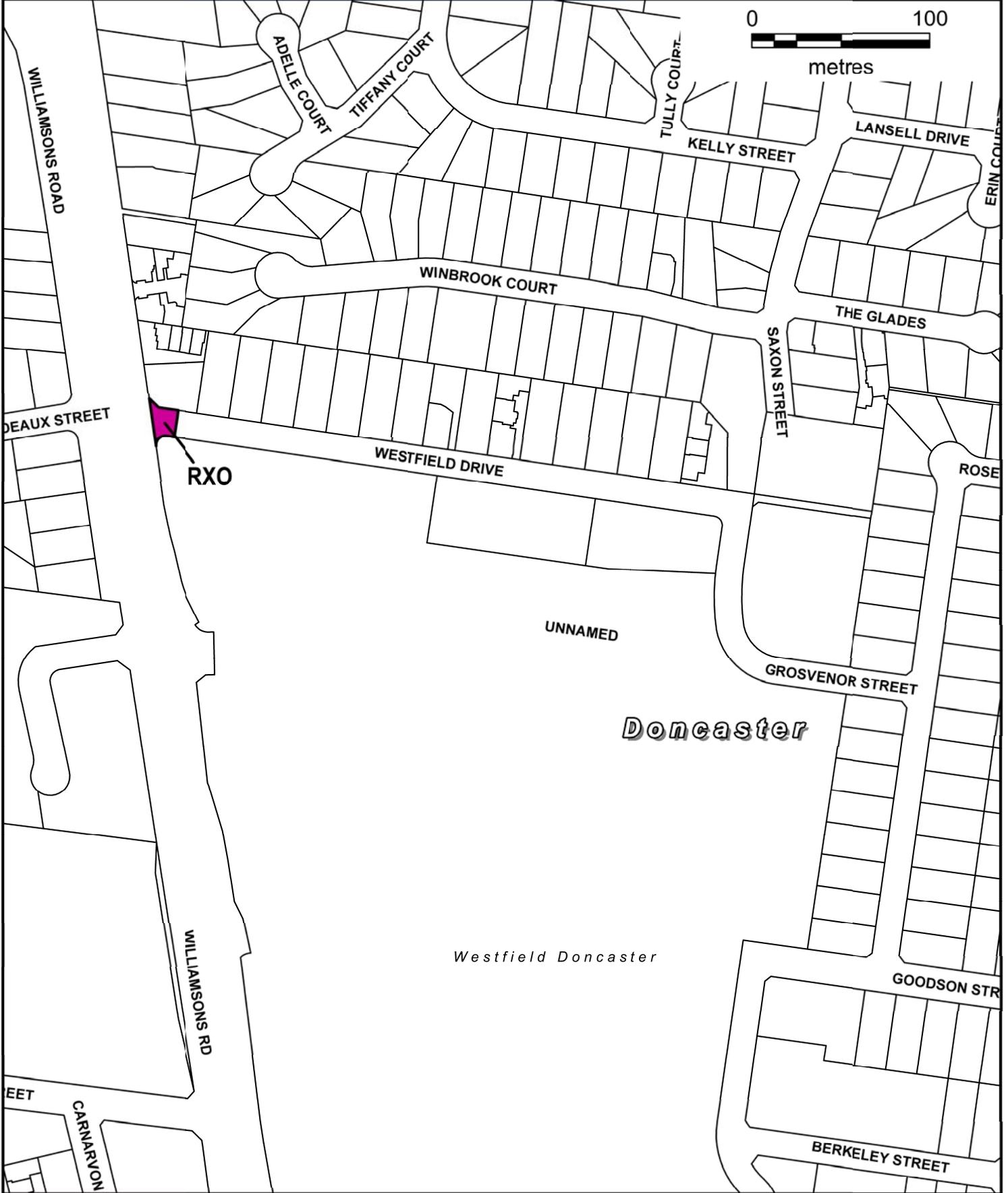
D-IPO AREA TO BE DELETED FROM AN INCORPORATED PLAN OVERLAY

Part of Planning Scheme Map 7IPO

AMENDMENT C104



MANNINGHAM PLANNING SCHEME



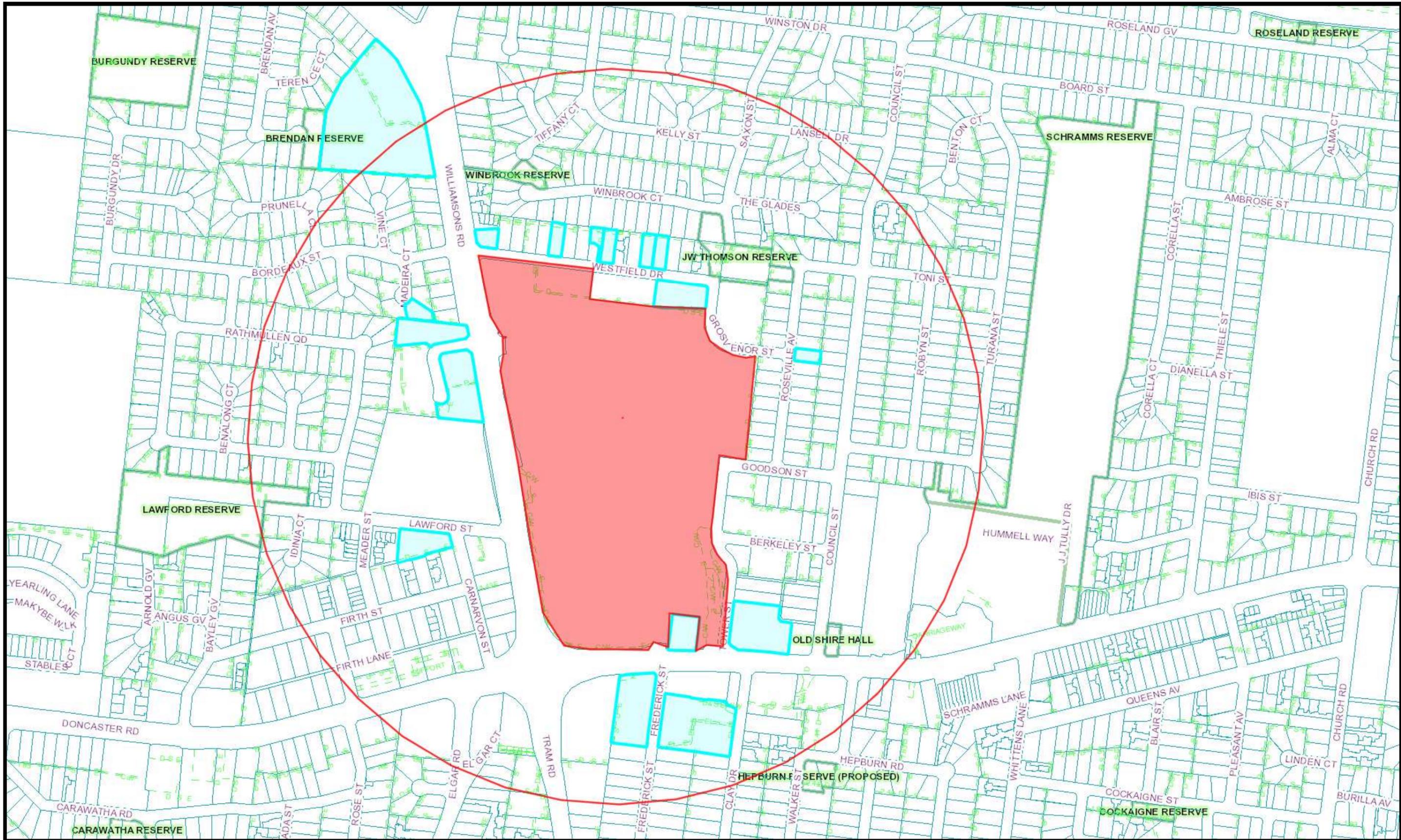
LEGEND

RXO Road Closure Overlay

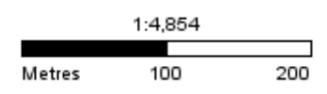
Part of Planning Scheme Map 7RXO

AMENDMENT C104





All care has been taken in the preparation of this cadastral base map. Manningham and State of Victoria accepts no responsibility for the accuracy of any information shown. Users should rely on their own enquiries in order to validate information shown on this map. This information is for Demonstration only.



NOTE:
34 (including Proponent) submitters inside 500 metre boundary of subject site
17 Submitters are outside the 500 metre boundary
1 Submitter did not provide an address

18/11/2016 3:05 PM



NO.	DATE	REVISIONS	LDP BY
A	07.10.16	PRELIMINARY FOR APPROVAL	LDP

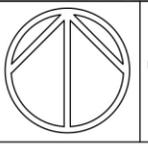
LEGEND

-  Proposed tree
-  Proposed lawn area
-  Proposed bench seats
-  Proposed garden bed
-  Proposed path connections
-  Proposed acoustic wall (Indicative location)

WORK IN PROGRESS

PRELIMINARY

FOR APPROVAL



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 Email: info@landdesign.com.au
 www.landdesign.com.au

PROJECT:
**Westfield Doncaster
 Master Plan:
 Westfield Drive Open Space**

DRAWING:
 Landscape Concept

SCALE: 1:250@A3
 DATE: 07.10.16
 DRAWN BY: JM CHKD: LF
 REV: A
 DRG NO: LD01

THE CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS. FIGURED DIMENSIONS SHOULD BE USED IN PREFERENCE TO SCALED DIMENSIONS. ALL DRAWINGS MAY NOT BE REPRODUCED OR DISTRIBUTED WITHOUT PRIOR PERMISSION FROM THE LANDSCAPE ARCHITECT. THIS DRAWING REMAINS COPYRIGHT AND THE PROPERTY OF THE LANDSCAPE ARCHITECT.