Agenda

Council Meeting

Monday, 25th July 2022

Commencing at 7.00pm

Council Chamber
1230 Nepean Highway, Cheltenham

kingston.vic.gov.au

Peter Bean
Chief Executive Officer
Kingston City Council

community inspired leadership

City of KINGSTON

ACKNOWLEDGEMENT OF COUNTRY

The City of Kingston proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respect to their Elders, past and present and emerging.

Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identity is maintained through ancient ceremonies, songlines, dance, art and living culture.

Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island elders who have guided and continue to guide the work we do.

City of Kingston
Council Meeting

Agenda **25 July 2022**

Notice is given that a Meeting of Kingston City Council will be held at 7.00pm at Council Chamber, 1230 Nepean Highway, Cheltenham, on Monday, 25 July 2022.

1. Apologies

2. Confirmation of Minutes of Previous Meetings

Minutes of Council Meeting 27 June 2022

3. Foreshadowed Declaration by Councillors, Officers or Contractors of any Conflict of Interest

Note that any Conflicts of Interest need to be formally declared at the start of the meeting and immediately prior to the item being considered – type and nature of interest is required to be disclosed – if disclosed in writing to the CEO prior to the meeting only the type of interest needs to be disclosed prior to the item being considered.

4. Petitions

Nil

5. Presentation of Awards

Junior Mayor and Junior Council

6. Reports from Delegates Appointed by Council to Various Organisations

7. Question Time

8. Planning and Place Reports

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8.2 KP-2021/591 - 42 Clydebank Road, Edithvale..... 19
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8.8 Submission to the Draft Social and Affordable Housing Compact 855
8.9 Amendment C206king - Correction of Anomalies in the Kingston Planning Scheme 873
8.10 VCAT Matter P342/2022 - 64 Pier One Drive, Patterson Lakes 895

9. Community Strengthening Reports

9.1 Kingston Interfaith Network Committee - New Members' Endorsement..... 899
9.2 Community Grants Program 2022 - 2023 Funding Recommendations for Partnership Grants and Annual Grants Allocations 903

10. Infrastructure and Open Space Reports

10.1 Le Page Park Draft Master Plan Consultation Findings and Adoption 981
10.2 Elder Street South Reserve Development - Contract Award 1021
10.3 CON 22/064 - Establishment of Project Management Services Contractor Panel 1025

11. Customer and Corporate Support Reports

11.1 Quick Response Grants..... 1031
11.2 Appointment and Authorisation of Officer - Planning and Environment Act 1987 1039
11.3 Council Instruments of Delegation - Council to Members of Council Staff..... 1045
11.4 Informal Meetings of Councillors..... 1121

12. Chief Finance Office Reports

12.1 42 Florence St Mentone - Future Use Update 1139
12.2 Springvalley Landfill Site in the Greater Dandenong City Council ... 1143
12.3 Cultural & Recreational Land Agreements: Policy Adoption 1151

13. Notices of Motion

13.1 Notice of Motion No. 21/2022 - Cr Howe - Philanthropist Outreach Program..... 1223
13.2 Notice of Motion No. 22/2022 - Cr Oxley - Accessibility of Council Meetings..... 1229

14. Urgent Business

15. Confidential Items 1235

Confidential Attachments

10.2 Elder Street South Reserve Development - Contract Award
Appendix 1 CON 21-103 Elder Street South Reserve Tender Evaluation Report Memo
10.3 CON 22/064 - Establishment of Project Management Services Contractor Panel
Appendix 1 CON 22-064 - Complex Evaluation Matrix (including Environment + Community Benefit)
12.3 Cultural & Recreational Land Agreements: Policy Adoption
Appendix 8 Confidential Cultural and Recreational Land Property Valuations & Rates 2021-22 vs 2022-23

Explanation of Meeting Procedure

Meeting Procedure is Regulated by the City of Kingston Governance Rules
The procedures for this Council Meeting are regulated by Council's Governance Rules.

Chairperson
The Mayor as Chairperson is the ultimate authority for the conduct of the meeting.

Agenda
The business to be dealt with at the meeting is set out in the agenda. No other business can be dealt with, unless admitted as Urgent Business by resolution of Council.

Motions
A motion must be moved and seconded to be valid. The mover of the motion will then be permitted to speak to it. Other Councillors will then be permitted to speak either for or against the motion. The mover will be permitted a right-of-reply, which will conclude the debate.

Voting
The motion will then be voted on by show of hands. If the motion is carried, it becomes a resolution (decision) of the Council. Any Councillor may call for a Division, in order that the vote of each Councillor is formally recorded. The result of the Division supersedes the vote by show of hands.

Amendments
A Councillor may move an amendment to a motion. Any amendment moved shall be dealt with in the same way as a motion, except that there is no right of reply for the mover of the amendment and the mover of the motion if the amendment is carried. If carried, the amendment becomes the motion and the previous motion is abandoned.

Speaking at the Meeting
No visitor to a Council meeting may speak to the meeting, except for:

- The applicant (or their representative) and one objector in relation to an application for a planning permit;
- Special circumstances in which leave to speak is granted by the Chairperson.

Unless special circumstances apply, the Chairperson will limit the presentation of a speaker to three minutes' duration.

Explanation of Meeting Procedure

City of KINGSTON

Questions

Members of the public present at the meeting may put questions in writing to Council which will be dealt with during Question Time. Questions must be submitted by:

- Submitting an online question form on Council's website by 12.00 noon on the day of the Council meeting; or
- Placing a hard copy question form in the Question Box situated in the foyer by 7.30pm on the day of the Council meeting.

Questions are to be as succinct as possible. Questions which cannot be accommodated on the question form provided are likely to require research and are more appropriately directed to Council in the form of a letter. In such cases, the question/s may be answered in writing at the direction of the Chairperson subsequent to the meeting.

Questions will be answered in the Council Chamber only if the questioner is present in the gallery. Where a questioner is not present, a response will be provided in writing.

Individual members of the public are permitted to ask a maximum of two (2) questions.

Confidential Business

The meeting may be closed at any time to deal with confidential items in camera. In these instances members of the public will be asked to leave the Council Chamber, and the meeting re-opened once the confidential business is completed.

Courtesy to the Mayor

All Councillors are required to direct their attention towards the Chairperson when speaking. This is in accordance with protocols relating to respect for the Chairperson of a meeting and is a requirement of Council's Meeting Procedures Local Law.

Emergency Evacuation of Chamber

Members of the public are requested to note the green and white EXIT signs.

In the event of an emergency requiring evacuation of the Chamber, the public should evacuate by way of the EXIT located to the right hand side of the Council Chamber. This leads to the foyer through which you passed in order to enter the Chamber. Proceed from the foyer through the revolving door/side door and out of the building. This is the primary evacuation route.

If the nature of the emergency is such that the primary evacuation route is impracticable, the public should evacuate by way of the EXIT located to the right of the Council table as viewed from the public gallery. Follow further EXIT signs thereafter, which lead to an exit point on the south side of the building. This is the secondary evacuation route.

Council staff will issue directions on how to proceed to evacuate in the event of an emergency.

Explanation of Meeting Procedure

City of KINGSTON

Do You Have a Hearing Difficulty?

Phonic Ear Hearing Assistance is available to any member of the public gallery with a hearing disability. Just ask a member of staff for a unit prior to the meeting.

Interpreting Service

131 450 TIS National

Recording of Meetings

Council Meetings are recorded and streamed live on the internet.

Recordings are archived and available on Council's website www.kingston.vic.gov.au.

All care is taken to maintain your privacy; however as a visitor in the public gallery, your presence may be recorded.

8. Planning and Place Reports

Council Meeting

25 July 2022

Agenda Item No: 8.1

TOWN PLANNING APPLICATION DECISIONS - JUNE 2022

Contact Officer: **Carly De Mamiel, Senior Customer Liaison and Administration Officer**

Town Planning Application Decisions – June, 2022

Approved By: Jonathan Guttmann - General Manager, Planning & Development
Author: Alfred Carnovale – Acting Manager, City Development

Attached for information is the report of Town Planning Decisions for the month of June, 2022.

A summary of the decisions is as follows:

Type of Decision	Number of Decisions Made	Percentage (%)
Planning Permits	84	75
Notice of Decision	15	13
Refusal to Grant a Permit	0	0
Other - Withdrawn (8) - Prohibited (0) - Permit not required (2) - Lapsed (4) - Failure to Determine (0)	14	12
Total	**113**	**100**

(NB: Percentage figures have been rounded)

OFFICER RECOMMENDATION

That the report be noted.

Appendices

Appendix 1 - Town Planning Application Decisions June 2022 (Ref 22/189321)

Author/s: Carly De Mamiel, Senior Customer Liaison and Administration Officer

Reviewed and Approved By: Naomi Crowe, Team Leader City Development Administration

8.1

TOWN PLANNING APPLICATION DECISIONS - JUNE 2022

1 Town Planning Application Decisions June 2022 9

Planning Decisions June, 2022

APPL. No.	PROPERTY ADDRESS	SUBURB	APPL. DATE	DATE DECIDED	PROPOSAL DESCRIPTION	DECISION	VCAT DECISION
KP-2022/85	21 Spray Avenue	MORDIALLOC	15/02/2022	1/06/2022	The construction of a warehouse and a reduction in the car parking requirement	Permit	No
KP-2022/110	9 Wandoo Avenue	CLARINDA	24/02/2022	1/06/2022	The construction of two (2) double storey dwellings	Permit	No
KP-2021/308	158 Lower Dandenong Road	PARKDALE	26/05/2021	1/06/2022	The construction of two (2) double storey dwellings and alterations to the access to a road in the Transport Zone 2	Permit	No
KP-2022/319	11 First Street	PARKDALE	11/05/2022	2/06/2022	The construction of a ground floor extension to the existing single storey dwelling on land within a Special Building Overlay	Permit	No
KP-2020/628	58-60 Warrigal Road	PARKDALE	26/10/2020	2/06/2022	Partial demolition, buildings and works to extend an existing dwelling in a Heritage Overlay	Lapsed	No
KP-2021/611	11 Elder Street	CLARINDA	10/09/2021	2/06/2022	Use and Develop the land for a Child Care Centre and Removal of Easement	Permit	No
KP-2021/868	1190-1212 Nepean Highway	CHELTENHAM	9/12/2021	2/06/2022	The development of alterations and additions to the existing Car Sales Premises	Permit	No
KP-2022/30	Unit 1 1 Bevan Avenue	CLAYTON SOUTH	24/01/2022	2/06/2022	Construction of one (1) double storey dwelling on a lot less than 300 sqm	Withdrawn	No
KP-2022/339	29 Fonceca Street	MORDIALLOC	20/05/2022	2/06/2022	The construction of construction of extensions to the existing industrial buildings	Permit	No
KP-2021/715	9 Knight Street	CLAYTON SOUTH	14/10/2021	3/06/2022	The construction of three (3) double storey dwellings	Permit	No
KP-2007/1026/A	10 Hoffman Street	CHELTENHAM	16/05/2022	3/06/2022	The development of the site for four (4) dwellings, in accordance with the	Permit	No

					plans to be submitted pursuant of Condition 1 hereof:		
KP-2021/456	27 Westall Road	CLAYTON SOUTH	2/09/2021	3/06/2022	The development of two (2) dwellings and to alter access to a Road in a Transport Zone 2	Permit	No
KP-2021/927	179-217 Centre Dandenong Road	DINGLEY VILLAGE	22/12/2021	3/06/2022	Removal of Native Vegetation	Permit	No
KP-2021/926	179-217 Centre Dandenong Road	DINGLEY VILLAGE	22/12/2021	3/06/2022	Removal of Native Vegetation	Permit	No
KP-2022/254	Unit 1 95 Broadway	BONBEACH	20/04/2022	3/06/2022	Subdivide the land into five (5) lots	Permit	No
KP-2022/256	130 McLeod Road	PATTERSON LAKES	21/04/2022	6/06/2022	Proposed carports located near unit 3.	Permit Not Required	No
KP-2021/154	379 Centre Dandenong Road	HEATHERTON	27/03/2021	6/06/2022	The use and development of the land for Domestic Animal Boarding and a Caretaker's House in the Land Subject to Inundation Overlay and Airport Environs Overlay - Schedule 1, to put up for display Floodlit Business Identification Signage and to alter access to a road in a Transport Zone 2.	Permit	No
KP-2022/314	25 Nowra Street	MOORABBIN	11/05/2022	6/06/2022	The construction of a fence on land within a Special Building Overlay	Permit	No
KP-2021/203	23 Turner Road	HIGHETT	19/04/2021	6/06/2022	Subdivide the existing buildings	Permit	No
KP-2021/568	190 Como Parade East	PARKDALE	31/08/2021	6/06/2022	Display of Advertising Signage	Lapsed	No
KP-2022/19	144 Centre Dandenong Road	DINGLEY VILLAGE	18/01/2022	7/06/2022	Subdivide the land from two (2) lots into three (3) lots including a boundary re-alignment	Permit	No
KP-2020/575	62 Eulinga Avenue	ASPENDALE	29/09/2020	7/06/2022	The development of two (2) double storey dwellings	Permit	No

KP-2022/349	19 True Avenue	CARRUM	25/05/2022	7/06/2022	The construction of one (1) single storey dwelling on land within a Special Building Overlay	Permit	No
KP-2022/112	17 Maidenhair Mews	ASPENDALE GARDENS	24/02/2022	8/06/2022	Buildings and Works on land affected by a Land Subject to Inundation Overlay	Withdrawn	No
KP-2022/310	4 2 Parkers Road	PARKDALE	10/05/2022	8/06/2022	Replace existing balustrade under council notice BNO-2021/358	Withdrawn	No
KP-2022/316	6 Linda Street	CLAYTON SOUTH	11/05/2022	9/06/2022	Subdivide the land into two (2) lots	Permit	No
KP-2022/121	2 35 Taunton Drive	CHELTENHAM	4/03/2022	9/06/2022	The construction of a mezzanine within an existing warehouse and a reduction of the car parking requirement	Permit	No
KP-2022/311	20 Kingston Street	MORDIALLOC	10/05/2022	9/06/2022	The construction of a double storey dwelling on land within a Special Building Overlay	Permit	No
KP-2018/442/A	1 Robyn Court	OAKLEIGH SOUTH	1/06/2022	9/06/2022	Develop the land for the construction of a habitable outbuilding on land within a Special Building Overlay	Permit	No
KP-2021/227	32 Chelsea Road	CHELSEA	23/04/2021	9/06/2022	The development of two (2) dwellings and associated works in accordance with the endorsed plans	Permit	No
KP-2021/891	35 Woodbine Grove	CHELSEA	15/12/2021	9/06/2022	The development of four (4) dwellings	Permit	No
KP-2021/553	15 Sixth Avenue	CHELSEA HEIGHTS	23/08/2021	10/06/2022	Subdivide the Land into Sixty (60) Lots in stages and Removal of the drainage easement E-1 on LP6193.	Lapsed	No
KP-2022/217	16 Cannes Avenue	BONBEACH	5/04/2022	10/06/2022	Subdivide the land into three (3) lots	Permit	No
KP-2021/866	4A Wordsworth Avenue	CLAYTON SOUTH	9/12/2021	10/06/2022	Develop the site for two (2) double storey dwellings	Permit	No
KP-2021/909	6 Black Street	CHELSEA	22/12/2021	10/06/2022	The development of two (2) dwellings on a lot	Permit	No

KP-2019/411/A	15 Sandford Street	HIGHETT	6/12/2021	10/06/2022	The development of two (2) dwellings	Permit	No
KP-2021/733	65A Northcliffe Road	EDITHVALE	21/10/2021	14/06/2022	Alterations and additions to an existing dwelling	Withdrawn	No
KP-2010/20/A	278-281 Nepean Highway	EDITHVALE	4/03/2022	14/06/2022	The development of 16 apartments on two levels with roof top terraces above and a reduction in car parking to provide 23 car spaces in a basement car parking area	Notice of Decision	No
KP-2022/78	4 460 Como Parade West	MORDIALLOC	14/02/2022	14/06/2022	The construction of an extension to an existing dwelling on a lot less than 300sqm	Notice of Decision	No
KP-2021/641	2 Campbell Grove	DINGLEY VILLAGE	21/09/2021	14/06/2022	The construction of one (1) double storey dwelling to the rear of the existing dwelling	Permit	No
KP-2021/814	51 Bondi Road	BONBEACH	22/11/2021	14/06/2022	The construction of four (4) double storey dwellings	Permit	No
KP-2021/841	84 Embankment Grove	CHELSEA	30/11/2021	14/06/2022	Development of two (2) dwellings	Permit	No
KP-2002/833/A	4 Keiller Avenue	PARKDALE	24/11/2021	14/06/2022	To develop this site for two (2) dwellings, in accordance with plans to be submitted pursuant to Condition1 hereof.	Permit	No
KP-2022/244	20 Beyer Road	BRAESIDE	13/04/2022	14/06/2022	Subdivide the land into four (4) lots	Permit	No
KP-2022/251	3 Aonach Street	CLAYTON SOUTH	20/04/2022	14/06/2022	Subdivide the land into three (3) lots	Permit	No
KP-2022/347	2 Rowson Grove	CLARINDA	24/05/2022	14/06/2022	Subdivide the land into two (2) lots	Permit	No
KP-2022/266	Warehouse 16 1-5 Lake Drive	DINGLEY VILLAGE	31/05/2022	14/06/2022	The construction of a mezzanine within an existing warehouse	Permit	No
KP-2022/346	14 107 Wells Road	CHELSEA HEIGHTS	31/05/2022	14/06/2022	The construction of an internal extension to the existing warehouse	Permit	No

					and a reduction in the car parking requirement		
KP-2022/373	11 26-28 Roberna Street	MOORABBIN	31/05/2022	14/06/2022	A reduction in the car parking requirement associated with an industry	Permit	No
KP-2021/176	1129 Nepean Highway	HIGHETT	9/04/2021	16/06/2022	The construction of four dwellings, comprising three (3) triple storey and one (1) double storey, and alterations to the access to a road in the Transport Zone 2	Permit	No
KP-2022/301	19A The Crescent	HIGHETT	6/05/2022	16/06/2022	The construction of a carport	Permit	No
KP-2022/1	77 Keys Road	MOORABBIN	7/01/2022	16/06/2022	The use of the land as a place of assembly and a reduction of the required car parking spaces pursuant to clause 52.06.	Permit	No
KP-1987/3261/A	6 Alfred Street	HIGHETT	19/04/2022	16/06/2022	The use of the land for the purpose of Dual Occupancy by the erection of a single storey dwelling at the rear of the existing dwelling	Permit	No
KP-2022/44	122-134 Boundary Road	BRAESIDE	28/01/2022	16/06/2022	The development of alterations to an existing building (external painting) and to construct and put up for display replacement business identification signage (including one internally illuminated sign and one internally illuminated sky sign).	Permit	No
KP-2022/323	Unit 2 2 Nette Court	MOORABBIN	12/05/2022	16/06/2022	Proposed Laserlight roof over existing deck	Withdrawn	No
KP-2015/65/D	611 Nepean Highway	CARRUM	20/01/2022	17/06/2022	Use the land for the sale and consumption of liquor (Restaurant and café licence) and a live music entertainment venue, display of signage and retrospective approval for the development of additions associated with a food and drink premises in the Mixed Use Zone.	Notice of Decision	No

KP-2021/645	14 Tarago Crescent	CLAYTON SOUTH	21/09/2021	17/06/2022	The construction of one (1) double-storey dwelling to the side of an existing dwelling	Notice of Decision	No
KP-2022/141	65 Nepean Highway	ASPENDALE	8/03/2022	17/06/2022	Boundary re-alignment and a variation to an easement	Permit	No
KP-2022/350	3 34 Lanark Street	CLAYTON SOUTH	3/06/2022	17/06/2022	The construction of a verandah to an existing dwelling	Permit	No
KP-2021/369	29 Edithvale Road	EDITHVALE	17/06/2021	17/06/2022	Develop the land for three (3) dwellings and to alter access to a road in a Transport Zone 2	Permit	No
KP-2021/894	2 Lincoln Parade	ASPENDALE	16/12/2021	20/06/2022	Develop the land for the construction of five (5) dwellings (two (2) triple storey dwellings and three (3) double storey dwellings)	Lapsed	No
KP-2018/904	123 Balcombe Road	MENTONE	8/11/2018	20/06/2022	The development of the land for eleven (11) dwellings and alter access to a road in a Road Zone, Category 1	Permit	Yes
KP-2022/286	26 Brownfield Street	PARKDALE	4/05/2022	20/06/2022	The construction of a single storey dwelling in a Special Building Overlay	Permit	No
KP-2022/263	17 Dunk Crescent	BONBEACH	26/04/2022	20/06/2022	The construction of a verandah to an existing dwelling in the Land Subject to Inundation Overlay	Permit	No
KP-2020/170/A	3 439 Station Street	BONBEACH	2/03/2022	20/06/2022	Section 72 amendment to redesign the rear dwelling including ground floor and first floor alterations	Permit	No
KP-2018/723/D	422 Nepean Highway	PARKDALE	7/03/2022	20/06/2022	In accordance with the endorsed plans: Develop the land for a three storey apartment building, four townhouses, removal of an easement and to alter access to a Road Zone Category 1.	Permit	No
KP-2020/706	217 Nepean Highway	PARKDALE	27/11/2020	20/06/2022	In accordance with the endorsed plans The construction of fourteen (14) dwellings, the removal of an	Permit	No

					easement and alterations to the access to a road in a Transport 2 Zone		
KP-2022/202	1239-1241 Nepean Highway	CHELTENHAM	24/03/2022	20/06/2022	Buildings and works and variation to the car parking requirement of Clause 52.06	Permit	No
KP-2022/376	1 Colenso Street	CARRUM	6/06/2022	20/06/2022	Subdivide the land into two (2) lots	Permit	No
KP-2022/348	37 Kembla Street	CHELTENHAM	6/06/2022	20/06/2022	The development of a first floor extension to the existing warehouse	Permit	No
KP-2022/198	5-11 Japaddy Street	MORDIALLOC	28/03/2022	21/06/2022	Building and works for canopy to car parking area	Permit	No
KP-2022/293	Unit 77 62-76 Cavanagh Street	CHELTENHAM	5/05/2022	21/06/2022	Proposed colourbond steel veranda attached to the side of the existing dwelling	Permit Not Required	No
KP-2011/282/A	Unit 1 4 Fourth Avenue	CHELSEA HEIGHTS	26/01/2022	21/06/2022	The Development of the Land for the Construction of One (1) Single Storey Dwelling to the Rear of the Existing Dwelling and Subdivide the Land into Two (2) Lots	Permit	No
KP-2020/713	105 Nepean Highway	ASPENDALE	3/12/2020	22/06/2022	The development of five (5) dwellings and associated works in accordance with the endorsed plans	Permit	No
KP-2022/52	110 Patty Street	MENTONE	11/02/2022	22/06/2022	The development of two (2) dwellings and subdivide the land into two (2) lots	Permit	No
KP-2021/889	6 Eighth Street	PARKDALE	14/12/2021	22/06/2022	The development of two (2) double storey dwellings	Notice of Decision	No
KP-2021/908	25 Cannes Avenue	BONBEACH	21/12/2021	22/06/2022	Develop the land for the construction of four (4) dwellings	Notice of Decision	No
KP-2021/692	5 Elliot Street	PARKDALE	6/10/2021	23/06/2022	Develop the land for the construction of two (2) dwellings	Permit	No
KP-2022/368	5A Epsom Road	MORDIALLOC	31/05/2022	23/06/2022	Alterations and additions to an existing dwelling	Withdrawn	No

KP-2022/249	35-37 Lakewood Boulevard	BRAESIDE	19/04/2022	23/06/2022	Subdivide the land into ten (10) lots	Permit	No
KP-2022/128	3 Herald Street	CHELTENHAM	3/03/2022	23/06/2022	The development of two (2) double storey dwellings	Notice of Decision	No
KP-2015/766/B	42 Albenca Street	MENTONE	28/03/2022	23/06/2022	Develope the land for the construction of two (2) dwellings	Permit	No
KP-2022/191	Shop 1-3 11-33 Narelle Drive	ASPENDALE GARDENS	28/03/2022	23/06/2022	Development of building and works to the existing building, to construct business identification signage and to reduce the car parking requirement	Permit	No
KP-2021/784	15 Plummer Road	MENTONE	9/11/2021	24/06/2022	Development of two (2) dwellings	Permit	No
KP-2022/383	30 Grandview Grove	MOORABBIN	7/06/2022	24/06/2022	Subdivide the land into two (2) lots	Permit	No
KP-2021/592	8 Walker Street	BRAESIDE	5/09/2021	24/06/2022	Use the land for car sales and variation to the bicycle spaces requirement of Clause 52.34	Permit	No
KP-1989/4712/A	1 41 Bernard Street	CHELTENHAM	25/03/2022	24/06/2022	Construction of two single storey dwellings (Dual Occupancy) generally in accordance with plans to be endorsed to form part of permit	Permit	No
KP-2014/52/A	Unit 1 57 Bondi Road	BONBEACH	5/01/2022	24/06/2022	To develop the Land for the Construction of One (1) Dwelling to the rear of an existing Dwelling.	Permit	No
KP-2022/227	355 Lower Dandenong Road	DINGLEY VILLAGE	7/04/2022	27/06/2022	The use of the land as an indoor recreation facility (dance studio) and the display of business identification signage	Permit	No
KP-2022/213	5 Bertram Street	MORDIALLOC	4/04/2022	27/06/2022	The construction of a ground floor extension to the existing dwelling on land within the Land Subject to Inundation Overlay	Permit	No
KP-2022/65	1054-1058 Nepean Highway	HIGHETT	9/02/2022	27/06/2022	To subdivide the land into thirty-one (31) lots, in a Design and Development Overlay Scheudle 12	Permit	No

					and in land adjancet to a road in a Transport Zone 2		
KP-1999/505/A	71 Fraser Avenue	EDITHVALE	15/02/2022	27/06/2022	To develop and use this site for a two (2) dwellings, in accordance with plans to be submitted pursuant of Condition 1 hereof.	Permit	No
KP-2022/243	16 Edithvale Road	EDITHVALE	12/04/2022	27/06/2022	Subdivide the Land into Three (3) Lots	Permit	No
KP-2022/341	7 Bronwyn Court	CLAYTON SOUTH	23/05/2022	27/06/2022	Subdivide the Land into Two (2) Lots	Permit	No
KP-2022/371	122 Station Street	ASPENDALE	1/06/2022	27/06/2022	Subdivide the land into two (2) lots	Permit	No
KP-2018/524/B	8 Moore Avenue	CLAYTON SOUTH	24/06/2022	28/06/2022	The development of four (4) dwellings	Withdrawn	No
KP-2022/159	56 Marriott Street	PARKDALE	16/03/2022	29/06/2022	The development of two (2) double storey dwellings	Permit	No
KP-2020/5/A	50 McMillan Street	CLAYTON SOUTH	8/02/2022	30/06/2022	The development of three (3) dwellings	Notice of Decision	No
KP-2022/378	26 Clarevale Street	CLAYTON SOUTH	6/06/2022	30/06/2022	Subdivide the Land into Three (3) Lots	Permit	No
KP-2020/611/A	23 Wingrove Street	CHELTENHAM	28/04/2022	30/06/2022	Develop two (2) dwellings	Permit	No
KP-2019/179/A	2 80 Mascot Avenue	BONBEACH	2/04/2022	30/06/2022	Construction of a single dwelling in accordance with the endorsed plans	Permit	No
KP-2018/377/A	48 Farm Road	CHELTENHAM	4/11/2021	30/06/2022	A section 72 amendment to the endorsed plans for changes to the façade design, external finishes, first floor building footprint, window design and minimum setback to towards the eastern title boundary.	Permit	No
KP-2021/664	1126-1146 Centre Road	OAKLEIGH SOUTH	28/09/2021	30/06/2022	The use and development of a warehouse and office, a reduction in the car parking requirement, alterations to the access to a road in a Road Zone, Category 1 and the display of signage	Notice of Decision	No

KP-2020/756/A	54 Fraser Avenue	EDITHVALE	3/11/2021	30/06/2022	The development of two (2) dwellings	Notice of Decision	No
KP-2022/299	1 61 Bear Street	MORDIALLOC	6/05/2022	30/06/2022	The construction of a ground floor extension to a dwelling in the Land Subject to Inundation Overlay	Permit	No
KP-2022/391	Unit 2 66 Whatley Street	CARRUM	9/06/2022	30/06/2022	Alterations and additions to an existing dwelling	Withdrawn	No
KP-2021/737	4 98 Patty Street	MENTONE	22/10/2021	30/06/2022	Development of Six (6) Dwellings and a front fence exceeding 1.2 metres in height	Notice of Decision	No
KP-2021/701	81 Thames Promenade	CHELSEA	9/10/2021	30/06/2022	Develop the land for the construction three (3) dwellings and associated buildings & works within a Special Building Overlay	Notice of Decision	No
KP-1993/3926/A	1 Walden Road	MENTONE	7/03/2022	30/06/2022	Development of the land for two dwellings and to construct a front fence exceeding 1.2 metres	Notice of Decision	No
KP-2021/532	453 Boundary Road	HEATHERTON	17/08/2021	30/06/2022	The use and development of the land for Leisure and Recreation (Paintball Games Facility), alter access to a road in a Transport Zone 2 and display of signage in accordance with the endorsed plans	Notice of Decision	No
KP-2021/845	71 Argus Street	CHELTENHAM	30/11/2021	30/06/2022	The use of the land for an Education Centre (Kindergarten) in accordance with the endorsed plans	Notice of Decision	No
KP-2022/28	Warehouse 1 309 Boundary Road	MORDIALLOC	21/01/2022	30/06/2022	Use the land for a food and drink premises, reduction of the car parking requirement and to display business identification signage	Permit	No
KP-2021/851	6 Clipper Island	PATTERSON LAKES	6/12/2021	30/06/2022	The development of two (2) dwellings	Permit	No

Council Meeting

25 July 2022

Agenda Item No: 8.2

KP-2021/591 - 42 CLYDEBANK ROAD, EDITHVALE

Contact Officer: Tim Yildirim, Statutory Planner

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2021/591 - 42 Clydebank Road, Edithvale.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or contractor/s who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

RECOMMENDATION

That Council determine to support the proposal and issue a notice of decision to grant a planning permit for the construction of six (6) dwellings (five triple storey and one double storey) at 42 Clydebank Road, Edithvale, subject to the conditions contained within the recommendation section of this report.

This application requires a decision by Council in accordance with Council's Planning Delegation Policy, as the proposal involves:

- Five (5) or more dwellings that incorporates one or more double storey dwelling to the rear of the site, with three (3) or more objections.

EXECUTIVE SUMMARY			
Address	42 Clydebank Road, EDITHVALE VIC 3196		
Legal Description	Lot 27, Block H, on LP 005198		
Applicant	Creative Living Innovations		
Planning Officer	Tim Yildirim		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 32.08 – General Residential Zone (Schedule 2)		
Overlays	None		
Particular Provisions	Clause 55 – Two or More Dwellings on a Lot and Residential Buildings Clause 52.06 – Car Parking		
Permit Trigger/s	Clause 32.08-6 – Construct two or more dwellings on a lot.		
APPLICATION / PROCESS			
Proposal	The construction of six (6) dwellings (five triple storey and one double storey).		
Reference No.	KP-2021/591	**RFI Received**	9 March 2022
App. Received	1 November 2021	**App. Amended**	Section 50 11 March 2022
S.52 Advertising	Commenced: 17 March 2022	**Advertising Completed**	4 April 2022
S.55 Referrals	None		
Internal Referrals	Yes		
Objection(s)	Eight (8) objections received – checked on 27 June 2022		
Mandatory Garden Area Requirement	Complies – 928.5m^2 35%	**Mandatory Building Height Requirement**	Complies – 9.242m
Vegetation	**Trees > 8m** Yes	**No. of Trees to be Removed (circumference 110cm)**	Four (4)
LEGISLATIVE			
Covenant/Other Restriction	No	Complies: NA	
Aboriginal Cultural Sensitivity Area	Yes	**CHMP**	Exempt
Considered Plans	Creative Living Innovation Pty Ltd, Job No. 1511/21, sheet 1, 2 (Revision F), Sheet 3 (Revision G), Sheet 4, 5 (Revision C), Sheet 6, 7, 8, 9 and 10 (Revision B), Shadow Diagrams (Sheets 1 – 7, Revision B), dated 2 March 2022, submitted to Council on 9 March 2022.		

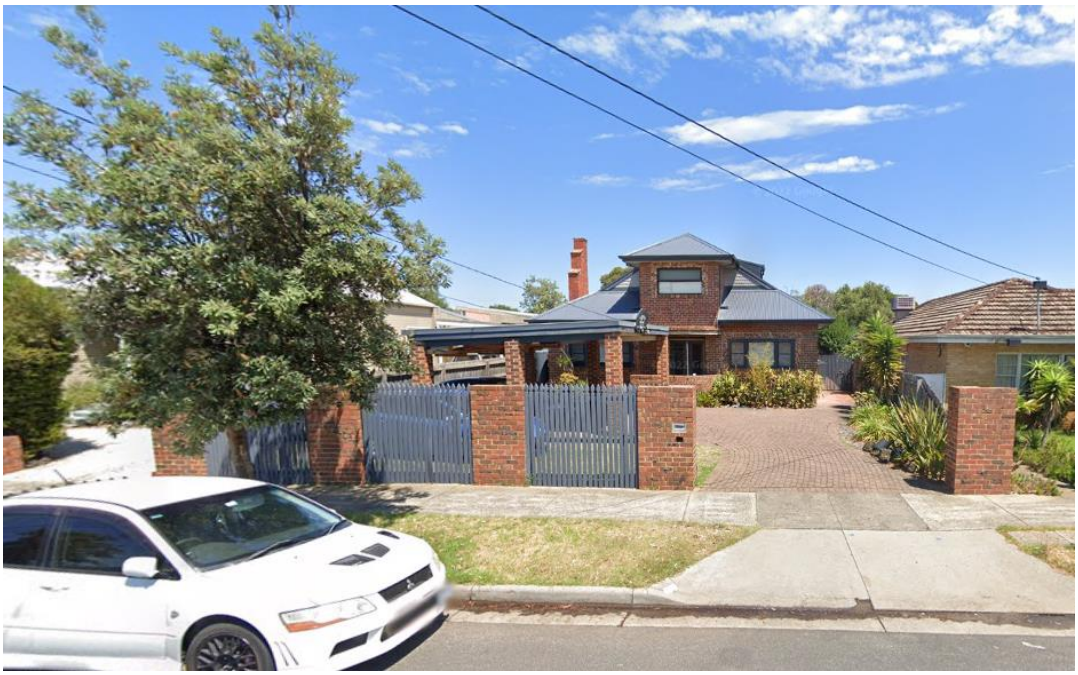
1.0 RELEVANT LAND HISTORY

1.1 Pre-application PE-2021/370 was submitted to Council on 28 May 2021, seeking advice for a proposed six (6) triple storey dwelling development. A written response was issued on 15 June 2021, advising that whilst there was no in-principle concern with the proposal, several design issues were recommended to be addressed (i.e. car parking provisions / layout, built form and visual bulk).

1.2 This application for a planning permit follows from pre-application PE-2021/370.

2.0 SUBJECT LAND

2.1 The photograph below illustrates the subject site from a streetscape perspective.



3.0 SITE PARTICULARS

Built Form	A double storey brick dwelling with combination hipped and gabled roof form, and associated outbuilding (shed) occupies the land. The existing dwelling is set back 11m from its respective front property boundary. The associated carport is located within the front setback and is situated 4.4 metres from the front property boundary.
Size (m^2)	928.5m^2
Topography	The land has a slight slope of 1 metre that falls from the front (east) property boundary to the rear (west / south-west) property boundaries.
Fencing	An existing 1.8 metre high brick pillar with timber picket infill fence. The existing fence is proposed to be retained in order to create a secluded private open space area within the front setback of Dwelling 1.
Vegetation	The street tree (Tree 1) is identified as a native species and is in good condition. Trees 2, 6, 7 and 8 are considered to be of low significance. Trees 3, 4, 5 and 10 are mature indigenous trees in average health. These are poorly positioned on site to be retained as part of the proposal.
Easement(s)	None.
Footpath Assets/Access	One (1) existing crossover adjacent to the north (side) common boundary. There is an established street tree situated on the adjoining road reserve.
Covenant(s)/ Restrictions	There appears to be no restrictions listed on the Certificate of Title.

4.0 SURROUNDING LAND

4.1 The following map illustrates the subject site in its surrounding context.

North	No. 40 Clydebank Road, which has been developed for five (5) double storey dwellings, in accordance with Council issued planning permit KP-2018/645. There is an existing wall on the common boundary adjacent to the proposed Dwelling 1 living room wall. The secluded private open space areas associated with Dwellings 1 to 4 in this development are located adjacent to the common boundary.
East	Clydebank Road, followed by the intersection associated with Field Avenue. Either side of Field Avenue, and opposite Clydebank Road, is land used and developed for residential purposes.
South	No. 44 Clydebank Road, which contains a single storey brick dwelling, with complex hipped roof form and associated outbuildings (shed and bungalow).
West	No. 216 Station Street, which has been developed for eleven (11) dwellings in a double storey apartment format, in accordance with the Tribunal issued planning permit KP-2008/525, following Council's refusal to grant a planning permit, refused on 28 October 2008. This permit subsequently issued on 18 August 2009.
Describe Neighbourhood Character	The site is located in character area 67 of the City of Kingston's *Neighbourhood Character Guidelines 2007*. Detached built form, with a wall on one of the side boundaries is identified as a major character contribution to the area. Residual features include complex hipped, gabled and combination roof forms, dual and tri-vertical window arrangements, varied front fencing and porch features. However, these features are neither critical, nor major, contributory elements.

5.0 PROPOSAL

Description	Demolish the existing dwelling and associated outbuildings on the land to allow for the construction of six (6) dwellings (five triple storey and one double storey).		
Storeys	Dwellings 1 to 5 are triple storey, while Dwelling 6 is double storey.		
Maximum Building Height	9.242m		
Bedrooms (including study)	Dwelling 1 consists of three (3) bedrooms, while Dwellings 2 to 6 consist of two (2) bedrooms.		
Car Parking	Dwelling 1 is provided with two (2) car parking spaces, while Dwellings 2 to 6 are provided with one (1) car parking space each. Seven (7) car parking spaces are provided within the proposal in total.		
Front Setback	5m		
Private Open Space	Dwelling 1 70.5m^2	Dwelling 2 27.8m^2	Dwelling 3 27.6m^2
	Dwelling 4 27.6m^2	Dwelling 5 27.6m^2	Dwelling 6 97.1m^2
Site Coverage	47.8%	Permeability	39.7%
Access	Existing crossover to be reinstated with a new crossover proposed towards the site's south (side) property boundary, to serve as common access to all dwellings.		
Vegetation Removal/Retention	The proposal requires the removal of all existing trees on site, as well as the tree on the nature-strip.		
Building Materials	Brickwork, cladding, render, metal capping and tiled roofing.		

6.0 AMENDMENTS UNDER THE ACT

6.1 Requested by the applicant, a Section 50 amendment was submitted to Council prior to advertising, responding to concerns with:

- Visual bulk / overdevelopment concerns.
- Urban design (inconsistent building form).
- Overshadowing.
- Dwelling identity.
- Vehicle manoeuvring.

6.2 The amended plans incorporate the following changes:

- Increased first and second floor built form separation, with the separation relocated towards the rear (west) boundary.
- Increased side and rear setbacks.
- Second floor now proposed to Dwelling 1.
- Balcony proposed to first floor of Dwelling 1.
- Improved individual dwelling identity.
- Improved building configuration (consistent design treatments / urban design elements) and improved design response to public realm / existing conditions.
- Raked staircase conduits, providing visual relief, reduced built form and additional recession of upper floor massing.
- Increase in ground floor secluded private open space areas owing to reduced ground floor dwelling envelopes.
- Associated internal reconfiguration of dwelling layouts.

7.0 PLANNING CONTROLS

Zone / Overlay / Particular Provision	Rationale
Clause 32.08 – General Residential Zone (Schedule 2)	The proposal generally accords with the purpose of the zone by providing a multi-unit residential development that will provide residential uses at a density that is complementary to the role and scale of the surrounding area. The proposal provides diversity of housing types and housing growth particularly in this location, offering good access to services and transport. Pursuant to Clause 32.08-4 of the Planning Scheme, a lot size 928.5m^2 is required to accommodate a garden area of at least 35% of the total site area. The applicant's submission notes that 325.0m^2 / 35.00% of land has been set aside for garden area. A review of the garden area assessment concluded that 325.4m^2 / 35.04% of land has been set aside for garden area.
Clause 52.06 – Car Parking	Requires one (1) car parking space per one (1) or two (2) bedroom dwelling and two (2) car parking spaces per three (3) or more bedroom dwelling. The proposal, consisting of one three-bedroom dwelling and five two-bedroom dwellings, generates a requirement for seven (7) car parking spaces. The proposal therefore complies with the car parking provisions. The site is situated with the Principal Public Transport Network area and is not required to provide a visitor car parking space. Clause 52.06-9 design standards including splays and garaging dimensions are considered compliant and are already shown on the ground floor plans. Conditions of any permit issued are to require: a. A longitudinal section of the reverse fall driveway with levels and grades to AHD, and designed in accordance with Clause 52.06 of the Kingston Planning Scheme. b. The finished driveway levels noted on the ground floor plan. An assessment has concluded a headroom clearance of approximately 2.724m is provided from natural ground level to the overhead cantilevered first floor element along the length of the common driveway. Clause 52.06-9 requires a minimum 2.1m headroom beneath overhead obstructions (from the finished driveway level). Whilst this is likely to be achieved having regard to the considered plans, conditions of any permit issued are to require the headroom clearance of at least 2.1m above finished driveway surface level demonstrated to be achieved, and nomination of the finished driveway surface level. Furthermore, if the accessway serves four (4) or more car parking spaces, the accessway must be designed so that cars can exit the site in a forward direction. The application was referred to Council's traffic engineer, who advised of no concern, subject to conditions on any permit issued relating to vehicle maneuovring (refer to Section 10 of this report for further details).

	Subject to the inclusion of the above recommended conditions on any planning permit issued, as well as those recommended in Section 10, the car parking provisions are considered to be in accordance with Clause 52.06.
Clause 52.34 – Bicycle Facilities	Clause 52.34 (Bicycle Facilities) does not apply in this instance, as the proposal is not four (4) storeys or greater. The sustainable design assessment indicates bicycle parking will be supplied to each dwelling. Conditions of any permit issued are to require bicycle spaces to be shown on the plans, in a secure, accessible and weather protected location.
Clause 55 – Two or More Dwellings on a Lot	Refer to Clause 55 assessment later in this report.

8.0 RELEVANT POLICIES

It is noted that the Planning Scheme Amendment C200 relating to the translation of the Planning Policy Framework is due to be gazetted on 30 June 2022. It is the intention of Planning Officers to review the content below to ensure that the report presented to council accurately reflects the Planning Scheme.

8.1 Planning Policy Framework (PPF)

Clause 02 Municipal Planning Strategy
Clause 11 Settlement
Clause 15 Built Environment and Heritage
Clause 16 Housing

9.0 PLANNING CONSIDERATIONS:

General Provisions

9.1 **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

Planning Policy Framework

9.2 **Clause 02.02** of the Kingston Planning Scheme outlines the overarching vision for land use across the municipality. Applicable strategic directions seek to ensure the emergence of an urban settlement pattern that accommodates sustainable growth commensurate with constraints of established areas, in a manner which provides for high standards of urban design enhances and which integrates environmentally sustainable design principles. Further, a greater diversity of housing is encouraged, in a manner where a range of transport options are available. The City of Kingston's Environmental and Landscape Values seek to provide guidance to development in residential zoned land, mixed use zoned lands and land within activity centres. The Residential Land Use Framework Plan illustrates the range of housing outcomes sought across the City of Kingston.

9.3 **Clause 02.03-1** further advances this by seeking to strike a balance in providing sufficient land to accommodate a diversity of land uses. Key issues relevant to this application relate to the need to accommodate new housing within activity centres (including Edithvale Neighbourhood Activity Centre), in the form of contemporary higher density developments, to serve as a catalyst for ongoing renewal across Kingston's activity centres.

9.4 The Planning Policy Framework sets out the relevant state-wide policies for residential development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage) and **Clause 16** (Housing). Essentially, the provisions within these clauses seek to achieve the

fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).

9.5 **Clause 11.01-1R** seeks to create mixed-use neighbourhoods at varying densities, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities. **Clause 11.01-1S** encourages the development of sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

9.6 **Clause 11.02-1S** (Supply of urban land) states that Planning Authorities should plan to accommodate projected population growth over at least a 15 year period, taking account of opportunities for redevelopment and intensification of existing urban areas as well consideration being had for environmental aspects, sustainable development and the costs associated with providing infrastructure. This clause states:

Planning for urban growth should consider:

- *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
- *Neighbourhood character and landscape considerations.*
- *The limits of land capability and natural hazards and environmental quality.*
- *Service limitations and the costs of providing infrastructure.*

9.7 Clause **11.03-1S** places particular emphasis on providing a diversity of housing, including forms of higher density housing, in defined activity centres to cater for different households that are close to jobs and services.

9.8 **Clause 15** (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. **Clause 15.01-1S** encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. Kingston's Urban Design Policy at **Clause 15.01-1L-01** recognises increased urbanisation has resulted in noticeable changes to the built environment. **Clause 15.01-2S** aims to project a positive image of the city through a high standard of urban design, to improve pedestrian safety, circulation and access and to achieve high standards of amenity both within new development, and with adjoining development. **Clause 15.01-2L** (Environmentally Sustainable Development) applies throughout the City of Kingston to residential and non-residential development that requires a planning permit. The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation. An application comprising six (6) dwellings requires the provision of a sustainable design assessment. A BESS assessment was provided and referred to Council's sustainable design officer, who advised the proposal is yet to meet Council's expectations in relation to environmentally sustainable design. Please refer to Section 10 in this report for further discussion. **Clause 15.01-2L** also seeks to improve the quality and reduce the impact of stormwater run-off, incorporate the use of water sensitive urban design principles in development and to ensure that developments are designed to meet best practice performance objectives.

9.9 **Clause 15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance. The Subject Land **is** identified in an area of Aboriginal Cultural Heritage Sensitivity. Despite this, the proposal is exempt from the requirements of a Cultural Heritage Management Plan. Pursuant to

Regulation 10 of the *Aboriginal Heritage Regulations 2018*, the proposal is exempt as it seeks to develop the land for three (3) or more dwellings, on a lot less than 0.11 hectares in area, and the site is not located within 200 metres of the coastal waters of Victoria, any sea within the limits of Victoria or the Murray River.

9.10 Housing objectives are further advanced at **Clause 16** which seek to encourage increased diversity in housing.

9.11 **Clause 16.01** (Residential Development) and **Clause 16.01-1S** seeks to promote a housing market that meets community needs and is located in areas which offer good access to jobs, services and transport. **Clause 16.01-1S** (Housing Supply) encourages the provision of range of housing types to meet the increasingly diverse needs of the community. Emphasis is placed on the development of well-designed medium density housing with respect to neighbourhood character. **Clause 16.01-1S** (Housing affordability) raises the objective of delivering more affordable housing closer to jobs, transport and services. The site is located within the increased housing diversity areas in the Residential Land Use Framework Plan. As identified in the Table to **Clause 16.01-1L-01**, increased housing diversity areas encourage new medium density housing comprising a variety of housing types and layouts, responding to the established but evolving urban character. **Clause 16.01-1L-01** seeks to provide a range of housing types across the municipality taking account of the differential capacity of local areas to accommodate different types and rates of housing change.

9.12 It is considered that the proposed development generally complies with the Planning Policy Framework guidelines and the policy direction of the Municipal Strategic Statement and relevant local policies, subject to conditions on any permit issued as discussed throughout this report. Importantly, the proposal delivers on specific objectives relating to the development of appropriately designated land, which seek to encourage well-designed, increased density housing, as well providing diversity in housing choice in close proximity to public transport, to assist in meeting the anticipated future population forecasts.

10.0 REFERRALS

10.1 The application was referred as set out in the table below.

Internal Referrals

Department / Area	Comments
Vegetation Management Officer	No objection raised, subject to conditions included on any permit issued relating to an amended landscape plan requiring additional replacement planting measures to compensate for the number of trees (and species) removed.
Development Engineer	No objection raised, subject to conditions included on any permit issued relating to stormwater management and water sensitive urban design. Council's development engineer recommended a condition for the provision of minimum 2,000L capacity rainwater tanks to each dwelling, with each tank to be connected to toilets. Rainwater tanks nominated at a capacity of 2,000L have been supplied to each dwelling, however the requirement to be connected to toilets has not been nominated. This is to be made a condition of any permit issued.
Roads and Drains	No objection raised, subject to conditions included on any permit issued relating to the crossover/footpath design and the council road network.

	A condition of any permit issued was recommended to require the internal driveway to be at least 500mm from the side boundary at the front boundary. It is noted a 1m internal driveway setback is shown on the ground floor plan and this requirement does not need to be made a condition of any permit issued.
Traffic Engineer	No objection raised, subject to conditions included on any permit issued relating to the landscaping strip towards the south (side) boundary, adjacent to the common accessway, to contain vegetation no taller than 150mm. This is noted to be required where vehicles overhang the landscaped area. It is recommended to require swept path diagrams indicating the location(s) where vehicles overhang the landscaping strip to dictate the locations where vegetation must not exceed 150mm in height. This is to be made a condition of any permit issued.
Construction Liaison Officer	No objection raised, subject to conditions included on any permit issued relating to the submission of a construction management plan.
Sustainable Design Advisor	Council's sustainable design advisor noted that the submitted sustainable design assessment (BESS report) is yet to satisfy Council's expectations in relation to sustainable design outcomes. Conditions of any permit issued are to require the provision of an amended sustainable design assessment addressing the outstanding matters, with associated amendments to development drawings reflecting the sustainable design measures proposed, as outlined in the recommended conditions section of this report.

11.0 ADVERTISING

11.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers and by maintaining a notice on site for fourteen (14) days. Eight (8) objections to the proposal were received. The valid grounds of objection raised are summarised as follows:

- Neighbourhood character.
- Overdevelopment / visual bulk.
- Car parking.
- On-street car parking and traffic congestion.
- Amenity impacts.
- Overlooking.
- Overshadowing.
- Side and rear setbacks.
- Secluded private open space provisions.
- Impacts to existing vegetation.

12.0 PLANNING CONSULTATION MEETING

12.1 A planning consultation meeting was held on 10 May 2022 with the relevant planning officer, Ward Councillor, the permit applicant and five (5) objector parties in attendance. The above-mentioned issues were discussed at length.

12.2 The above concerns were unable to be resolved at the meeting, and the objections still stand.

13.0 RESPONSE TO GROUNDS OF OBJECTION

13.1 The majority of concerns raised by objector(s) have been considered within the assessment throughout this report. Any remaining concerns are addressed as follows:

Ground of Objection	Response
Overdevelopment / visual bulk.	Overdevelopment is a commonly used expression to dismiss development proposals which seek to remove existing buildings and introduce new built form into neighbourhoods. An assessment against the Planning Policy Framework, the Kingston Planning Scheme and, in this case, the objectives and standards of Clause 55 and Schedule 2 to the General Residential Zone, can often demonstrate a proposal is not an overdevelopment despite being more intensive than what existed before. An assessment against these relevant matters is detailed throughout this report.
Car parking.	Please refer to Clause 52.06 assessment and referral comments from Council's traffic engineer. The proposal satisfies the prescriptive car parking requirements in Table 1 of Clause 52.06-5.
On-street car parking and traffic congestion.	The proposal does not result in a loss of any on-street car parking spaces and the provision of car parking with the development meets the requirements of Clause 52.06. Additionally, based on similar residential developments, it is conservatively estimated that each dwelling will generate in the order of eight (8) vehicle trip ends per dwelling per day, which is consistent with other developments within similar areas. This equates to a daily traffic generation of forty-eight (48) vehicle trip ends per day for the six (6) dwellings. Typically, ten per cent of this traffic can be expected in the morning and afternoon commuter peak hours, which equates to five (5) vehicle trip ends in each peak hour. Based on the above, a total of five (5) vehicle movements are expected in each of the morning and afternoon peak hours. The level of traffic generated as a result of this proposed development is therefore considered low and is spread throughout the day. The level of traffic generated will therefore not have a detrimental impact on the operation of the surrounding road network, including Clydebank Road.
Overlooking.	Please refer to Clause 55.04-6, Standard B22, assessment at Section 15 of this report.
Overshadowing	Please refer to Clause 55.04-5, Standard B21, assessment at Section 15 of this report.
Side and Rear Setbacks	Please refer to Clause 55.04-1, Standard B17, assessment at Section 15 of this report.
Secluded private open space provisions.	Please see Clause 55.05-4, Standard B28, assessment at Section 15 of this report.
Impacts to existing vegetation.	Please refer to Section 3 and 5, and Clause 55.03-8, Standard B13, assessment throughout this report.

14.0 **CLAUSE 55: RESCODE TABLE ASSESSMENT**

14.1 Two or more dwellings on a lot and residential buildings in a General Residential Zone (Schedule 2)

*****MUST meet the objective, SHOULD meet the standard*****

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
Clause 55.02-1 Neighbourhood Character objectives • To ensure that the design respects the existing neighbourhood character or contributes to a preferred neighbourhood character. • To ensure that development responds to the features of the site and the surrounding area.	**Standard B1** • The design response must be appropriate to the neighbourhood and site. • The proposed design must respect the existing or preferred neighbourhood character and respond to site features.	Complies with standard and meets objective.

Assessment: The proposal responds to the existing built form on adjoining properties, features of the site and emerging built form trends as:

- The proposed dwelling envelopes are substantially detached from title boundaries, with a 4.772 metre wall on the northern (side) boundary, adjacent to an existing wall on boundary, the only section of wall on boundary. Upper storeys are appropriately recessed from the levels below.
- Garages is subservient, being to the side of each dwelling and set in from the facade.
- The rear dwelling is double storey, being respectful of existing built form characteristics and sensitive interfaces within the area and adjacent context.
- The proposal is also responsive to the five (5) double storey dwelling development to the north of the subject site (No. 40 Clydebank Road) and the eight (8) dwelling development (planning permit KP-2013/73) at No. 212 Station Street (north-west of the subject site).
- Whilst the three (3) storey built form is not a prevalent characteristic of the area, relevant State and Local Planning Policy Frameworks encourage higher density outcomes in areas within close proximity to public transport (Edithvale Station). Further, the General Residential Zone (Schedule 2) prescribes a maximum building height of 11 metres, and allows for buildings of no more than three (3) stories in height. The proposal is considered to respond to all guiding policy directives, the zoning provisions and the objectives and standards of Clause 55.
- Architectural form and materials incorporate typical characteristics including brickwork, cladding, render, metal capping, and tiled roofing.
- Appropriate recession of built form to sensitive interfaces. Of particular relevance, the proposal demonstrates an appropriate design response to the secluded private open space areas to the north, associated with Units 1-4/40 Clydebank Road, by siting the proposal secluded private open spaces areas adjacent, so as to limit built form intrusion.
- Respectful built form recession from adjoining sensitive interfaces.

The proposal is substantially detached / setback from the side boundaries, thus responding to the building placement characteristics of the area. The proposal incorporates varied roof forms, vertical window arrangements and partial retention of the existing high front fence. The proposal is considered to generally respond to the character area guidelines, as well as existing emerging residential built form trends.

The optical perception (primarily the second floor) and associated angle of vision of the proposal from the public realm is acceptable and concealment of the second floor from public view is accentuated by way of recession from the lower levels. The scale of development and architectural style of the building, including roof form, overhang elements, materials, massing and articulation are reflective of emerging built form characteristics in a locality where medium density housing is encouraged and will continue to intensify. The proposal responds to the built form typology and urban structure (subdivision patterns) of the area and is deemed an acceptable design response outcome for the site and surrounds.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
The built form and design of the proposal, with regard to the context of the site and surrounds, has been considered and commented on throughout this report. Subject to conditions, the proposal provides an appropriate urban design response to the public realm.		
Clause 55.02-2 Residential Policy objectives • To ensure that residential development is provided in accordance with any policy for housing in the MPS and the PPF. • To support medium densities in areas where development can take advantage of public transport and community infrastructure and services.	**Standard B2** ▪ An application must be accompanied by a written statement that describes how the development is consistent with relevant housing policy in the PPF and MPS	Complies with standard and meets objective.
Assessment: The proposal will achieve further urban consolidation generally consistent with Planning Policy and Local Planning Policy Frameworks. The subject site is in an area designated for increased housing diversity, resulting in a net increase of five (5) dwellings per average sized allotment. It is considered that the new dwellings satisfy the relevant local policies under Clause 21.07 (Housing) and Clause 22.06 (Residential Development Policy) of the Kingston Planning Scheme.		
Clause 55.02-3 Dwelling Diversity objective To encourage a range of dwelling sizes and types in developments of ten or more dwellings.	**Standard B3** Developments of ten or more dwellings should provide a range of dwelling sizes and types, including: • Dwellings with a different number of bedrooms. • At least one dwelling that contains a kitchen, bath or shower, and a toilet and wash basin at ground floor level.	Complies with standard and meets objective, subject to conditions on any permit issued.
Assessment: Not applicable as proposal is for less than ten (10) dwellings. However, the development consists to one (1) three-bedroom dwelling and five (5) two-bedroom dwellings, with varied floor layouts, providing a range of dwelling sizes and types, complying with the objective.		
Clause 55.02-4 Infrastructure objectives • To ensure development is provided with appropriate utility services and infrastructure. • To ensure development does not unreasonably overload the capacity of utility services and infrastructure.	**Standard B4** • Connection to reticulated services/sewerage, electricity, gas and drainage services • Capacity of infrastructure and utility services should not be exceeded unreasonably • Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists	Complies with standard and meets objective, subject to conditions on any permit issued.
Assessment: The site is in an established area that is well serviced by existing infrastructure. Additionally, it is recommended that suitable conditions be included on any permit issued to address infrastructure considerations.		
Clause 55.02-5 Integration with the street objective	**Standard B5** • Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility.	Complies with standard and meets objective.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
• To integrate the layout of development with the street.	• Development oriented to front existing/proposed streets	Complies with standard and meets objective.
	• High fencing in front of dwellings should be avoided if practicable.	Variation sought to standard and meets objective.
	• Development next to existing public open space should be laid out to complement the open space.	NA
Assessment: The development provides for safe and functional connectivity with vehicle access providing exclusive access/egress point(s). Dwelling 1 is offered a suitable degree of streetscape surveillance, whilst Dwellings 2 to 6 accommodate surveillance of the common accessway and respective dwelling entrances. Whilst a portion of the existing 1.8 metre high front fence is proposed to be retained, reasonable surveillance opportunity is afforded to Dwelling 1.		
Clause 55.03-1 Street setback objective ▪ To ensure that the setbacks of buildings from a street respect the existing or preferred neighbourhood character and make efficient use of the site.	**Standard B6** Walls of buildings should be set back from streets: ▪ If no distance is specified in a schedule to the zone, the distance specified in Table B1 **Required: 5.25 metres**	Variation sought to standard and meets objective.
Assessment: A minimum front setback of 5.0 metres is offered, with a maximum of 5.387 metres. The proposal fails to satisfy the setback distance specified in this standard. Having regard to the associated decision guidelines, the minor reduction in the prescribed front setback (5.25 metres) would not disrupt any prevailing setbacks pattern along the street. It is also noted the existing structure on site was located 4.4 metres from the front setback. It is considered that no unreasonable visual impact would be generated when viewed from the street and adjoining properties. The proposed front setback also makes efficient use of the site within an area earmarked for increased housing diversity.		
Clause 55.03-2 Building height objective ▪ To ensure that the height of buildings respects the existing or preferred neighbourhood character.	**Standard B7** **Maximum:** 11 metres	Complies with standard and meets objective.
Assessment: The maximum building height proposed is 9.242m. As such, the proposal meets the height parameters specified in this standard.		
Clause 55.03-3 Site Coverage objective ▪ To ensure that the site coverage respects the existing or preferred neighbourhood character and responds to the features of the site.	**Standard B8** **Maximum:** GRZ2 – 50%	Complies with standard and meets objective.
Assessment: The proposal achieves a site coverage statistic of 47.8%, which meets this standard.		
Clause 55.03-4 Permeability objectives	**Standard B9** **At least:** 20%	Complies with standard and meets objective.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
▪ To reduce the impact of increased stormwater run-off on the drainage system. ▪ To facilitate on-site stormwater infiltration.		
Assessment: The permeability figure proposed (39.7%) exceeds that specified in the standard.		
Clause 55.03-5 Energy Efficiency objectives ▪ To achieve and protect energy efficient dwellings and residential buildings. ▪ To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy.	**Standard B10** Orientation, siting and design of buildings should make appropriate use of solar energy. Further, siting and design should ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas and private open space should be located on the north side of the development, if practicable. Solar access to north-facing windows is maximised.	Complies with standard and meets objective.
Assessment: With regard given to the orientation of the site, noting north is to the side of the site, the internal layout of all dwellings have been designed to make appropriate use of natural northern light sources. Primary living and dining areas ,and secluded private open space areas are orientated to face north. Non north-facing windows are appropriate in their size and supply to reduce reliance on artificial lighting. The proposal is found to satisfy Standard B10 and achieve the objective of Clause 55.03-5.		
Clause 55.03-6 Open Space objective ▪ To integrate the layout of development with any public and communal open space provided in or adjacent to the development.	**Standard B11** Public or communal open space should: ▪ Be substantially fronted by dwellings ▪ Provide outlook for dwellings ▪ Be designed to protect natural features. ▪ Be accessible and useable.	NA
Assessment: There is no communal private open space adjoining the site.		
Clause 55.03-7 Safety objectives ▪ To ensure the layout of development provides for the safety and security of residents and property.	**Standard B12** Entrances to dwellings and residential buildings should not be obscured or isolated from the street and internal accessways. Planting should not create unsafe spaces along streets and accessways Good lighting, visibility and surveillance of car parks and internal accessways should be achieved. Private spaces should be protected from inappropriate use as public thoroughfares.	Complies with standard and meets objective.
Assessment: The proposal provides an acceptable level of consideration for safety and security of residents. In part, this is evidenced by the visible, identifiable and attainable dwelling entries, including the cantilevered first floor elements doubling as sheltered transitional spaces to dwellings, providing visual guidance to the side entrances. Passive surveillance opportunities are afforded at both ground, first and second floor levels, by way of both habitable and non-habitable room window provisions, thus allowing for surveillance of the entries, internal accessways and public realm. The façade of each dwelling offers external perceptions of passive surveillance, thus supporting the safety and security of future residents.		
Clause 55.03-8 Landscaping objectives	**Standard B13** In summary, landscape layout and design should:	Will comply with standard and objective subject to imposed conditions.

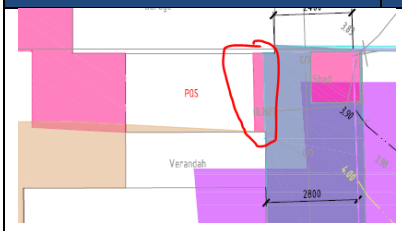
OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
▪ To encourage development that respects the landscape character of the neighbourhood. ▪ To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. ▪ To provide appropriate landscaping. ▪ To encourage the retention of mature vegetation on the site.	▪ Protect predominant landscape features of the neighbourhood. ▪ Take into account the soil type and drainage patterns of the site. ▪ Allow for intended vegetation growth and structural protection of buildings. ▪ Provide a safe, attractive and functional environment for residents. In summary, development should: ▪ Provide for the retention or planting of trees, where these are part of the character of the neighbourhood. ▪ Provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. ▪ Specify landscape themes, vegetation (location and species),paving and lighting.	
Assessment: This proposal requires the removal of all existing trees from the site, which includes three (3) native trees that are greater than 8 metres in height. While these trees are expected to be contributing to the local ecosystem, individually they are of limited arboricultural significance. Removal of these trees is supported, subject to suitable replacement planting as conditions of any planning permit issued. The landscape plan proposes fifteen (15) trees to be planted, however the selected species do not include any that are native to Kingston, or that are capable of growing to 10 metres in height. Considering the site's position between the ecologically sensitive foreshore and wetland areas, replacement planting of 100% indigenous species is recommended and reflected in the conditions contained with the recommendation section of this report. In order to be able to accommodate landscape planting between the driveway and the boundary, the driveway surface where within 1 meter of these garden-beds must be permeable, and is to be reinforced to allow for the root growth of these trees. Subject to conditions on any permit issued, the proposal is found to satisfy Standard B13 and the objectives of Clause 55.03-8.		
Clause 55.03-9 Access objective ▪ To ensure the number and design of vehicle crossovers respects the neighbourhood character.	**Standard B14** The width of accessways or car spaces should not exceed: ▪ 33 per cent of the street frontage, or ▪ if the width of the street frontage is less than 20 metres, 40 per cent of the street frontage.	Complies with standard and meets objective.
	No more than one single-width crossover should be provided for each dwelling fronting a street.	Complies with standard and meets objective.
	The location of crossovers should maximise the retention of on-street car parking spaces.	Complies with standard and meets objective.
	The number of access points to a road in a Road Zone should be minimised.	NA
	Access for service, emergency and delivery vehicles must be provided.	Complies with standard and meets objective.
Assessment: The proposal raises no concern with respect to traffic or access related matters. A lot width of 15.24m permits a maximum crossover width of 6.096m (or 40%). The proposed crossover satisfies the prescribed maximum. On-street car parking spaces are retained. Service, emergency and delivery vehicles can access each dwelling, should future need arise.		

<table>
<tr><th>OBJECTIVE</th><th>STANDARD</th><th>LEVEL OF COMPLIANCE</th></tr>
<tr><td>Clause 55.03-10 Parking location objectives
▪ To provide convenient parking for resident and visitor vehicles.
▪ To protect residents from vehicular noise within developments</td><td>Standard B15
Car parking facilities should:
▪ Be reasonably close and convenient to dwellings and residential buildings.
▪ Be secure.
▪ Be well ventilated if enclosed.
Shared accessways or car parks of other dwellings and residential buildings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.</td><td>Complies with standard and meets objective.</td></tr>
<tr><td colspan="3">Assessment: The proposal raises no concern with respect to the layout and design of on-site car parking. The design is considered to provide for convenient car parking in a manner which does not unduly impact on the future internal amenity of each dwelling, noting no ground floor habitable room windows are adjacent to the common accessway. Therefore, the proposal is considered to achieve the objectives of Clause 55.03-10.</td></tr>
<tr><td>Clause 55.04-1 Side and rear setbacks objective
▪ To ensure that the height and setback of a building from a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</td><td>Standard B17
A new building not on or within 200mm of a boundary should be set back from side or rear boundaries:
▪ 1 metre, plus 0.3 metres for every metre of height over 3.6 metres up to 6.9 metres, plus 1 metre for every metre of height over 6.9 metres.</td><td>Complies with standard and meets objective.</td></tr>
<tr><td colspan="3">Assessment: Particular regard is given to the existing natural ground level, the associated proposed cutting of land and the resulting wall heights, above natural ground level:

<table>
<tr><th>Maximum ground floor wall height</th><th>Minimum required setback</th><th>Minimum proposed setback</th><th>Maximum first floor wall height</th><th>Minimum required setback</th><th>Minimum proposed setback</th></tr>
<tr><td>3.253m</td><td>1.0m</td><td>1.3m (not including walls on boundary)</td><td>6.878m</td><td>1.98m</td><td>2.0m</td></tr>
</table>
<table>
<tr><th>Maximum second floor wall height</th><th>Minimum required setback</th><th>Minimum proposed setback</th></tr>
<tr><td>9.21m</td><td>4.3m</td><td>4.4m</td></tr>
</table>
The proposal satisfies and in all cases exceeds the formula to Standard B17.</td></tr>
<tr><td>Clause 55.04-2 Walls on boundaries objective
▪ To ensure that the location, length and height of a wall on a boundary respects the existing or preferred neighbourhood character and limits the impact on the amenity of existing dwellings.</td><td>Standard B18
A new wall constructed on or within 200mm of a side or rear boundary of a lot or a carport constructed on or within 1 metre of a side or rear boundary of lot should not abut the boundary:
▪ 10 m plus 25% of the remaining length of the boundary of an adjoining lot, or
▪ Where there are existing or simultaneously constructed walls or carports abutting the boundary on an abutting lot, the length of the existing or simultaneously constructed walls or carports, whichever is the greater.</td><td>Complies with standard and meets objective.</td></tr>
</table>

<table>
<tr><th>OBJECTIVE</th><th>STANDARD</th><th>LEVEL OF COMPLIANCE</th></tr>
<tr><td colspan="3">Assessment: Dwelling 1's garage wall on the north (side) boundary has an overall length of 4.772 metres, with an average and maximum height of 3.198 metres. The proposal therefore satisfies the requirement of this standard.</td></tr>
<tr><td rowspan="2">Clause 55.04-3 Daylight to existing windows objective
▪ To allow adequate daylight into existing habitable room windows.</td><td>Standard B19
Buildings opposite an existing habitable room window should provide for a light court to the existing window that has a minimum area of 3m^2 and minimum dimension of 1m clear to the sky.</td><td>Complies with standard and meets objective.</td></tr>
<tr><td>Walls or carports more than 3m in height opposite an existing habitable room window should be set back from the window at least 50% of the height of the new wall if the wall is within a 55 degree arc from the centre of the existing window. The arc may be swung to within 35 degrees of the plane of the wall containing the existing window.</td><td>Complies with standard and meets objective.</td></tr>
<tr><td colspan="3">Assessment:

<table>
<tr><th>Maximum ground floor wall height</th><th>Minimum required setback</th><th>Minimum proposed setback</th><th>Maximum first floor wall height</th><th>Minimum required setback</th><th>Minimum proposed setback</th></tr>
<tr><td>3.253m</td><td>1.6265m</td><td>4.0m</td><td>6.878m</td><td>3.439m</td><td>4.45m</td></tr>
</table>
<table>
<tr><th>Maximum second floor wall height</th><th>Minimum required setback</th><th>Minimum proposed setback</th></tr>
<tr><td>9.21m</td><td>4.605m</td><td>6.1m</td></tr>
</table>
The proposal satisfies and exceeds the formula to Standard B19.</td></tr>
<tr><td>Clause 55.04-4 North facing windows objective
▪ To allow adequate solar access to existing north-facing habitable room windows.</td><td>Standard B20
Buildings should be setback 1m if an existing HRW is within 3m of the abutting lot boundary (add 0.6m to this setback for every metre of height over 3.6m and add 1m for every metre of height over 6.9m)</td><td>Complies with standard and meets objective.</td></tr>
<tr><td colspan="3">Assessment: There are no north-facing habitable room windows on adjoining properties within 3m of the site's boundaries. The proposal therefore satisfied the requirements of this standard.</td></tr>
<tr><td>Clause 55.04-5 Overshadowing open space objective
▪ To ensure buildings do not significantly overshadow existing secluded private open space</td><td>Standard B21
Where sunlight to the SPOS of an existing dwelling is reduced, at least 75%, or 40m^2 with min. 3m, whichever is the lesser area, of the SPOS should receive a min of 5hrs of sunlight btw 9am and 3pm on 22 September.
If existing sunlight to the SPOS of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced.</td><td>Complies with standard and meets objective, subject to conditions on any permit issued.</td></tr>
<tr><td colspan="3">Assessment: The 9.00am shadow diagram appears to indicate additional shadows will be cast into the secluded private open space area of No. 11/216 Station Street at the rear of the site:</td></tr>
</table>

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
 The extent of existing shadows cast into No. 11/216 Station Street results in sunlight to the secluded private open space being less sunlight that the requirements of this standard. Whilst the additional shadowing could be considered minor, regard must be given to the perceived impacts on amenity to the adjoining property. Part 2 of Standard B21 specifies that if existing sunlight to the secluded private open space of an existing dwelling is less than the requirements of this standard, the amount of sunlight should not be further reduced. It is noted no objection was received from this property. Regard is given to the associated decision guidelines to determine whether the extent of additional shadowing is acceptable: • There is limited perceived impact from neighbours, noting no objection was received by the affected property. • The dwelling primarily receives solar access to their secluded private open space area during the early hours of the morning (see 9am to 11am shadow diagrams), whereas in the afternoon there is a significant amount of existing shadows cast into this space, resulting in limited sunlight penetration (see 2pm and 3pm shadow diagrams). • Therefore, the existing time of day that sunlight will be available to the secluded private open space of the dwelling, predominately in the early hours (i.e. 9.00am), would be reduced by the extent of additional shadows to be cast by the proposal. • In turn, the effect of a reduction in sunlight would result in reduced amenity outcomes to the adjoining property, predominately in the form of reduced natural daylight enjoyment to the secluded private open space area in the early hours of the day, where sunlight to the secluded private open space is at its existing maximum (and during a time when the outdoor area is likely to be used). • There is already limited opportunity to enjoy solar access in the mornings, with significant existing shadows cast in the afternoon hours. Given the existing conditions and shadows cast into the adjoining western property, as well as considering the decision guidelines, it is recommended to include a condition on any permit issued for: *a) No additional shadows cast onto the secluded private open space area of No 11 / 216 Station Street. There must be no reductions in setbacks offered to remaining interfaces, unless with the prior written consent of the Responsible Authority.* Shadows are also cast into the adjoining property to the south. However, noting the internal driveway and garage abutting the common boundary, and with respect to shadows to be cast, and size of the secluded private open space area, the proposal would not result in unreasonable overshadowing to No. 44 Clydebank Road.		
Clause 55.04-6 Overlooking objective ▪ To limit views into existing secluded private open space and habitable room windows.	**Standard B22** A HRW, balcony, terrace, deck or patio should be located and designed to avoid direct views into the SPOS of an existing dwelling within 9m (refer to clause for exact specifications). Where within it should be either:	Complies with standard and meets objective, subject to conditions on any permit issued.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
	▪ Offset a minimum of 1.5m from the edge of one window to the edge of the other. ▪ Have sill heights of at least 1.7m above floor level. ▪ Have fixed, obscure glazing in any part of the window below 1.7m above floor level. ▪ Have permanently fixed external screens to at least 1.7m above floor level and be no more than 25% transparent.	
	Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard.	NA
	Screens used to obscure a view should be: ▪ Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. ▪ Permanent, fixed and durable. ▪ Designed and coloured to blend in with the development.	Complies with standard and meets objective, subject to conditions on any permit issued.
Assessment: On the first floor, the north-facing meals and living windows of Dwellings 2 to 5 are not nominated to be screened, as well as the first floor north-facing bedroom 1 window of Dwelling 6 (full height clear glass nominated). The north-facing first floor habitable room windows associated with Dwellings 2 - 6 are within 9.0 metres of adjoining secluded private open space and habitable room windows. Conditions of any permit issued are to require these windows to be appropriately screened. All second floor windows are nominated to be either screened or have a high sill height. Conditions of any permit issued are to require screened windows (where required pursuant to Standard B22) nominated at a maximum transparency of 25%. In respect of the ground floor, the finished floor level of each Dwelling will not exceed 0.8 metres above natural ground level and the site is enclosed with a minimum 1.8 metre high common boundary fencing. Therefore the requirements of Standard B22 do not apply in respect of the ground floor.		
Clause 55.04-7 Internal views objective ▪ To limit views into the secluded private open space and habitable room windows of dwellings and residential buildings within a development.	**Standard B23** Windows and balconies should be designed to prevent overlooking of more than 50% of the SPOS of a lower-level dwelling or residential building directly below and within the same development.	Complies with standard and meets objective, subject to conditions on any permit issued.
Assessment: With regard to the proposed layout / recommended conditions under the Standard B22 assessment above, no unreasonable internal overlooking will occur.		
Clause 55.04-8 Noise impacts objectives ▪ To contain noise sources in developments that may affect existing dwellings. ▪ To protect residents from external noise.	**Standard B24** Noise sources should not be located near bedrooms of immediately adjacent existing dwellings. Noise sensitive rooms and SPOS of new dwellings and residential buildings should take account of noise sources on immediately adjacent properties. Dwellings and residential buildings close to busy roads, railway lines or industry should be designed to limit noise levels in habitable rooms.	Complies with standard and meets objective, subject to conditions on any permit issued.
Assessment: The proposal has taken into account any relevant surrounding noise sources and that proposed. Any future noise to be generated on site is considered normal in a residential context. External hot water systems are denoted within the secluded private open space area of each dwelling and are		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
appropriately located. A condition of any permit issued is to require the location of external cooling units, to each dwelling.		
Clause 55.05-1 Accessibility objective ▪ To encourage the consideration of the needs of people with limited mobility in the design of developments.	**Standard B25** The dwelling entries of the ground floor of dwellings and residential buildings should be accessible or able to be easily made accessible to people with limited mobility.	Complies with standard and meets objective.
Assessment: The proposed layout and design of dwelling entries can accommodate for people of limited mobility. Excessive stepping elements are avoided at the point of entry and Dwelling 6 has been design so as to accommodate standard dwelling amenities at ground level.		
Clause 55.05-2 Dwelling entry objective ▪ To provide each dwelling or residential building with its own sense of identity.	**Standard B26** Entries to dwellings and residential buildings should: ▪ Be visible and easily identifiable from streets and other public areas. ▪ Provide shelter, a sense of personal address and a transitional space around the entry.	Complies with standard and meets objective.
Assessment: The staggered arrangement of the entrance to each dwelling ensures that the respective entrance is easily identifiable from the public realm or communal driveway. A sense of personal address and sheltered transitional space around the entrances is afforded by way of cantilevered first floor elements. It is considered that Standard B26 and the objective of Clause 55.05-2 are met.		
Clause 55.05-3 Daylight to new windows objective ▪ To allow adequate daylight into new habitable room windows.	**Standard B27** HRW should be located to face: ▪ Outdoor space clear to the sky or a light court with a minimum area of 3m^2 and min. dimension of 1m clear to the sky or ▪ Verandah provided it is open for at least 1/3 of its perimeter, or ▪ A carport provided it has 2 or more open sides and is open for at least 1/3 of its perimeter.	Complies with standard and meets objective.
Assessment: It is considered that all proposed windows allow for adequate solar access and natural daylight into primary and secondary living areas, in accordance with this standard.		
Clause 55.05-4 Private open space objective ▪ To provide adequate private open space for the reasonable recreation and service needs of residents.	**Standard B28** GRZ2 - A dwelling or residential building should have POS consisting of: ▪ An area of 40m^2, with one part of the POS to consist of SPOS at the side or rear of the dwelling or residential building with a min. 25m^2, a min. dimension of 3m and convenient access from a living room, or ▪ A balcony of 8m^2 with a min. width of 1.6m and convenient access from a living room, or A roof-top area of 10m^2 with a min. width of 2m and convenient access from a living room.	Variation sought to standard and meets objective.
Assessment: **D1:** 28m^2 SPOS ground floor SPOS within front setback, minimum dimension 5.0m, plus 15m^2 ground floor SPOS area, minimum dimension 3.391m, with convenient access from the living room, plus additional 30m^2 POS area, and 5.6m^2 balcony at first floor, minimum width 1.4m) **D2:** 27.8m^2 ground floor SPOS minimum dimension 3.191m **D3:** 27.6m^2 ground floor SPOS minimum dimension 3.191m **D4:** 27.6m^2 ground floor SPOS minimum dimension 3.191m		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
D5: 27.6m^2 ground floor SPOS minimum dimension 3.191m **D6:** 96m^2 SPOS, minimum dimension 3.191m Each dwelling has been provided with adequate private open space that meets the area and dimension requirements specified above and will service the social, recreational and service needs of future residents.		
Clause 55.05-5 Solar Access to Open Space ▪ To allow solar access into the secluded private open space of new dwellings and residential buildings.	**Standard B29** The private open space should be located on the north side of the dwelling or residential building, if appropriate.	Complies with standard and meets objective.
	The southern boundary of secluded private open space should be set back from any wall on the north of the space at least (2 + 0.9h) metres, where 'h' is the height of the wall.	Variation sought to standard and meets objective.
Assessment: All primary areas of secluded private open space are offered northern orientation. There is built form on the adjoining land to the north. Endorsed plans for planning permit KP-2018/645 (40 Clydebank Road) accommodate first floor wall heights of 6.06 metres, which requires a setback of 7.454 metres, when applying the equation to Standard B29. Whilst not all of the individual secluded private open space areas to each dwelling satisfy the prescriptive setback, having regard to the 'paver' areas to the ground floor secluded private open space to each dwelling, as well as the breaks in, and staggering of, built form on the adjoining property to the north, the broader objective of Clause 55.05-5 is deemed to be met.		
Clause 55.05-6 Storage objective ▪ To provide adequate storage facilities for each dwelling.	**Standard B30** Each dwelling should have convenient access to at least 6 cubic metres of externally accessible, secure storage space.	Complies with standard and meets objective.
Assessment: Secure, 6m^3 storage areas have been provided for each dwelling within their respective private open space areas.		
Clause 55.06-1 Design Detail objective ▪ To encourage design detail that respects the existing or preferred neighbourhood character	**Standard B31** The design of buildings, including: ▪ Facade articulation and detailing ▪ Window and door proportions, ▪ Roof form, and ▪ Verandahs, eaves and parapets, should respect the existing or preferred neighbourhood character. Garages and carports should be visually compatible with the development and the existing or preferred neighbourhood character.	Complies with standard and meets objective.
Assessment: The proposed development is generally consistent with the existing and evolving nature of the surrounding residential area within this part of Edithvale. The design and siting of the proposal ensures that the development will not result in unreasonable amenity impacts to surrounding properties. This is reinforced by achieving substantial compliance achieved with the standards and objectives of Clause 55. The use of material and design detail is reflective of emerging building forms in the surrounding area, whilst providing architectural reference to the existing housing stock. Landscaping, coupled with façade articulation and architectural external finishes alleviates excessive hard surfacing. It is concluded that the proposal has been considered to produce a policy driven, site responsive design drawing upon existing design features of the broader locality, whilst addressing site constraints.		
Clause 55.06-2 Front fences objective	**Standard B32** The design of front fences should complement the design of the dwelling or residential building and any front fences on adjoining properties.	Complies with standard and meets objective.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE
▪ To encourage front fence design that respects the existing or preferred neighbourhood character.	**Schedule to GRZ2**: A front fence within 3m of a street should not exceed:2m for streets in a RDZ1 or 1.2m for other streets	Variation sought to standard and meets objective.
Assessment: The existing 1.8m high front fence is proposed to be retained, which is consistent with the trend of existing front fence heights in the immediate area and meets the standard to the zone.		
Clause 55.06-3 Common property objectives ▪ To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. ▪ To avoid future management difficulties in areas of common ownership.	**Standard B33** Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management.	Complies with standard and meets objective.
Assessment: Where common property is proposed, it is functional, well-designed and capable of efficient management through an owner's corporation arrangement.		
Clause 55.06-4 Site services objectives ▪ To ensure that site services can be installed and easily maintained. ▪ To ensure that site facilities are accessible, adequate and attractive.	**Standard B34** Dwelling layout and design should provide sufficient space and facilities for services to be installed and maintained efficiently and economically. Bin and recycling enclosures, mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development.	Complies with standard and meets objective, subject to conditions on any permit issued.
Assessment: It is understood that all the facilities required for the development can be accommodated within the development. Bin storage locations have not been provided. An external clothesline has been provided to each dwelling. A mailbox to each dwelling is proposed and appropriately located. A condition of any permit issued is to require bin storage locations.		

15.0 CONCLUSION:

15.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

15.2 As outlined above, it has been determined that prior to deciding on this application, all factors pursuant to Section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social or economic effects.

15.3 The proposed development is considered appropriate for the Site, subject to conditions, as evidenced by:

- The compatibility of the design and siting with the surrounding area.
- The mitigation of off-site amenity impacts.
- A suitable level of compliance with all relevant policies, including **Clause 55** of the Kingston Planning Scheme.

16.0 RECOMMENDATION

16.1 That Council issue a notice of decision to grant a planning permit for the construction of six (6) dwellings (five triple storey and one double storey) at 42 Clydebank Road, Edithvale, subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be substantially in accordance with the advertised plans prepared by Creative Living Innovation Pty Ltd, Job No. 1511/21, sheet 1, 2 (Revision F), Sheet 3 (Revision G), Sheet 4, 5 (Revision C), Sheet 6, 7, 8, 9 and 10 (Revision B), Shadow Diagrams (Sheets 1 – 7, Revision B), dated 2 March 2022, submitted to Council on 9 March 2022, but modified to show:

    b) No additional shadows cast onto the secluded private open space area of No 11 / 216 Station Street at 9:00am on the Equinox. There must be no reductions in setbacks offered to remaining interfaces, unless with the prior written consent of the Responsible Authority.

    c) The minimum 2,000L capacity rainwater tank to each dwelling nominated to be connected to toilets for flushing.

    d) Vehicle crossovers constructed at a 90 degree alignment with the kerb on Clydebank Road and all the internal driveways aligned with the existing / proposed vehicle crossover.

    e) The proposed vehicle crossover kept separate from the neighbour's vehicle crossover to create a pedestrian refuge of no less than 1 metre wide.

    f) The surface material of all driveways / accessways and car parking spaces nominated in all-weather coloured concrete sealcoat, or similar.

    g) The finished driveway levels noted on the ground floor plan.

    h) The internal driveway demonstrated to achieve a minimum headroom clearance of at least 2.1 metres above finished driveway surface level, from cantilevered overhead obstructions.

    i) A longitudinal section of the reverse fall driveway with levels and grades to AHD, and designed in accordance with Clause 52.06 of the Kingston Planning Scheme.

    j) Planting within the landscape strip along the south (side) boundary, to contain vegetation capable of growing no taller than 150mm, where vehicles overhang the respective portion(s) during turning manoeuvres. Swept path diagrams must be provided indicating the locations where vehicles overhang the landscaping strip to determine the locations where vegetation must not exceed 150mm in height.

    k) All first floor north-facing habitable room windows associated with Dwellings 2 to 6 screened in accordance with Standard B22.

    l) Screened windows (where required pursuant to Standard B22) nominated at a maximum transparency of 25%.

    m) Bin storage locations for each dwelling.

    n) The location of all externally-located cooling units, exhaust fans and the like.

    o) The provision of a landscape plan in accordance with the submitted development plan and the City of Kingston Landscape Plan Checklist, with such plans to be prepared by a suitably qualified landscape professional and incorporating:

        i. Landscaping with 100% of the species indigenous to the City of Kingston.

ii. The delineation of all garden beds, paving, grassed area, retaining walls, fences and other landscape works.

iii. Substitute proposed '*Gleditsia triacanthos* var *inermis'* (Continental) for indigenous canopy tree species capable of growing to minimum mature dimensions of 12 metres in height and 6 metres in width.

iv. Substitute proposed '*Eucalyptus caesia'* (Silver princess) for indigenous canopy tree species capable of growing to minimum mature dimensions of 8 metres in height and 5 meters in width.

v. Substitute proposed '*Cercis canadensis'* (Forest Pansy) for indigenous canopy tree species capable of growing to minimum mature dimensions of 6 metres in height and 4 meters in width; with an additional indigenous tree capable of growing to similar mature dimensions to be planted near the clothesline of Dwelling 6.

vi. All trees provided at a minimum of 2 metres in height at time of planting, medium to large shrubs to be provided at a minimum pot size of 200mm.

p) The driveway surface within 1 metre of garden beds, where canopy trees are to be planted, permeable and must be suitably reinforced to allow for the intended growth of this vegetation (i.e. through the use of structural cells, a root bridge system or similar), to the satisfaction of Council.

q) All relevant commitments identified within the amended sustainable design assessment, required under condition 7 of this permit, shown on plans.

Endorsed Plans

2. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

3. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority, including that any dead, diseased or damaged plants are to be replaced.

Street Trees

4. Prior to the construction of any crossovers as shown on the endorsed development plans, the *Banksia integrifolia* (Coast Banksia **Asset ID 245481**) street tree must be removed by Council at the expense of the developer/owner. Payment of the removal and replacement fee for this tree must be made to Council's customer service in accordance with Council's Tree Management Policy at least two (2) weeks prior to its required removal date.

Drainage and Water Sensitive Urban Design

5. Unless with the prior written consent of the Responsible Authority, before the development commences, the following integrated stormwater management documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority:

a. Stormwater management/drainage (drainage) plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater (drainage) works including all existing and proposed features that may have impact on the stormwater (drainage) works, including landscaping details.

b. The stormwater management (drainage) plan must address the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".

c. A STORM modelling report with results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives with a minimum 100% rating must be provided as part of the stormwater management (drainage) plan to the

satisfaction of the Responsible Authority. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.

d. The water sensitive urban design treatments as per conditions 5(a), (b) and (c) above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.

6. Stormwater/drainage works must be implemented in accordance with the approved stormwater management/drainage plan(s) and to the satisfaction of the Responsible Authority including the following:

   a. All stormwater/drainage works must be provided on the site so as to prevent overflows onto adjacent properties.

   b. The implementation of stormwater/drainage detention system(s) which restricts stormwater discharge to the maximum allowable flowrate of 8.8L/s.

   c. All stormwater/drainage works must be maintained to the satisfaction of the Responsible Authority.

Sustainable Design Assessment

7. Prior to the endorsement of the plans required pursuant to condition 1 of this permit, an amended sustainable design assessment (and amended plans as relevant) must be prepared by a suitably qualified professional and submitted to and approved by the Responsible Authority. The amended sustainable design assessment (and revised plans as relevant) must address the following:

   a. Meet the minimum 50% overall score and minimums in Energy (50%), Water (50%), IEQ (50%) and Stormwater (100%) categories in BESS.

   b. A commitment to specifying heating and cooling systems to meet a 3-star minimum or equivalent.

   c. Provide openable windows or operable skylights to the stairs on the top floor.

   d. Provide openable window or openable skylight or exhaust fans with humidity sensors to all bathrooms and ensuites.

   e. Provide daylight access to all garages via a skylight, glazed door to the private open space or translucent garage door panels.

   f. Resident bicycle parking shown and noted on the plans to be in a secure and accessible and weather protected location.

   g. Provision of a 15A dedicated circuit from switch board to garage.

   h. Each dwelling provided with a waste bin, recycling bin and food/garden waste bin (FOGO).

   i. Additional evidence (area calculation plan) demonstrating 20% of the site is to comprise planted vegetation, or amended to reflect accurate provisions.

   j. For the non-visible flat roofs and exposed concrete driveway, specify high SRI paints and materials (SRI>50).

   k. A minimum of 20% of the cement must be replaced with supplementary cementitious material (SCM), 50% recycled aggregate and 50% recycled water.

   l. All fabricated structural steelwork to be supplied by a steel fabricator/contractor, accredited to the Environmental Sustainability Charter of the Australian Steel Institute. A minimum of 60% of all reinforcing bar and mesh must be produced using energy-reducing processes in its manufacture.

Or to the satisfaction of the Responsible Authority.

Construction Management Plan

8. Prior to the commencement of any buildings and works on the land, a construction management plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The construction management plan must be prepared in accordance with the City of Kingston Construction Management Policy and Construction Management Guidelines. The construction management plan must specify and deal with, but is not limited to, the following elements:

    a. Public safety, amenity and site security.

    b. Traffic management.

    c. Stakeholder management.

    d. Operating hours, noise and vibration controls.

    e. Air quality and dust management.

    f. Stormwater and sediment control.

    g. Waste and materials re-use.

    When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Infrastructure and Road Works

9. The replacement of all footpaths, including offsets, must be constructed the satisfaction of the Responsible Authority.

10. All reinstatements and vehicle crossovers must be constructed to the satisfaction of the Responsible Authority.

11. Vehicle crossovers must be constructed to Council's industrial strength specifications.

12. All redundant vehicle crossovers must be removed (including redundant portions of vehicle crossovers) to the satisfaction of the Responsible Authority.

13. All front and side fences must be contained wholly within the title property boundaries of the subject land.

14. Prior to the commencement of development, property boundary, footpath and vehicle crossover levels must be obtained from Council's roads and drains department with all levels raised to the satisfaction of the Responsible Authority.

General Amenity

15. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.

16. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.

17. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

Completion of Works

18. Prior to the occupation of the dwellings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.

19. Prior to the occupation of the dwellings hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained to the satisfaction of the Responsible Authority.

Permit Expiry

20. In accordance with Section 68 of the *Planning and Environment Act 1987* (the Act), this permit will expire if one of the following circumstances applies:

    - The development is not started within two (2) years from the date of permit issue.
    - The development is not completed within four (4) years from the date of permit issue.

    In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Prior to the commencement of the development you are required to obtain the necessary building permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed building surveyor. It is the responsibility of the applicant/owner and building surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's vegetation management officer to verify if a Local Laws permit is required for the removal of such vegetation.

Note: Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the permit applicant/land owner to contact Council's property data department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

If the permit applicant/land owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural and Urban Addressing / AS/NZS 4819:2011).

Note: The fee for the removal of the street tree(s) from the nature strip is **$2,725.66 (**including GST), payable to Kingston City Council's customer service department - refer to cashier code "STRE". Council's customer service will confirm payment to Council's parks department. The removal of the tree requires a minimum of two (2) weeks' notice from the developer/owner.

Note: The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.

Note: A copy of the construction management plan is to be provided to Council's planning department and be made available for inspection prior to commencement of the development.

Appendices

Appendix 1 - KP-2021/591 - 42 Clydebank Road, Edithvale - Considered Plans (Ref 22/144180)

Author/s: Tim Yildirim, Statutory Planner

Reviewed and Approved By: Jaclyn Murdoch, Manager City Development

8.2

KP-2021/591 - 42 CLYDEBANK ROAD, EDITHVALE

1 KP-2021/591 - 42 Clydebank Road, Edithvale - Considered Plans 51

Advertised Plans
Documentation May
Be Subject to Copyright

OPPORTUNITIES:

THE SIZE OF THE LAND IS 928.5 m², AND HAS AN EXISTING DOUBLE STOREY DWELLING FRONTING CLYDEBANK ROAD, WHICH WILL BE DEMOLISHED TO MAKE WAY FOR THE PROPOSED DEVELOPMENT.

THE SITE IS LOCATED APPROXIMATELY 198.1 METRES SOUTH OF RAE AVENUE.

THE ADJOINING PROPERTY TO THE NORTH AT 40 CLYDEBANK ROAD EDITHVALE IS A MULTI UNIT DEVELOPMENT COMPRISING OF 5 DOUBLE STOREY DWELLINGS WITH A SIDE SETBACK OF VARYING FROM ZERO METRES UP TO 1.3 METRES AND A FRONT SETBACK OF 5.10 METRES WITH A CROSSING LOCATED TO THE NORTH – WEST SIDE OF THE PROPERTY AT CLYDEBANK ROAD. THE FRONTAGE OF THE SITE HAS A LOW POWDERCOATED METAL FENCE

THE ADJOINING PROPERTY TO THE SOUTH AT 44 CLYDEBANK ROAD EDITHVALE IS A SINGLE STOREY DWELLING WITH A SIDE SETBACK OF 4.0 METRES AND A FRONT SETBACK OF 5.5 METRES WITH THE CROSSING LOCATED TO THE NORTH –WEST OF THE PROPERTY AT CLYDEBANK ROAD. IT HAS A LOW BRICK FENCE AT THE FRONT OF THE SITE.

THE ADJOINING PROPERTY AT THE REAR OF THE SITE IS PART OF MULTI UNIT DEVELOPMENT AT 216 STATION STREET EDITHVALE WITH THE REAR VARYING SETBACK PROVIDED BETWEEN 1.0 – 2.8 METRES. THE REAR FENCE IS A 2.0 METRES TIMBER PALING FENCE.

OPPORTUNITY TO PROVIDED NEW LANDSCAPING CAN BE ADOPTED TO THE FRONT TO SOFTEN THE APPEARANCE OF THE PROPOSED DWELLINGS.

EXISTING VEGETATION ON THE SITE TO BE REMOVED WHERE PROPOSED DWELLINGS ARE LOCATED AS NOTED ON THE PROPOSED DEVELOPMENT PLAN. GENERALLY ALL TREES ON THE SITE ARE OF LOW OR MODERATE RETENTION VALUE.

OPPORTUNITY TO PROVIDE NEW VEGETATION AT THE FRONT AND REAR OF THE SITE THAT WILL BENEFIT THE PROPOSED DWELLINGS AND THE OUTLOOK FROM THE ADJOINING PROPERTIES AND IMPROVE THE STREETSCAPE APPEARANCE AS PREPARED AN SUGGESTED BY LANDSCAPE ARCHITECT, WITH THE INCLUSION OF CANOPY TYPE TREES, PLANTED AT ADVANCED HEIGHTS LOCATED WITHIN BOTH THE FRONT AND REAR AREAS OF THE ALLOCATED PRIVATE OPEN SPACES.

THE EXAMPLES OF TWO STOREY DWELLINGS AND OR MULTI – UNIT DEVELOPMENTS OF TWO OR THREE STOREY LOCATED WITHIN THE IMMEDIATE NEIGHBORHOOD THAT AS PROVIDED CHARACTER TO THE STREET WHICH OUR PROPOSAL WILL BENEFIT FROM.

EXISTING CROSSING TO THE NORTH – WEST OF THE SITE TO REMOVED AND NEW CROSSING PROVIDED TO THE OPPOSITE TO BETTER UTILIZE THE SUN ORIENTATION FOR THE PROPOSED DEVELOPMENT.

THE SITE IS LOCATED IN CLOSE PROXIMITY TO FACILITIES AND SERVICES, SUCH AS SHOPS, RECREATIONAL PARKS, SCHOOLS AND PUBLIC TRANSPORT.

THE STREETSCAPE OF CLYDEBANK ROAD IS A MIX OF ARCHITECTURAL STYLES, ROOF FORMS AND MATERIALS AND HEIGHT BEING GENERALLY BOTH SINGLE AND DOUBLE AND TRIPLE STOREY WITH INCREASED ROOF FORM AND HEIGHT LOCATED WITHIN THE NEARBY STREETS.

THERE ARE SIMILAR MULTI UNIT DEVELOPMENTS WITHIN THE AREA AT 195-197, 209, 212, 213 AND 297 STATION STREET AND 10-12, 14, CLYDEBANK ROAD EDITHVALE ALL LOCATED WITHIN A 2KM RADIUS OF THE SUBJECT SITE.

OPPORTUNITY TO MINIMZE PAVED AREAS ON THE SITE ALLOWS FOR THE INTRODUCTION OF ADDITIONAL LANDSCAPING BEDS TO SOFTEN THE APPEARANCE OF THE DWELLING, AND ENHANCE THE APPEARANCE OF THE DWELLING.

THE SURROUNDING DWELLINGS HAVE HIP, FLAT AND GABLE TILED ROOF FORMS, WITH EXTERNAL WALLS BEING BRICK OR TIMBER CLADDING AND RENDERED FINISH.

CONSTRAINTS:

ADJOINING PROPERTIES DO NOT HAVE ANY ADJOINING WALLS LOCATED ON THE BOUNDARIES WHICH MAY BE ADVANTAGEOUS TO NEW DEVELOPMENTS OF WHICH THEY CAN ABUTT THEM WITH NO IMPACT ON THE AMENITY OF THE ADJOINING PROPERTY.

TRANSPORT:

BUS ROUTE 706 / 850 AT STATION ROAD EDITHVALE LEADING TO TRAIN ROUTES AND SHOPPING STRIPS APPROX. 2.4 Km FROM SUBJECT	
BUS ROUTES 858 AT RAE AVEVUE EDITHVALE LEADING TO TRAIN ROUTES AND SHOPPING STRIPS APPROX. 0.2 Km FROM SUBJECT SITE	
BUS ROUTES 805 / 902 AT EDITHVALE ROAD EDITHVALE LEADING TO TRAIN ROUTES AND SHOPPING STRIPS APPROX. 0.110 Km FROM SUBJECT SITE	
TRAIN STATION AT STATION ROAD EDITHVALE LEADING TO CITY AND FRANKSTON APPROX. 0.24 Km FROM SUBJECT SITE	

SCHOOLS:

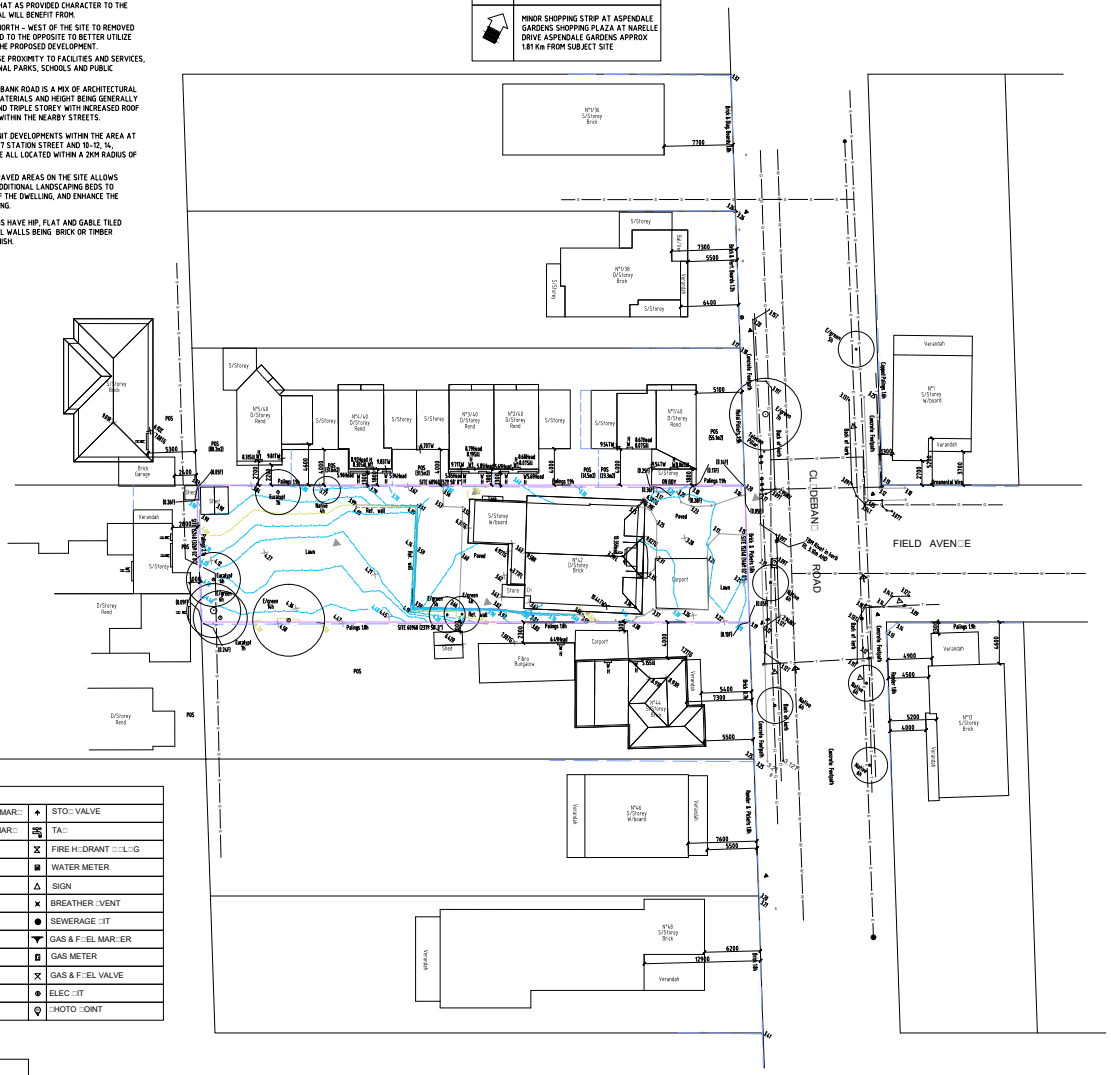
EDITHVALE PRIMARY SCHOOL AT EDITHVALE ROAD EDITHVALE APPROX 0.28 Km FROM SUBJECT SITE
ASPENDALE GARDENS PRIMARY SCHOOL AT KEARNEY DRIVE ASPENDALE GARDENS APPROX 1.75 Km FROM SUBJECT SITE
MORDIALLOC SECONDARY COLLEGE AT STATION STREET MORDIALLOC APPROX 3.19 Km FROM SUBJECT SITE
ST. LOUIS DE MONTFORTS CATHOLIC PRIMARY SCHOOL AT DOLPHIN STREET ASPENDALE APPROX 2.21 Km FROM SUBJECT SITE

RECREATIONAL FACILITIES AND PARKS:

EDITHVALE RECREATIONAL RESERVE AT EDITHVALE ROAD EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE
REGENTS PARK RESERVE AT SIXTH AVENUE EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE
ROSSDALE GOLF COURSE AT SIXTH AVENUE EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE
EDITHVALE PUBLIC GOLF COURSE AT EDITHVALE ROAD EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE

SHOPS:

MAJOR SHOPPING STRIP AT MAIN STREET SHOPPING CENTRE AT MORDIALLOC APPROX 4.0 Km FROM SUBJECT SITE
MINOR SHOPPING STRIP AT NEPEAN HIGHWAY CHELSEA APPROX 2.0 Km FROM SUBJECT SITE
MINOR SHOPPING STRIP AT ASPENDALE GARDENS SHOPPING PLAZA AT NARELLE DRIVE ASPENDALE GARDENS APPROX 1.81 Km FROM SUBJECT SITE



LEGEND:			
	□ERMANENT S□RVE□ MAR□		STO□ VALVE
	TEM□ORAR□ BENCH MAR□		TA□
	INSTR□MENT □OINT		FIRE H□DRANT □□L□G
	S□RVE□ MAR□		WATER METER
	□EG		SIGN
	TELECOM. □IT		BREATHER □VENT
	GRATED □IT		SEWERAGE □IT
	□□NCTION □IT		GAS & F□EL MAR□ER
	SIDE ENTR□ □IT		GAS METER
	□OWER □OLE		GAS & F□EL VALVE
	LIGHT □OLE		ELEC □IT
	STA□		□HOTO □OINT

EXISTING SERVICES:	
Water	—— W ——
Gas	—— G ——
Electricit□	—— E ——
Drainage	—— D ——
Sewerage	—— S ——
Fence	—— / ——

DAT□M FOR LEVELS□
Australian Height Datum
Based on Lyndhurst PM58 with stated
RL of 1826 metres AHD

NEIGHBOURHOOD SITE DESCRIPTION PLAN

PROJECT
NEIGHBOURHOOD SITE DESCRIPTION PLAN AT
42 CLYDEBANK ROAD
EDITHVALE

CLIENT
CONCEPTUAL BUILDING PTY LTD

NORTH POINT:

CREATIVE LIVING INNOVATIONS PTY LTD
81 - 83 CAVANAGH STREET
CHELTENHAM VIC 3192
TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

DATE: APR '21
SCALE: 1:250 @ A1
SHEET: 1 OF 1
REVISION ISSUE:
JOB No: NSD 1511 /21

ADVERTISED PLANS
Documentation May
Be Subject to Copyrig

AREAS:	
SITE AREA:	928.5 m2
DWELLING 1:	
GROUND FLOOR PLAN:	40.5 m2
FIRST FLOOR PLAN:	78.2 m2
SECOND FLOOR PLAN:	29.1 m2
GARAGE:	35.3 m2
PORTICO:	5.1 m2
BALCONY:	6.2 m2
SUB-TOTAL:	194.4 m2
DWELLING 2:	
GROUND FLOOR PLAN:	27.4 m2
FIRST FLOOR PLAN:	65.9 m2
SECOND FLOOR PLAN:	32.7 m2
GARAGE:	23.0 m2
SUB-TOTAL:	149.0 m2

DWELLING 3:	
GROUND FLOOR PLAN:	27.0 m2
FIRST FLOOR PLAN:	65.3 m2
SECOND FLOOR PLAN:	40.7 m2
GARAGE:	23.0 m2
SUB-TOTAL:	156.0 m2
DWELLING 4:	
GROUND FLOOR PLAN:	23.0 m2
FIRST FLOOR PLAN:	65.3 m2
SECOND FLOOR PLAN:	31.7 m2
GARAGE:	23.0 m2
SUB-TOTAL:	143.0 m2

DWELLING 5:	
GROUND FLOOR PLAN:	28.0 m2
FIRST FLOOR PLAN:	65.7 m2
SECOND FLOOR PLAN:	31.9 m2
GARAGE:	22.4 m2
SUB-TOTAL:	148.0 m2
DWELLING 6:	
GROUND FLOOR PLAN:	56.6 m2
FIRST FLOOR PLAN:	49.7 m2
GARAGE:	22.5 m2
SUB-TOTAL:	128.8 m2
TOTAL AREA:	919.2 m2
CANTILEVERED AREA:	86.8 m2
SITE COVERAGE:	47.8 %
PERMEABILITY:	39.7 %

private open space			
dwelling 1:		dwelling 5:	
secluded private open space:	55.8m2	secluded private open space:	27.6m2
private open space:	14.7m2		
total area:	70.5m2	total area:	27.6m2
dwelling 2:		dwelling 6:	
secluded private open space:	27.8m2	secluded private open space:	30.1m2
total area:	27.8m2	private open space:	67.0m2
dwelling 3:		total area:	97.1m2
secluded private open space:	27.6m2		
total area:	27.6m2		
dwelling 4:			
secluded private open space:	27.6m2		
total area:	27.6m2		

GARDEN AREA:	
site area	928.5 m²
required 35% of site area	324.9 m²
actual area provided (35.0%)	325.0 m²

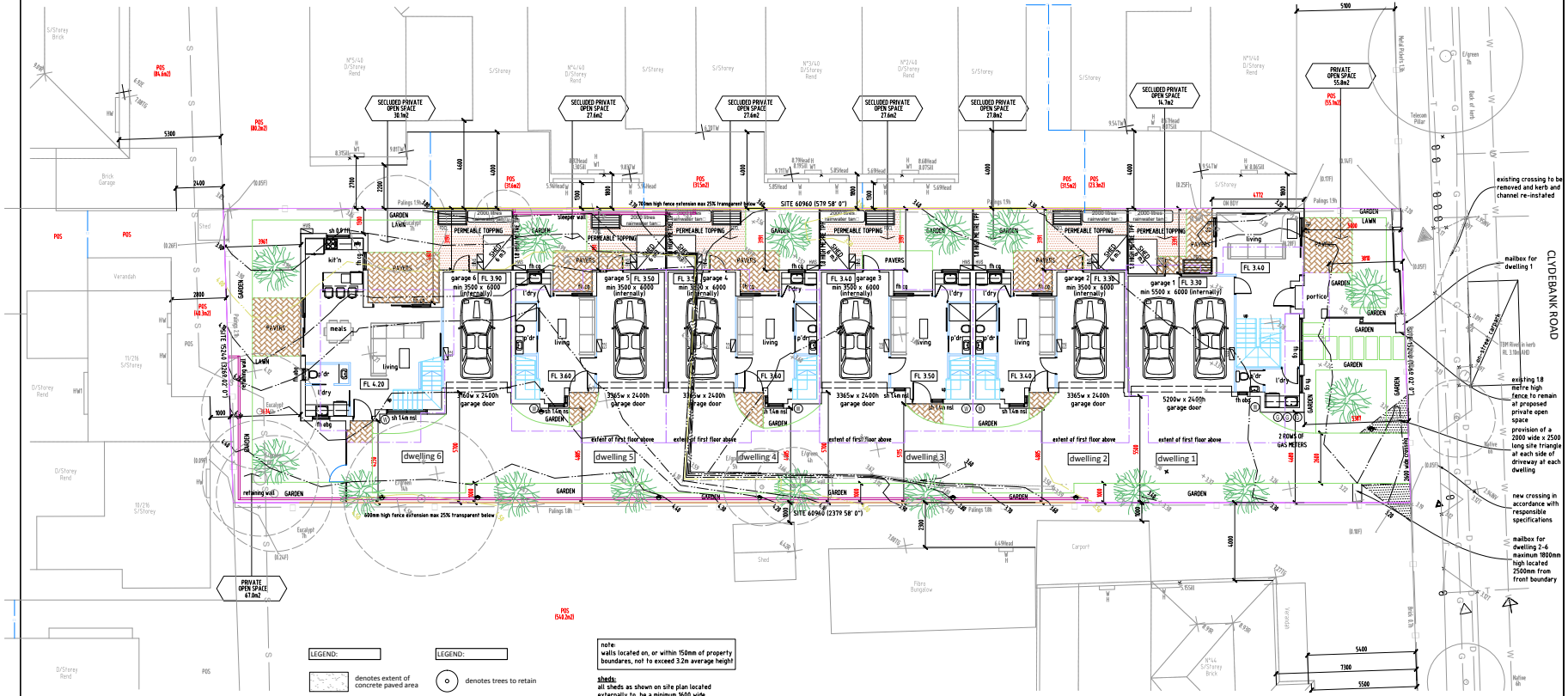
LEGEND:	
	GAS METER
	WATER METER
	ELECTRICAL SWITCHBOARD
2000 LITRE RAINWATER TAN□	
	AIR □CONDITIONING □NIT
	AIR □CONDITIONING □NIT CONDENSER
	HOT WATER SERVICE
	REC□CLING BINS
	CLOTHES LINE

LEGEND:			
	□ERMANENT S□RVE□ MAR□		STO□ VALVE
	TEM□ORAR□ BENCH MAR□		TA□
	INSTR□MENT □OINT		FIRE H□DRANT □□L□G
	S□RVE□ MAR□		WATER METER
	□EG		SIGN
	TELECOM. □IT		BREATHER □VENT
	GRATED □IT		SEWERAGE □IT
	□NCTION □IT		GAS & F□EL MAR□ER
	SIDE ENTR□ □IT		GAS METER
	□OWER □OLE		GAS & F□EL VALVE
	LIGHT □OLE		ELEC □IT
	STA□		□HOTO □OINT

EXISTING SERVICES:	
Water	W
Gas	G
Electricit□	E
Drainage	D
Sewerage	S
Fence	/

DAT□M FOR LEVELS□
Australian Height Datum
Based on Lyndhurst PM38 with stated
RL of 102k metres AHD

LEGEND:	
obg 1.8 rfl	fixed obscure glass to height of 1800mm above finished floor level
sh 1.8 rfl	window to have sill height of 1800mm above finished floor level
fh obg	window to have full height obscure glass
fh cg	window to have full height clear glass
sh 1.4m nsl	window to have sill height of 1400mm above natural surface level
sh 0.9 rfl	window to have sill height of 900mm above finished floor level



LEGEND:
- denotes extent of concrete paved area
- denotes extent of permeable topping
- denotes extent of pavers on sand base
- denotes extent of bollard lighting

LEGEND:
- denotes trees to retain
- denotes trees to be removed

note:
walls located on, or within 150mm of property boundaries, not to exceed 3.2m average height

sheds:
all sheds as shown on site plan located externally to be a minimum 1600 wide x 1800 deep x 2100mm high

GROUND FLOOR AND SITE DEVELOPMENT PLAN

REVISIONS	
25-05-21 A PRE-APP REVIEW	21-02-22 F TP QUERIES RFI 2
07-07-21 B PRE-APP AMENDMENTS	
15-07-21 C CLIENT CHANGES	
16-12-21 D TP QUERIES	
31-01-22 E TP QUERIES RFI 2	

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PRINTS	A1 @ 1:100	A3 @ 1:200

PROJECT
PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD
EDITHVALE

CLIENT
CONCEPTUAL BUILDING PTY LTD

NORTH POINT

CREATIVE LIVING INNOVATIONS PTY LTD
81 - 83 CAVANAGH STREET
CHELTENHAM VIC 3192
TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

DATE:	SCALE:
APRIL '21	1:100 @ A1
SHEET:	REVISION ISSUE:
1 OF 10	F
JOB No:	TP 1511/21

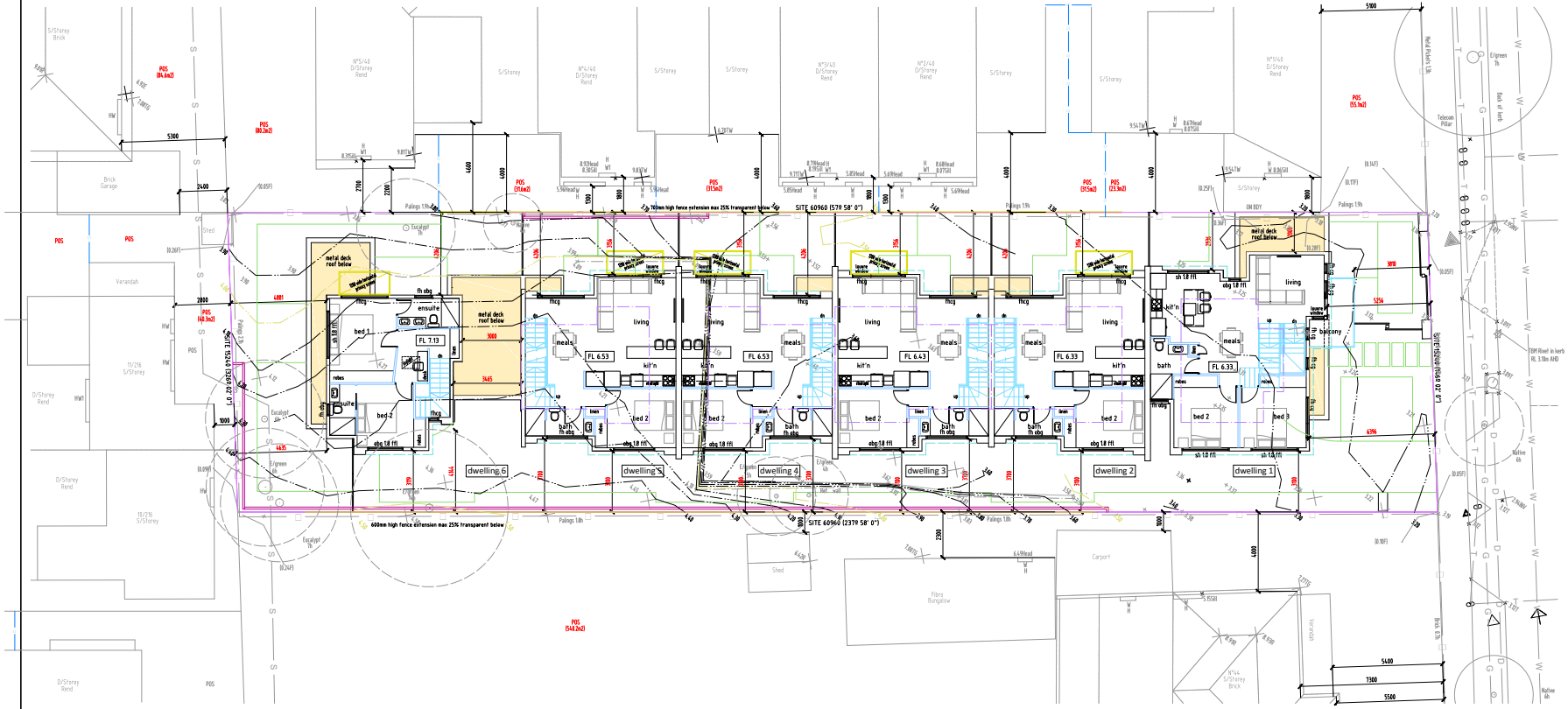
ADVERTISED PLANS
Documentation May
Be Subject to Copyrig

LEGEND:			
	::ERMANENT S::RVE:: MAR::		STO:: VALVE
	TEM::ORAR:: BENCH MAR::		TA::
	INSTR::MENT ::OINT		FIRE H::DRANT :: ::L::G
	S::RVE:: MAR::		WATER METER
	::EG		SIGN
	TELECOM. ::IT		BREATHER ::VENT
	GRATED ::IT		SEWERAGE ::IT
	::NCTION ::IT		GAS & F::EL MAR::ER
	SIDE ENTR:: ::IT		GAS METER
	::OWER ::OLE		GAS & F::EL VALVE
	LIGHT ::OLE		ELEC ::IT
	STA::		::HOTO ::OINT

EXISTING SERVICES:	
Water	W
Gas	G
Electricit::	E
Drainage	D
Sewerage	S
Fence	/

DAT::M FOR LEVELS::
Australian Height Datum
Based on Lyndhurst PM38 with stated RL of 102k metres AHD

LEGEND:	
obg 1.8 ffl	fixed obscure glass to height of 1800mm above finished floor level
sh 1.8 ffl	window to have sill height of 1800mm above finished floor level
fh obg	window to have full height obscure glass
fh cg	window to have full height clear glass
sh 1.4m nsl	window to have sill height of 1400mm above natural surface level
sh 0.9 ffl	window to have sill height of 900mm above finished floor level



FIRST FLOOR AND SITE DEVELOPMENT PLAN

REVISIONS	
25-05-21 A PRE-APP REVIEW	21-02-22 F TP QUERIES RFI 2
07-07-21 B PRE-APP AMENDMENTS	
03-07-21 C CLIENT CHANGES	
16-12-21 D TP QUERIES	
31-01-22 E TP QUERIES RFI 2	

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PRINTS A1 @ 1:100 A3 @ 1:200

PROJECT
PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD
EDITHVALE

CLIENT
CONCEPTUAL BUILDING PTY LTD

NORTH POINT

CREATIVE LIVING INNOVATIONS PTY LTD
81 - 83 CAVANAGH STREET
CHELTENHAM VIC 3192
TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

DATE: APRIL '21
SCALE: 1:100 @ A1
SHEET: 2 OF 10
REVISION ISSUE: F
JOB No: TP 1511/21

ADVERTISED PLANS
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LEGEND:			
	::ERMANENT S::RVE:: MAR::		STO:: VALVE
	TEM::ORAR:: BENCH MAR::		TA::
	INSTR::MENT ::OINT		FIRE H::DRANT :: ::L::G
	S::RVE:: MAR::		WATER METER
	::EG		SIGN
	TELECOM. ::IT		BREATHER ::VENT
	GRATED ::IT		SEWERAGE ::IT
	::NCTION ::IT		GAS & F::EL MAR::ER
	SIDE ENTR:: ::IT		GAS METER
	::OWER ::OLE		GAS & F::EL VALVE
	LIGHT ::OLE		ELEC ::IT
	STA::		::HOTO ::OINT

EXISTING SERVICES:	
Water	W
Gas	G
Electricit::	E
Drainage	D
Sewerage	S
Fence	/

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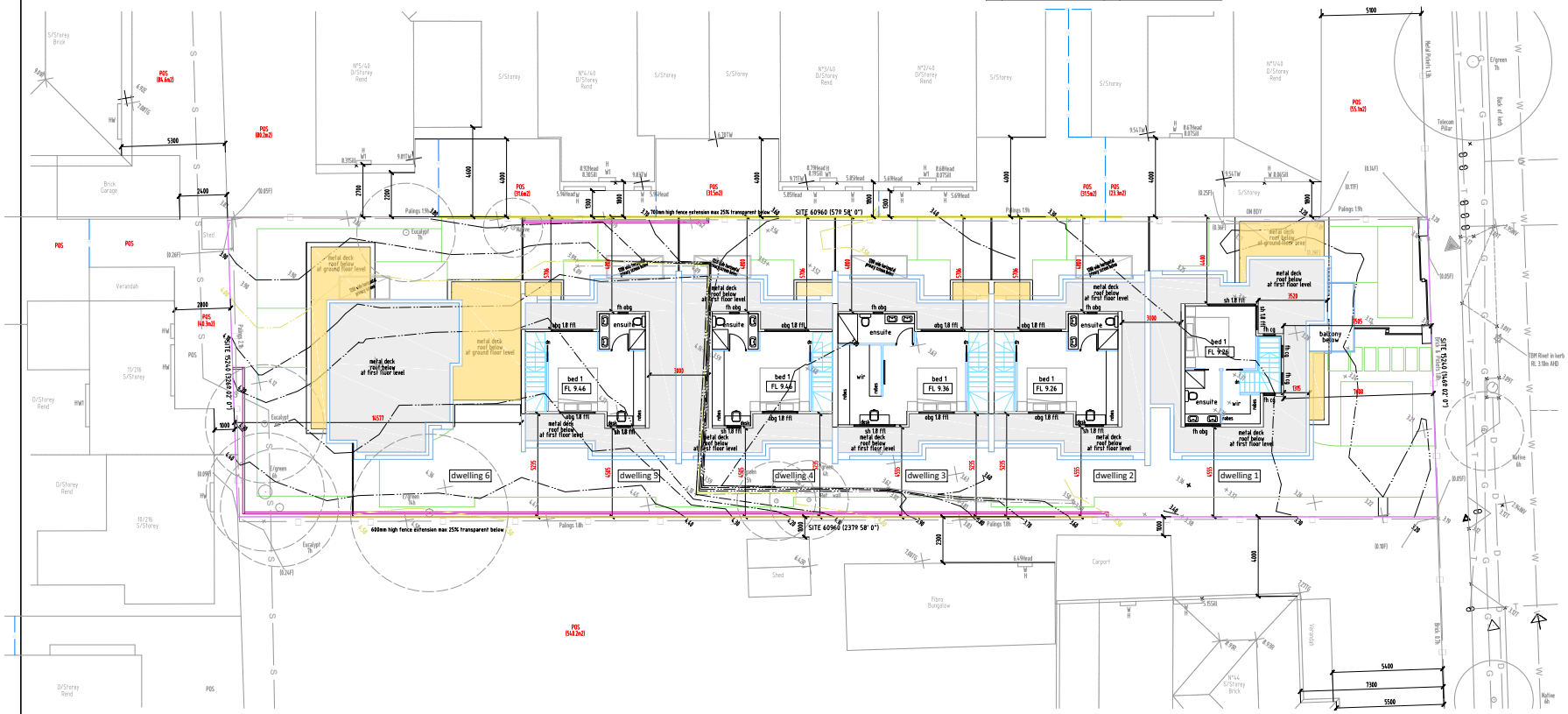

SECOND FLOOR AND SITE DEVELOPMENT PLAN

REVISIONS	
25-05-21 A PRE-APP REVIEW	21-02-22 F TP QUERIES RFI 2
07-07-21 B PRE-APP AMENDMENTS	02-03-22 G TP QUERIES RFI 2
15-07-21 C CLIENT CHANGES	
16-12-21 D TP QUERIES	
31-01-22 E TP QUERIES RFI 2	

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PRINTS A1 @ 1:100 A3 @ 1:200

PROJECT
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EDITHVALE

CLIENT
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TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

DATE: APRIL '21
SCALE: 1:100 @ A1
SHEET: 3 OF 10
REVISION ISSUE: G
JOB No: TP 1511/21

ADVERTISED PLANS
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LEGEND:			
	::ERMANENT S::RVE:: MAR::		STO:: VALVE
	TEM::ORAR:: BENCH MAR::		TA::
	INSTR::MENT ::OINT		FIRE H::DRANT :: ::L::G
	S::RVE:: MAR::		WATER METER
	::EG		SIGN
	TELECOM. ::IT		BREATHER ::VENT
	GRATED ::IT		SEWERAGE ::IT
	::NCTION ::IT		GAS & F::EL MAR::ER
	SIDE ENTR:: ::IT		GAS METER
	::OWER ::OLE		GAS & F::EL VALVE
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	STA::		::HOTO ::OINT

EXISTING SERVICES:	
Water	W
Gas	G
Electricit::	E
Drainage	D
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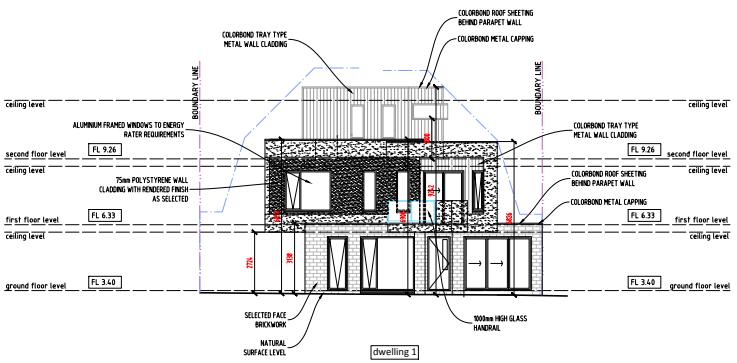
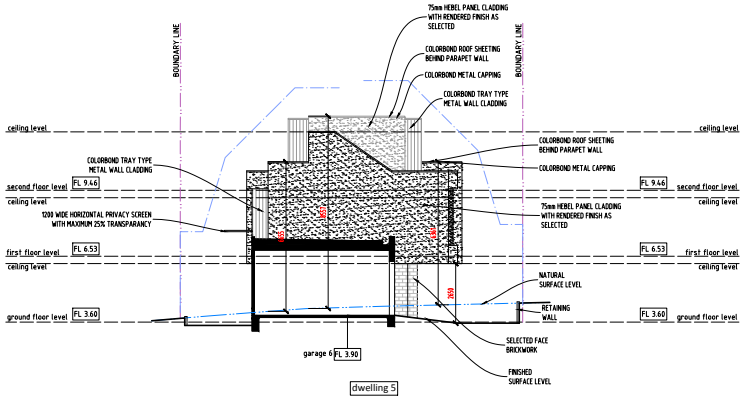
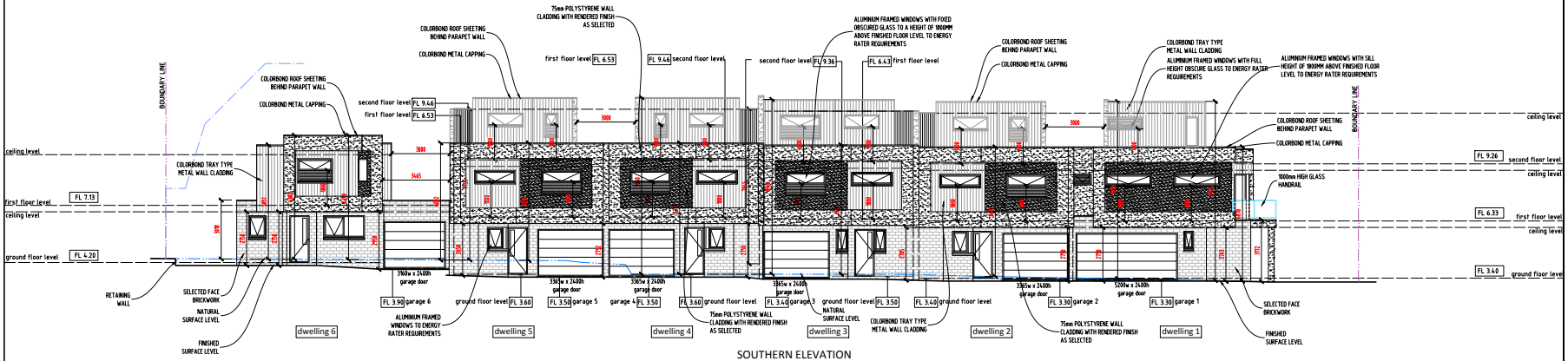


EASTERN ELEVATION



WESTERN ELEVATION



SOUTHERN ELEVATION

REVISIONS	
14-12-21 A TP QUERIES	
05-01-22 B TP QUERIES RFI 2	
02-03-22 C TP QUERIES RFI 2	

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PRINTS A1 @ 1:100 A3 @ 1:200	

PROJECT

PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD EDITHVALE

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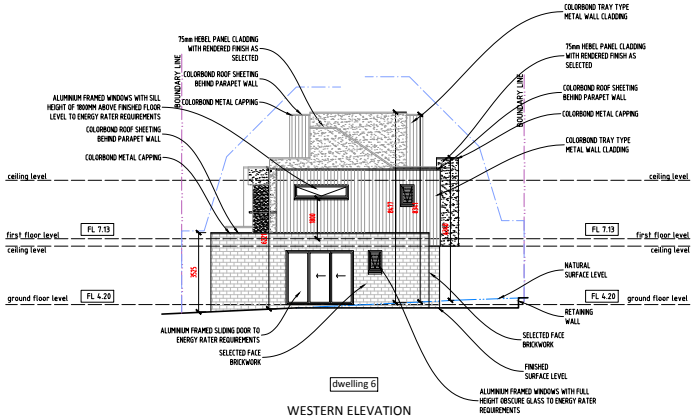

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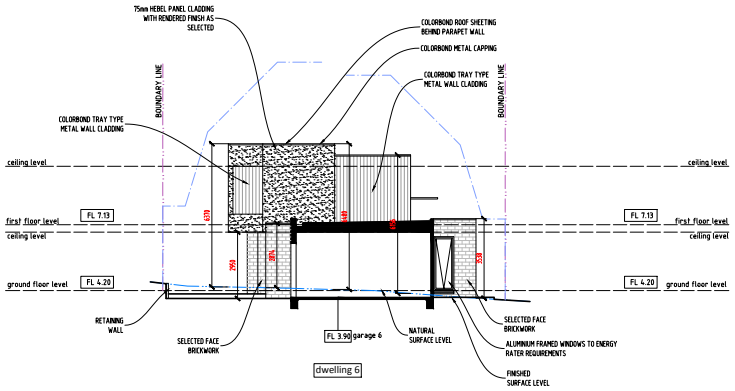

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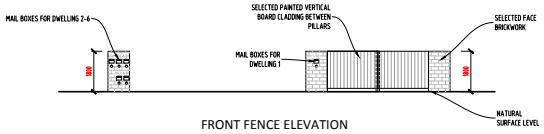
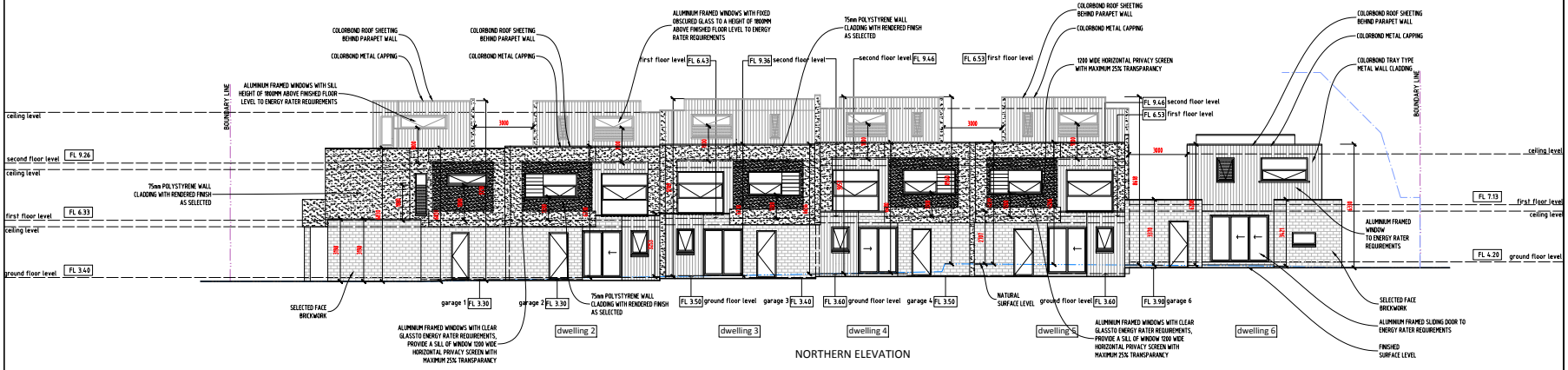


FRONT FENCE ELEVATION



NORTHERN ELEVATION

REVISIONS

14-12-21 A TP QUERIES	
05-01-22 B TP QUERIES RFI 2	
02-03-22 C TP QUERIES RFI 2	

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PRINTS A1 @ 1:100 A3 @ 1:200

PROJECT

PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD
EDITHVALE

CLIENT

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NORTH POINT

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81 - 83 CAVANAGH STREET
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TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

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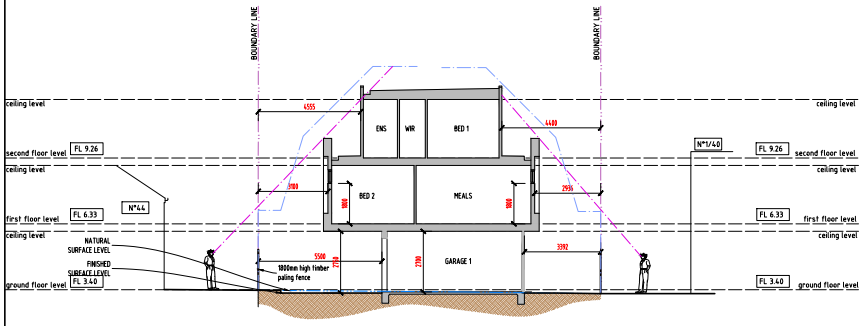
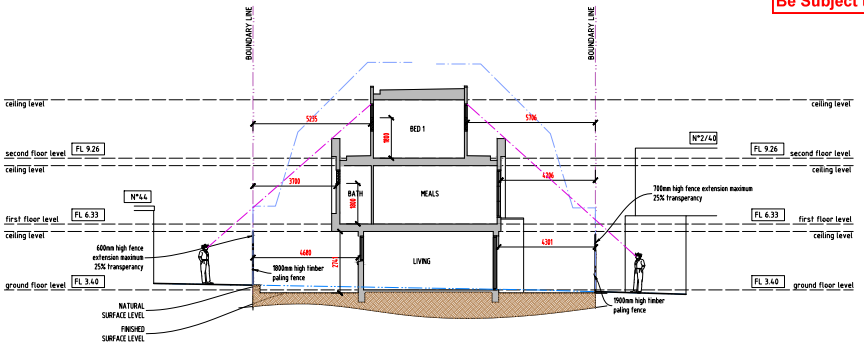
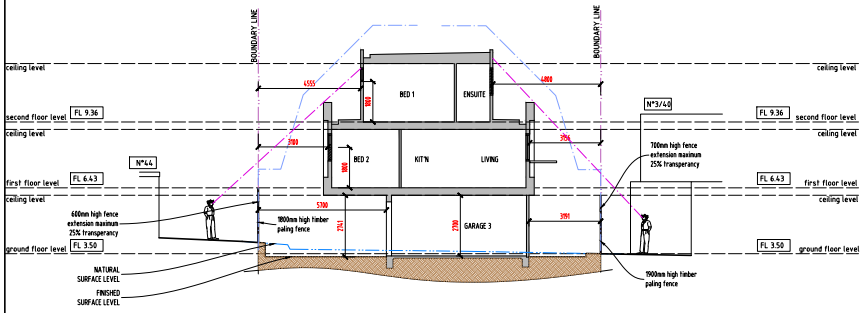


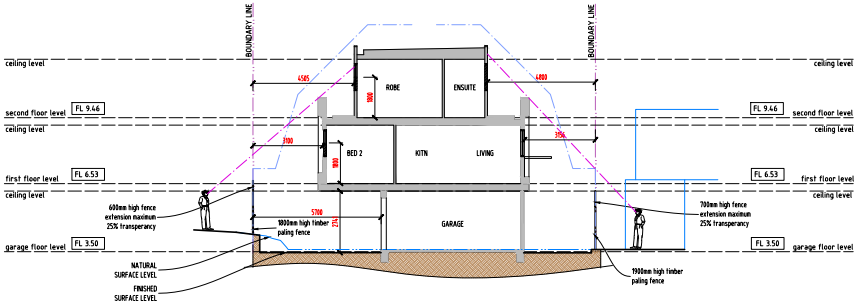
DWELLING 1
SECTION A-A



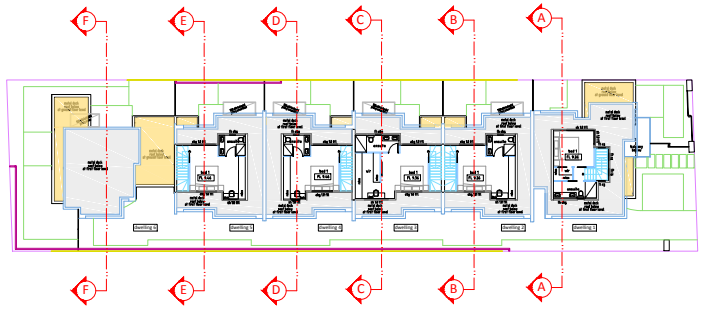
DWELLING 2
SECTION B-B



DWELLING 3
SECTION C-C



DWELLING 4
SECTION D-D



SECTION LOCALITY PLAN

REVISIONS	
14-12-21 A TP QUERIES	
02-03-22 B TP QUERIES RFI 2	

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PROJECT

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ADVERTISED PLANS
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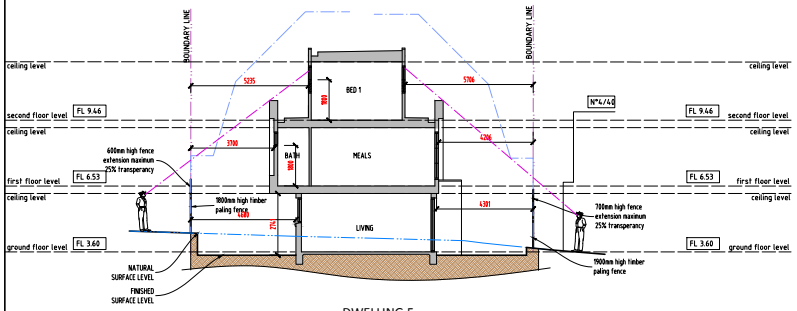
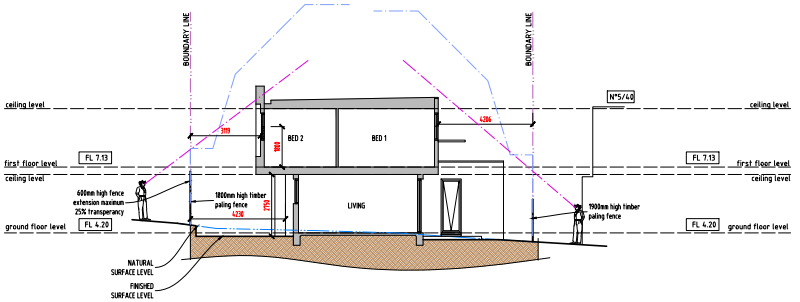
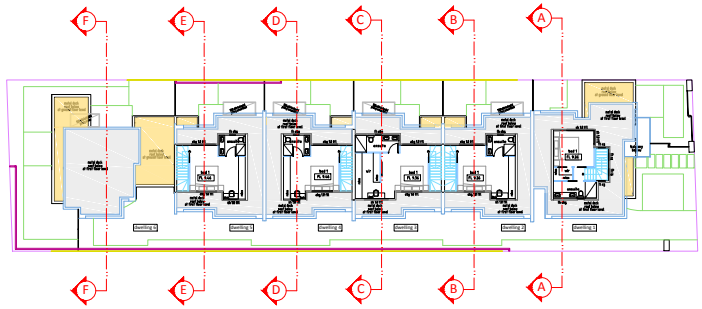


DWELLING 5
SECTION E-E



DWELLING 6
SECTION F-F



SECTION LOCALITY PLAN

REVISIONS	
14-12-21 A TP QUERIES	
02-03-22 B TP QUERIES RFI 2	

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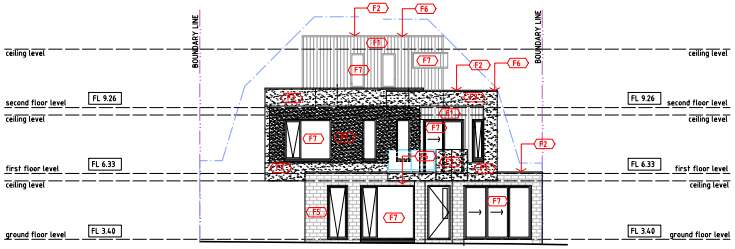
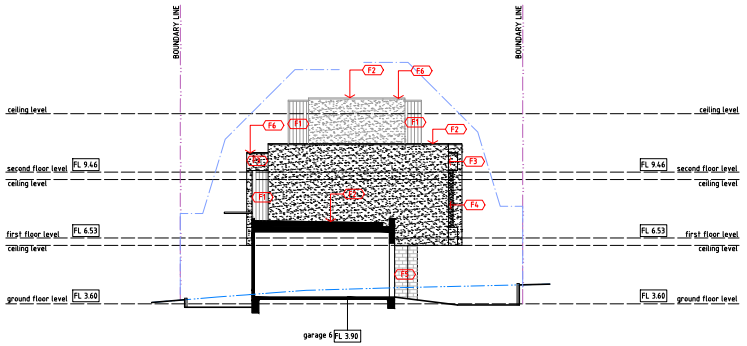


EASTERN ELEVATION

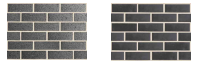


WESTERN ELEVATION

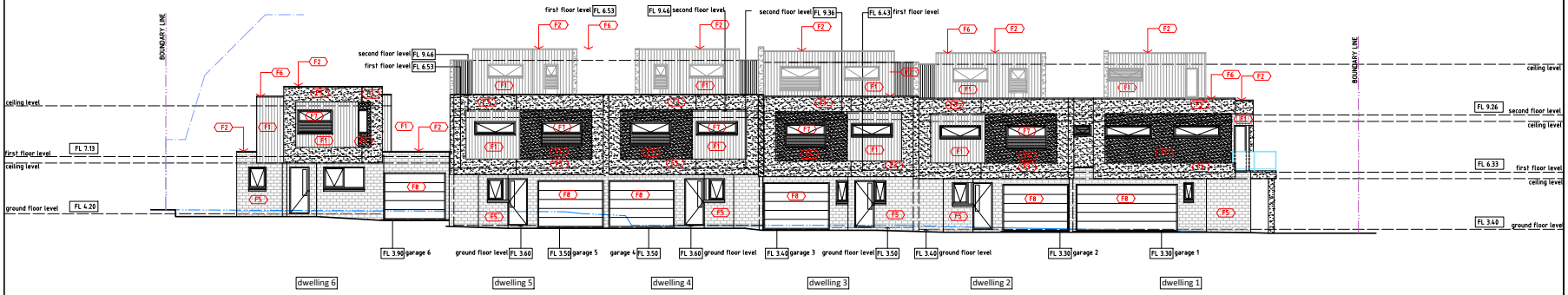
SCHEDULE OF FINISHES

F1	WALL CLADDING - COLORBOND MONUMENT	F5	FACE BRICKWORK - PGH NERO SATIN OR PGH MERCURY
F2	ROOF SHEETING - COLORBOND MONUMENT	F6	METAL CAPPING/FASCIA/DOWNPIPES - COLORBOND MONUMENT
F3	RENDER COLOR 1 - DULUX VIVID WHITE	F7	WINDOWS - COLORBOND MONUMENT
F4	RENDER COLOR 2 - CONCRETE LOOK RENDER FINISH	F8	GARAGE DOORS - TIMBER LOOK

F5 FACE BRICKWORK - PGH NERO SATIN OR PGH MERCURY



PGH MERCURY PGH NERO SATIN



SOUTHERN ELEVATION

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PRINTS A1 @ 1:100 A3 @ 1:200	

PROJECT

PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD EDITHVALE

CLIENT

CONCEPTUAL BUILDING PTY LTD

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CHELTENHAM VIC 3192
TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

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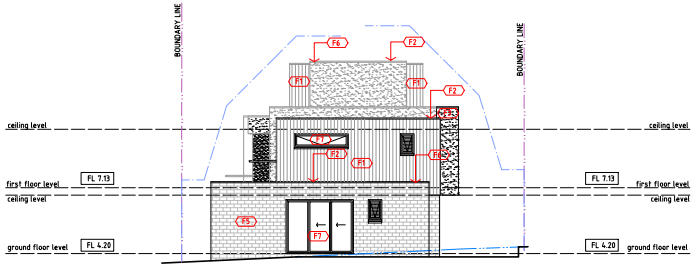
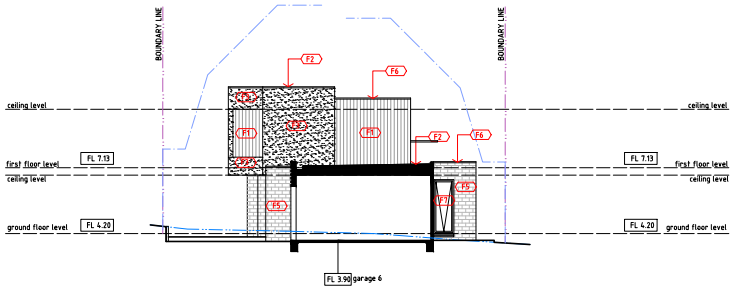
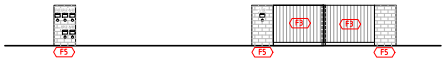


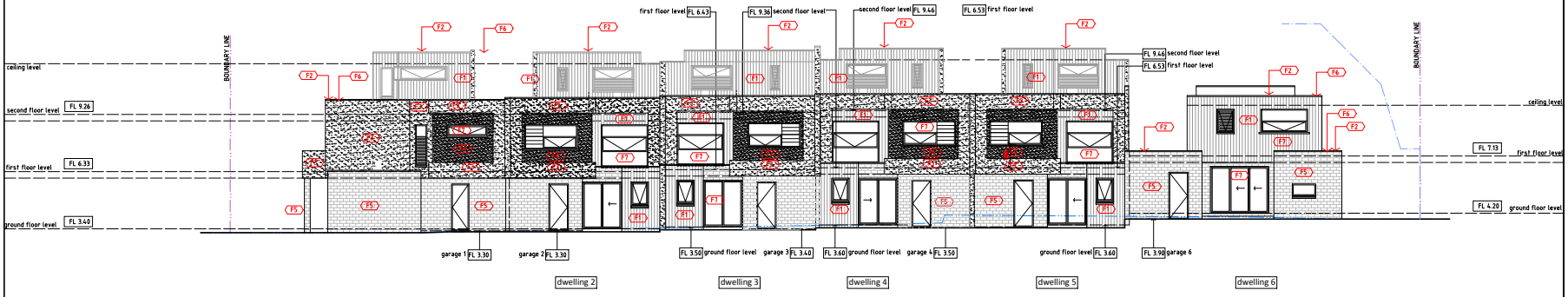
WESTERN ELEVATION



EASTERN ELEVATION



FRONT FENCE ELEVATION



NORTHERN ELEVATION

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14-12-21 A TP QUERIES	
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PRINTS A1 @ 1:100 A3 @ 1:200	

PROJECT

PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD EDITHVALE

CLIENT

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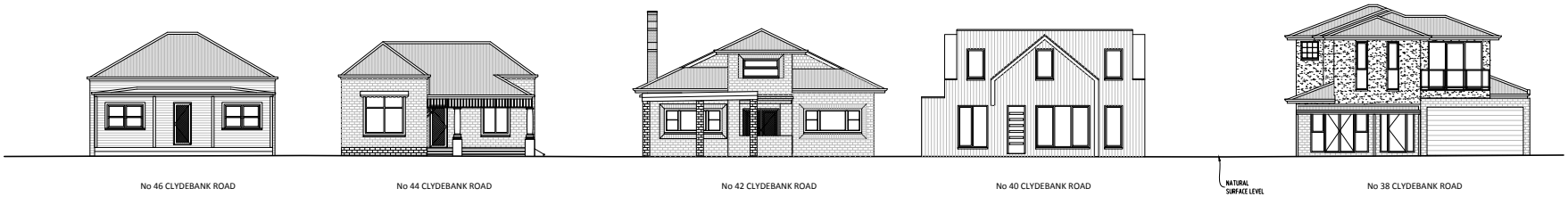
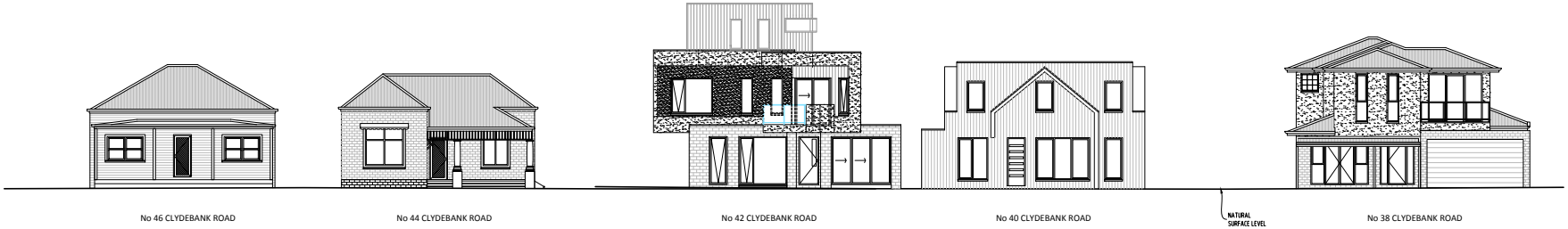


EXISTING CLYDEBANK ROAD STREETSCAPE ELEVATION



PROPOSED CLYDEBANK ROAD STREETSCAPE ELEVATION

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PRINTS A1 @ 1:100 A3 @ 1:200	

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LEGEND:

roof catchment area

permeable areas

roof catchment area:-
roof area runoff of dwelling 1 - 75.1m2
roof area runoff of dwelling 2 - 55.1m2
roof area runoff of dwelling 3 - 54.3m2
roof area runoff of dwelling 4 - 55.7m2
roof area runoff of dwelling 5 - 55.7m2
roof area runoff of dwelling 6 - 89.7m2

storm rating : 100%

all roof areas nominated above are to be diverted into rainwater tanks

Rainwater Tanks:
The roof catchment area of each dwelling to be diverted to 2000 litres rainwater tanks for each dwelling. The rainwater tank will be used for toilet flushing and laundry in all dwellings.

permeble areas:-
permeable areas of 327.7m2 comprising of landscaped areas, permeable paving and other pervious surfaces in the backyards.

entire common driveway and paved surfaces for the three dwellings to be permeable.

remainder of impervious areas of 215.2m2 comprised of unconnected roof areas and other impervious areas around the site

transport:-
Provide a bike space for each dwelling, with space to be 1800 wide x 1200h x 500 wide

waste:-
Provide three bins system including rubbish, recyclying and organic/garden waste

landscaping:-
Provide the use of native or drought tolerant species for landscaped area. Watering will not be required after an initial period when plants are getting established. If irrigation is required, it will be connected to rainwater tanks..

water efficient fittings:-
Provide efficient fittings and fixtures to reduce the volume of mains water used in the development. The following WELS star rating to be provided:-
- Toilets - 4 stars
- Taps (bath and kitchen - 5 stars
- Showerhed - 4 stars with aeration device (6.0 - 7.5L/min)

internal lighting:-
Energy consumption from artificial lighting within the dwellings will be reduced by using LED lighting. A lighting level of 4W/m2 will not be exceeded in the dwellings. The use of light internal colors will inprove daylight penetration thus reducing the need for artificial lighting.

external lighting:-
External lighting for the dwellings and connon areas (driveways/pathway) will be LED and will include controls such as motion detectors or timers to minimise consumption duting off-peak times.

clothes line:-
External retractable clothes drying lines or racks will be provided for each dwelling within the identified private open space.

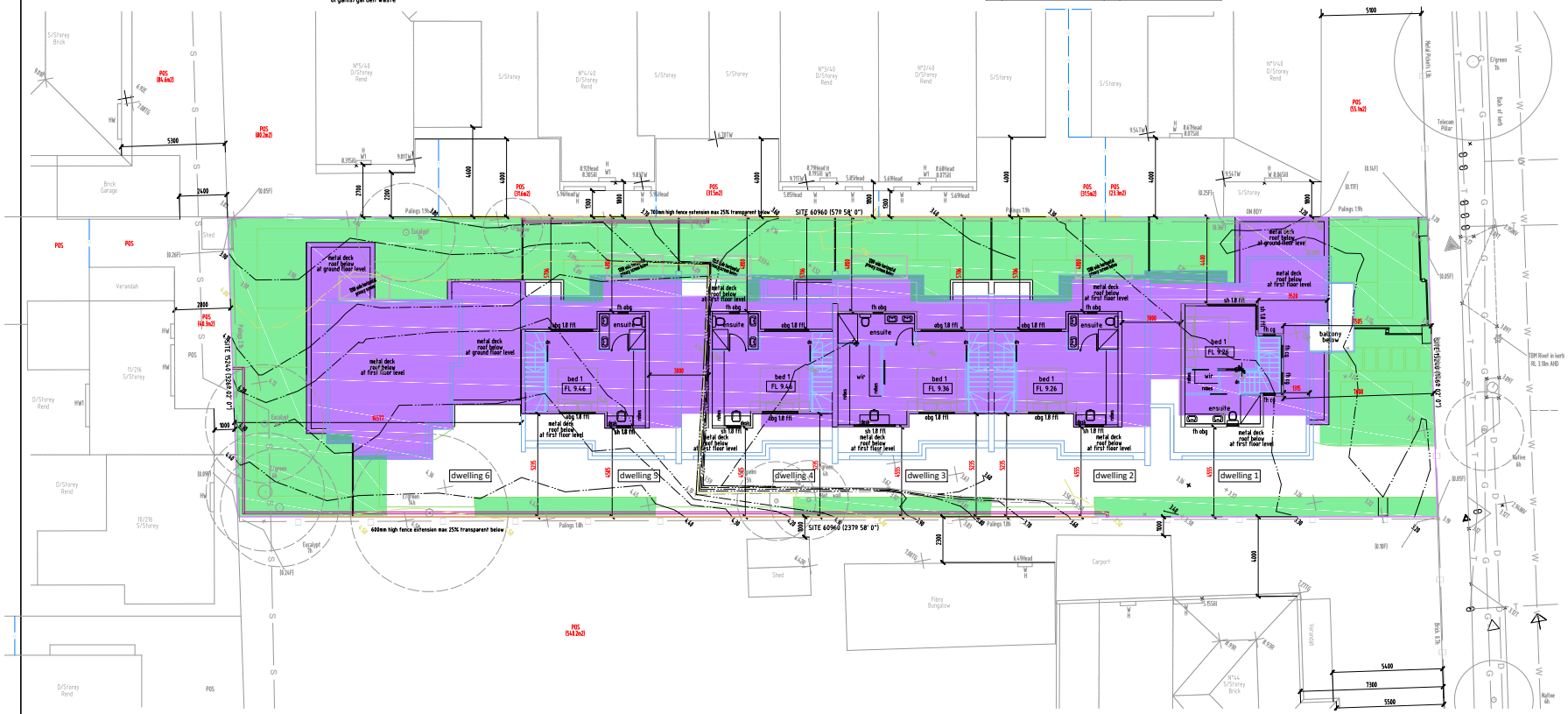
indoor environment quality::-
All habitable windows for each dwelling to be double glazed windows in accordance with energy rater report

LEGEND:			
	::ERMANENT S::RVE:: MAR::		STO:: VALVE
	TEM::ORAR:: BENCH MAR::		TA::
	INSTR::MENT ::OINT		FIRE H::DRANT ::
	S::RVE:: MAR::		WATER METER
	::EG		SIGN
	TELECOM. ::IT		BREATHER ::VENT
	GRATED ::IT		SEWERAGE ::IT
	::NCTION ::IT		GAS & F::EL MAR::ER
	SIDE ENTR:: ::IT		GAS METER
	::OWER ::OLE		GAS & F::EL VALVE
	LIGHT ::OLE		ELEC ::IT
	STA::		::HOTO ::OINT

EXISTING SERVICES:	
Water	W
Gas	G
Electricit::	E
Drainage	D
Sewerage	S
Fence	/

DAT::M FOR LEVELS::
Australian Height Datum
Based on Lyndhurst PM38 with stated RL of 18.26 metres AHD

LEGEND:	
obg 1.8 ffl	fixed obscure glass to height of 1800mm above finished floor level
sh 1.8 ffl	window to have sill height of 1800mm above finished floor level
fh obg	window to have full height obscure glass
fh cg	window to have full height clear glass
sh 1.4m nsl	window to have sill height of 1400mm above natural surface level
sh 0.9 ffl	window to have sill height of 900mm above finished floor level



SUSTAINABLE DESIGN ASSESSMENT AND SITE DEVELOPMENT PLAN

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PRINTS A1 @ 1:100 A3 @ 1:200	

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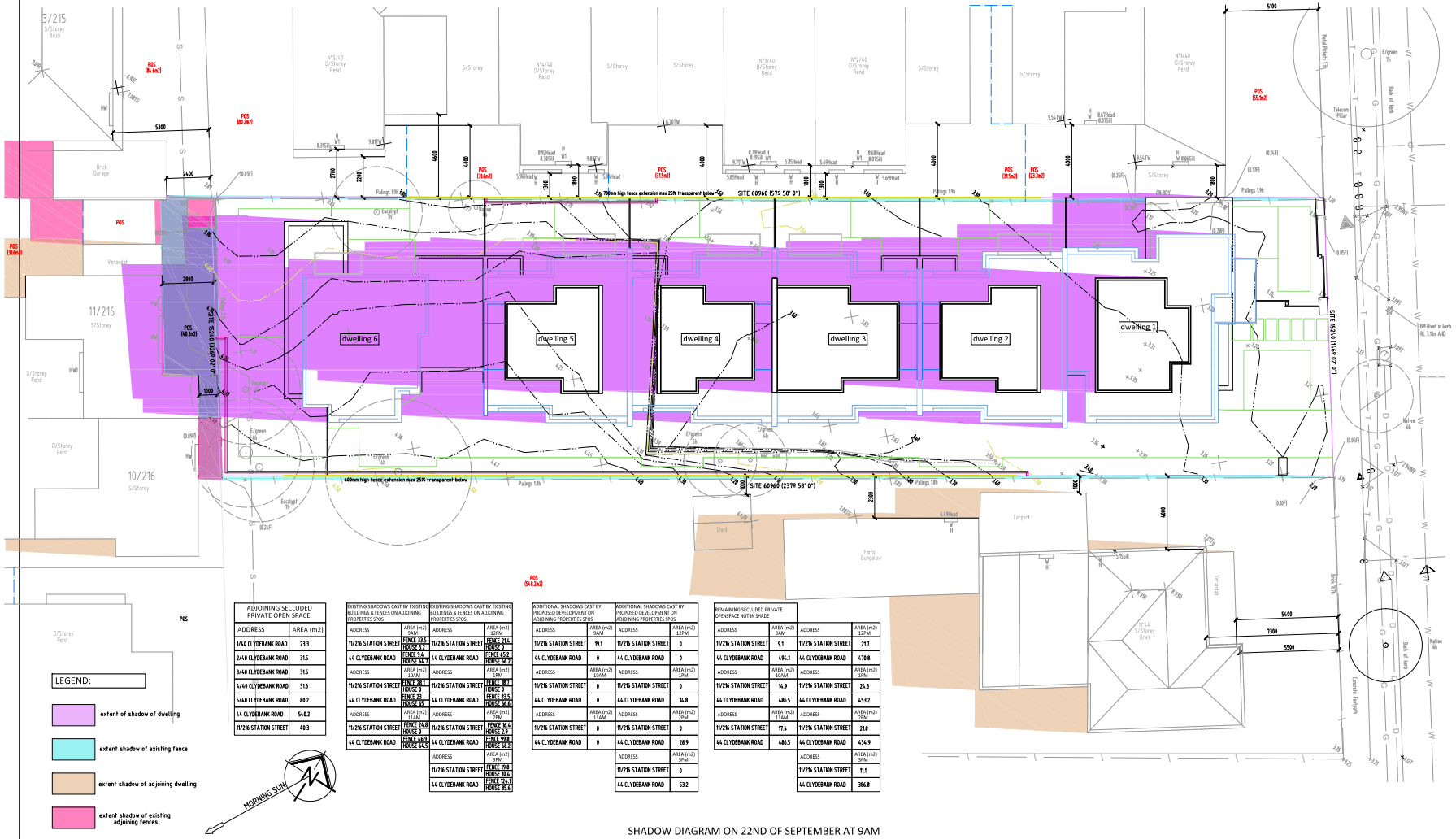

ADJOINING SECLUDED PRIVATE OPEN SPACE	
ADDRESS	AREA (m2)
1/40 CLYDEBANK ROAD	23.3
2/40 CLYDEBANK ROAD	31.5
3/40 CLYDEBANK ROAD	31.5
4/40 CLYDEBANK ROAD	31.6
5/40 CLYDEBANK ROAD	80.2
44 CLYDEBANK ROAD	540.2
11/216 STATION STREET	40.3

EXISTING SHADOWS CAST BY EXISTING BUILDINGS & FENCES ON ADJOINING PROPERTIES SPOS		EXISTING SHADOWS CAST BY EXISTING BUILDINGS & FENCES ON ADJOINING PROPERTIES SPOS	
ADDRESS	AREA (m2) 9AM	ADDRESS	AREA (m2) 12PM
11/216 STATION STREET	FENCE 33.5 HOUSE 9.2	11/216 STATION STREET	FENCE 21.4 HOUSE 0
44 CLYDEBANK ROAD	FENCE 9.4 HOUSE 64.5	44 CLYDEBANK ROAD	FENCE 65.2 HOUSE 68.2
ADDRESS	AREA (m2) 10AM	ADDRESS	AREA (m2) 1PM
11/216 STATION STREET	FENCE 28.1 HOUSE 0	11/216 STATION STREET	FENCE 18.7 HOUSE 0
44 CLYDEBANK ROAD	FENCE 22 HOUSE 65	44 CLYDEBANK ROAD	FENCE 83.5 HOUSE 68.6
ADDRESS	AREA (m2) 11AM	ADDRESS	AREA (m2) 2PM
11/216 STATION STREET	FENCE 26.8 HOUSE 0	11/216 STATION STREET	FENCE 36.6 HOUSE 0.3
44 CLYDEBANK ROAD	FENCE 66.5 HOUSE 64.5	44 CLYDEBANK ROAD	FENCE 99.8 HOUSE 60.2
		ADDRESS	AREA (m2) 3PM
		11/216 STATION STREET	FENCE 70.8 HOUSE 16.4
		44 CLYDEBANK ROAD	FENCE 124.1 HOUSE 35.6

ADDITIONAL SHADOWS CAST BY PROPOSED DEVELOPMENT ON ADJOINING PROPERTIES SPOS		ADDITIONAL SHADOWS CAST BY PROPOSED DEVELOPMENT ON ADJOINING PROPERTIES SPOS	
ADDRESS	AREA (m2) 9AM	ADDRESS	AREA (m2) 12PM
11/216 STATION STREET	99.1	11/216 STATION STREET	0
44 CLYDEBANK ROAD	0	44 CLYDEBANK ROAD	0
ADDRESS	AREA (m2) 10AM	ADDRESS	AREA (m2) 1PM
11/216 STATION STREET	0	11/216 STATION STREET	0
44 CLYDEBANK ROAD	0	44 CLYDEBANK ROAD	14.8
ADDRESS	AREA (m2) 11AM	ADDRESS	AREA (m2) 2PM
11/216 STATION STREET	0	11/216 STATION STREET	0
44 CLYDEBANK ROAD	0	44 CLYDEBANK ROAD	28.9
		ADDRESS	AREA (m2) 3PM
		11/216 STATION STREET	0
		44 CLYDEBANK ROAD	53.2

REMAINING SECLUDED PRIVATE OPENSPACE NOT IN SHADE			
ADDRESS	AREA (m2) 9AM	ADDRESS	AREA (m2) 12PM
11/216 STATION STREET	9.1	11/216 STATION STREET	21.7
44 CLYDEBANK ROAD	494.1	44 CLYDEBANK ROAD	470.8
ADDRESS	AREA (m2) 10AM	ADDRESS	AREA (m2) 1PM
11/216 STATION STREET	14.9	11/216 STATION STREET	24.3
44 CLYDEBANK ROAD	486.5	44 CLYDEBANK ROAD	453.2
ADDRESS	AREA (m2) 11AM	ADDRESS	AREA (m2) 2PM
11/216 STATION STREET	17.4	11/216 STATION STREET	21.8
44 CLYDEBANK ROAD	486.5	44 CLYDEBANK ROAD	434.9
		ADDRESS	AREA (m2) 3PM
		11/216 STATION STREET	11.1
		44 CLYDEBANK ROAD	386.8

LEGEND:

- extent of shadow of dwelling
- extent shadow of existing fence
- extent shadow of adjoining dwelling
- extent shadow of existing adjoining fences

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 9AM

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PRINTS A1 @ 1:100 A3 @ 1:200

PROJECT

PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD EDITHVALE

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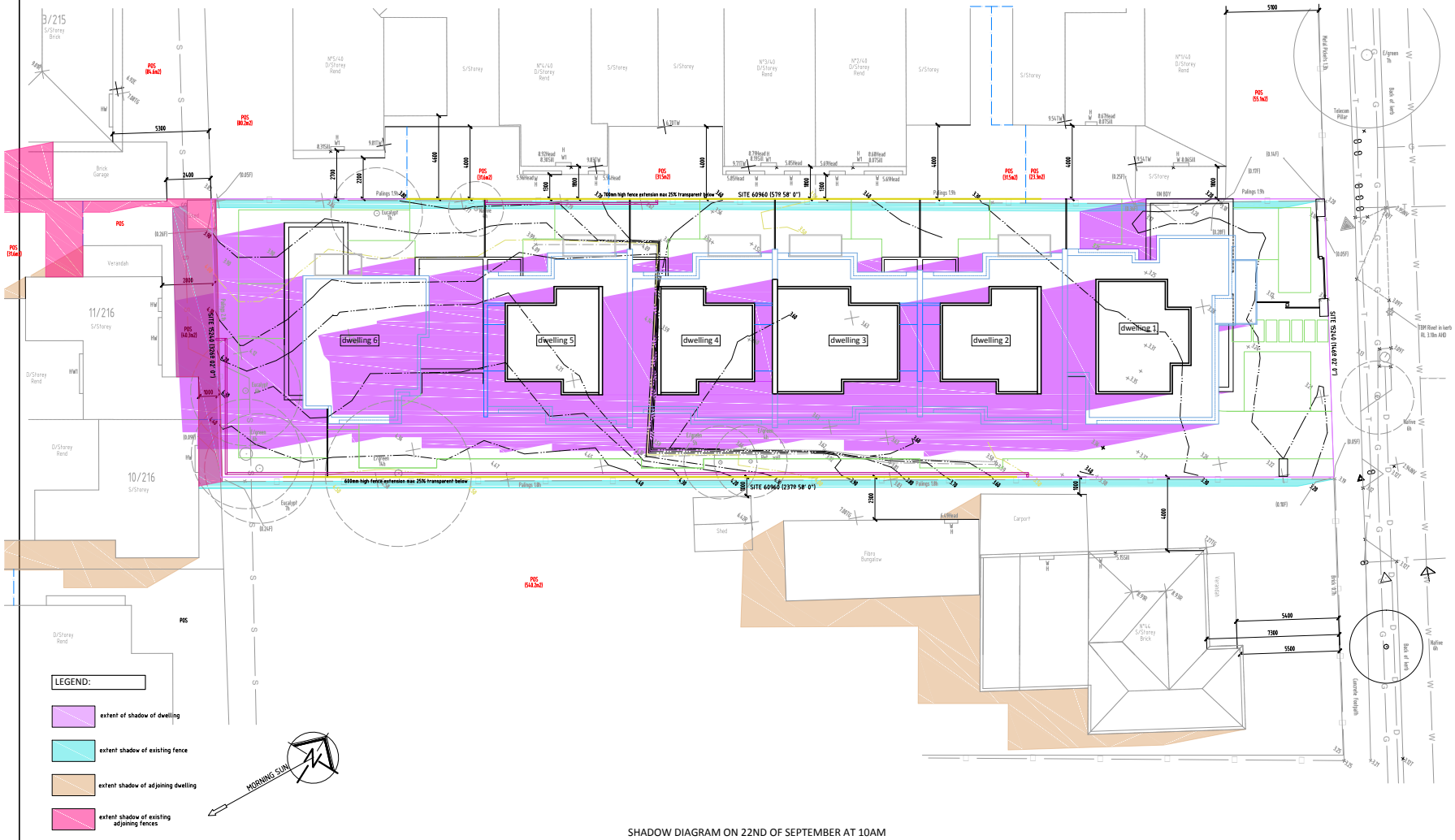

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 10AM

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PRINTS A1 @ 1:100	A3 @ 1:200

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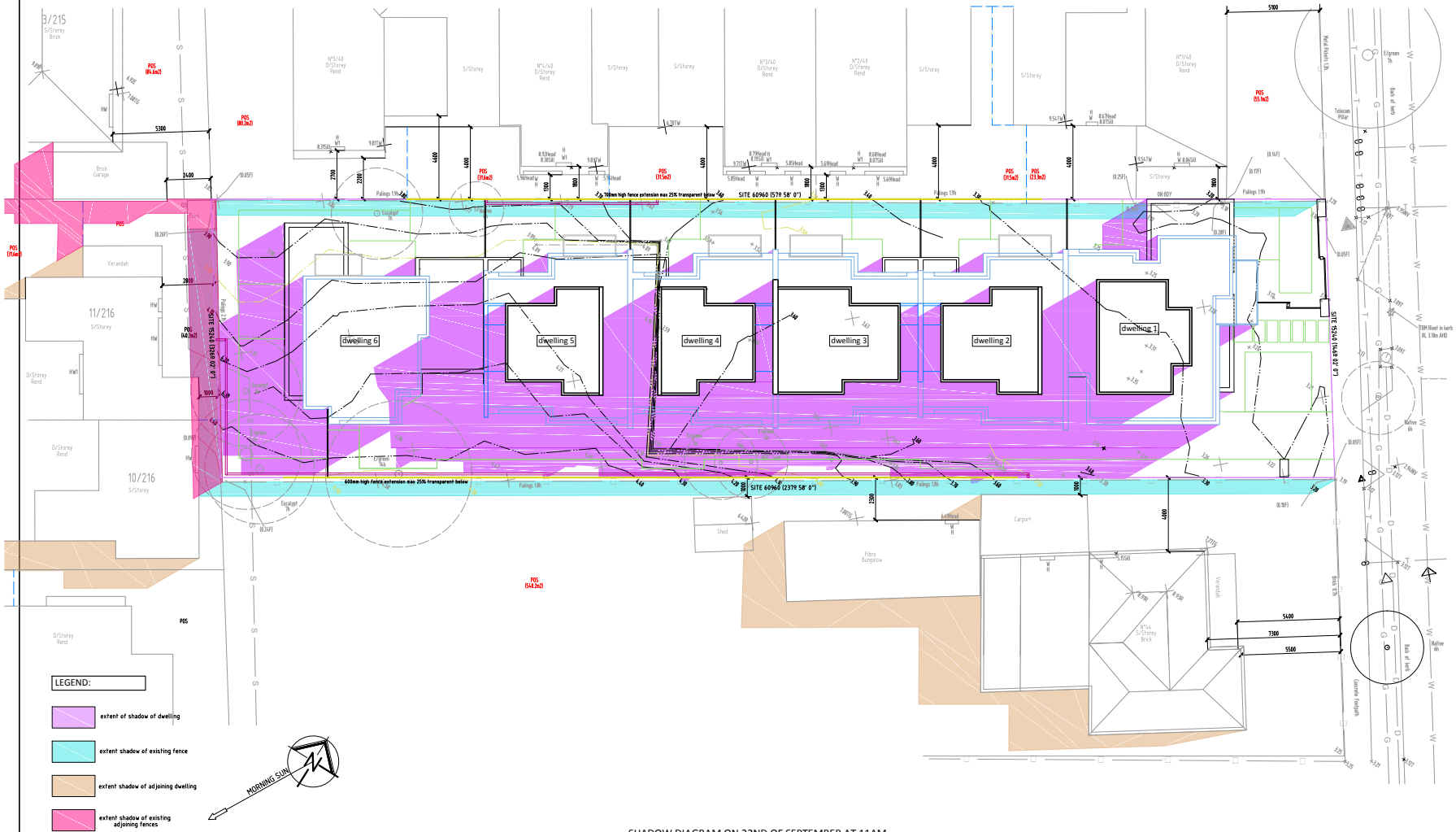

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 11AM

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PRINTS A1 @ 1:100	A3 @ 1:200

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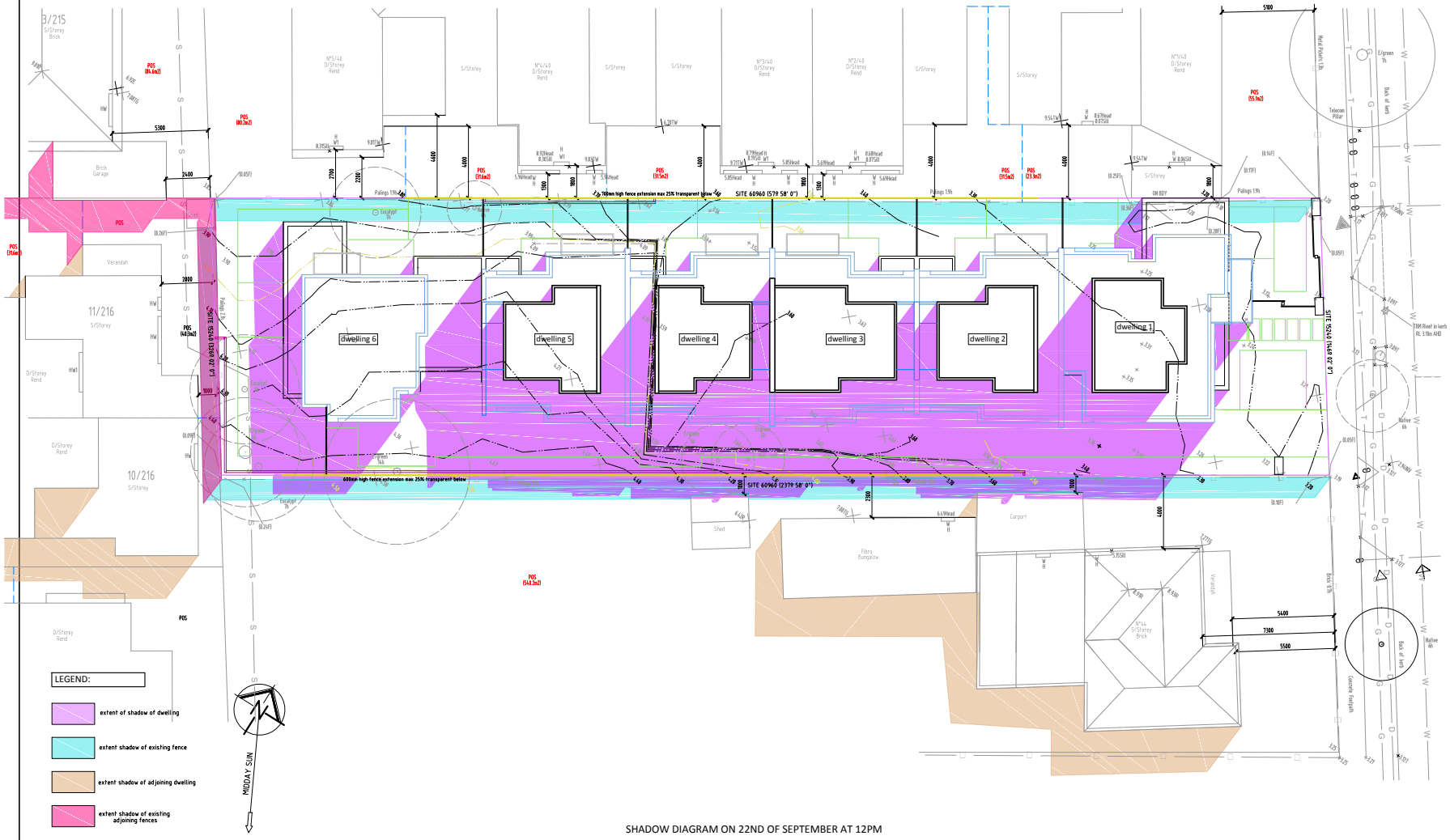

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 12PM

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PRINTS A1 @ 1:100	A3 @ 1:200

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CHELTENHAM VIC 3192
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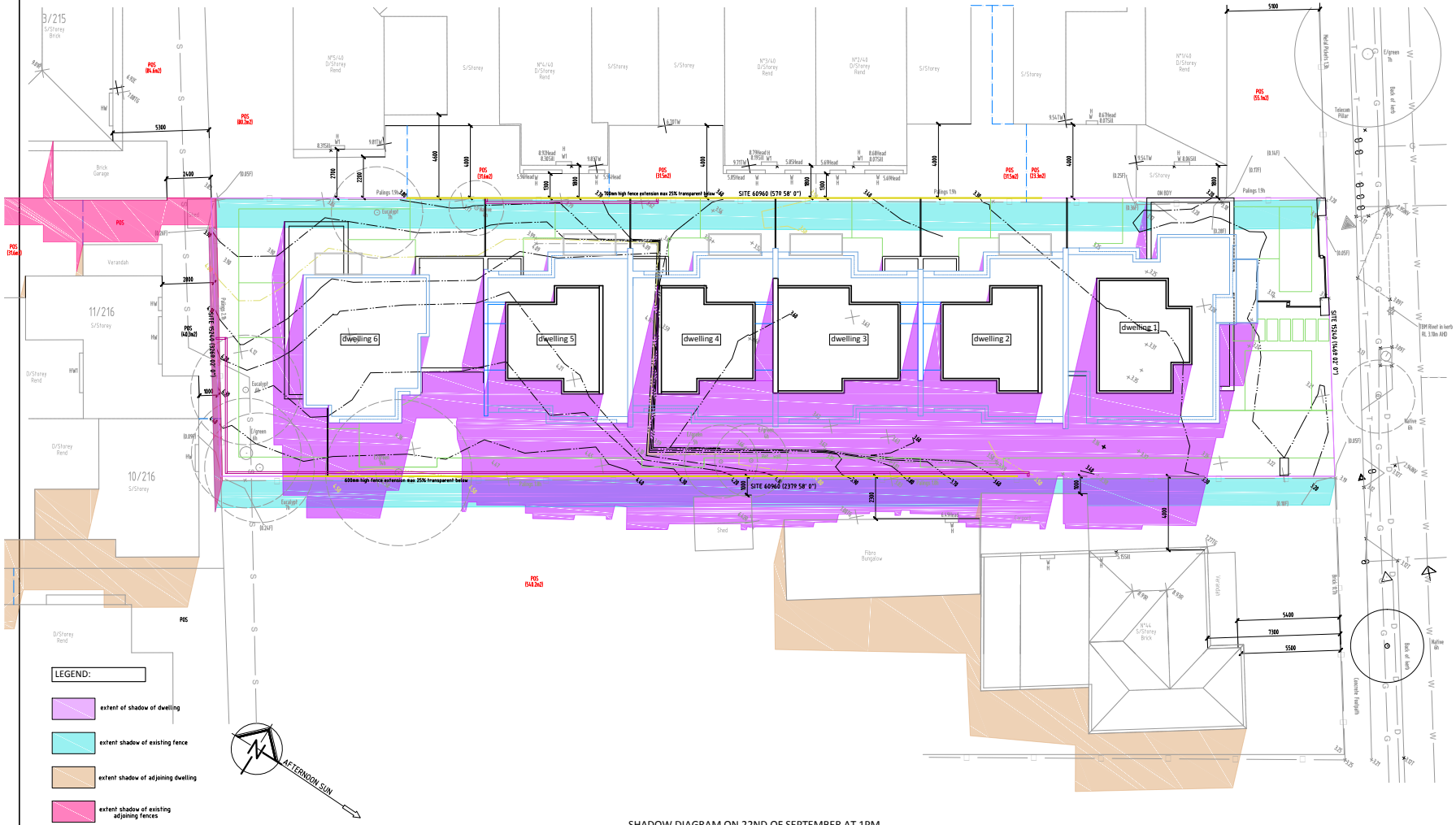

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 1PM

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PRINTS A1 @ 1:100 A3 @ 1:200	

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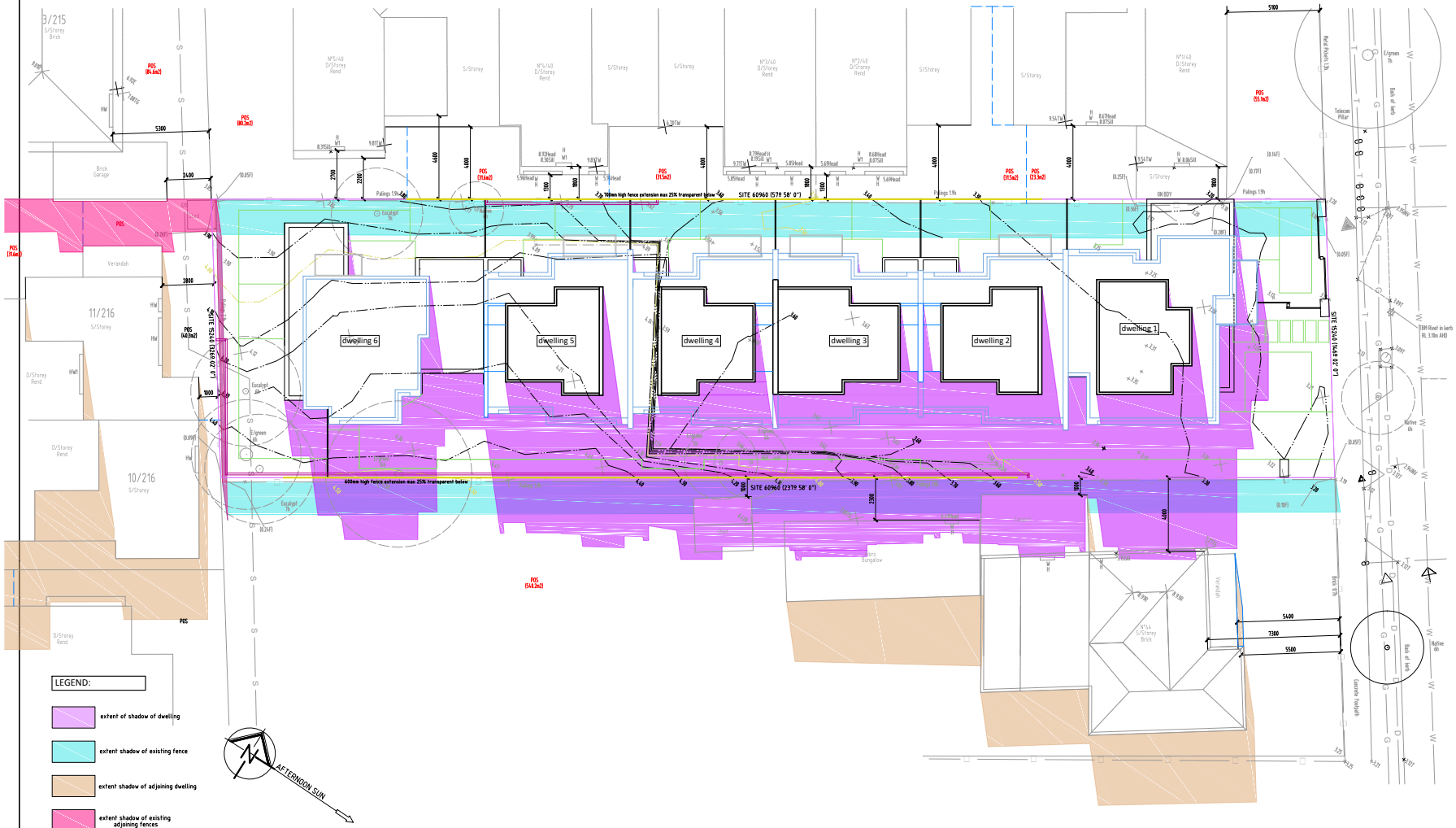

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 2PM

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PRINTS A1 @ 1:100	A3 @ 1:200

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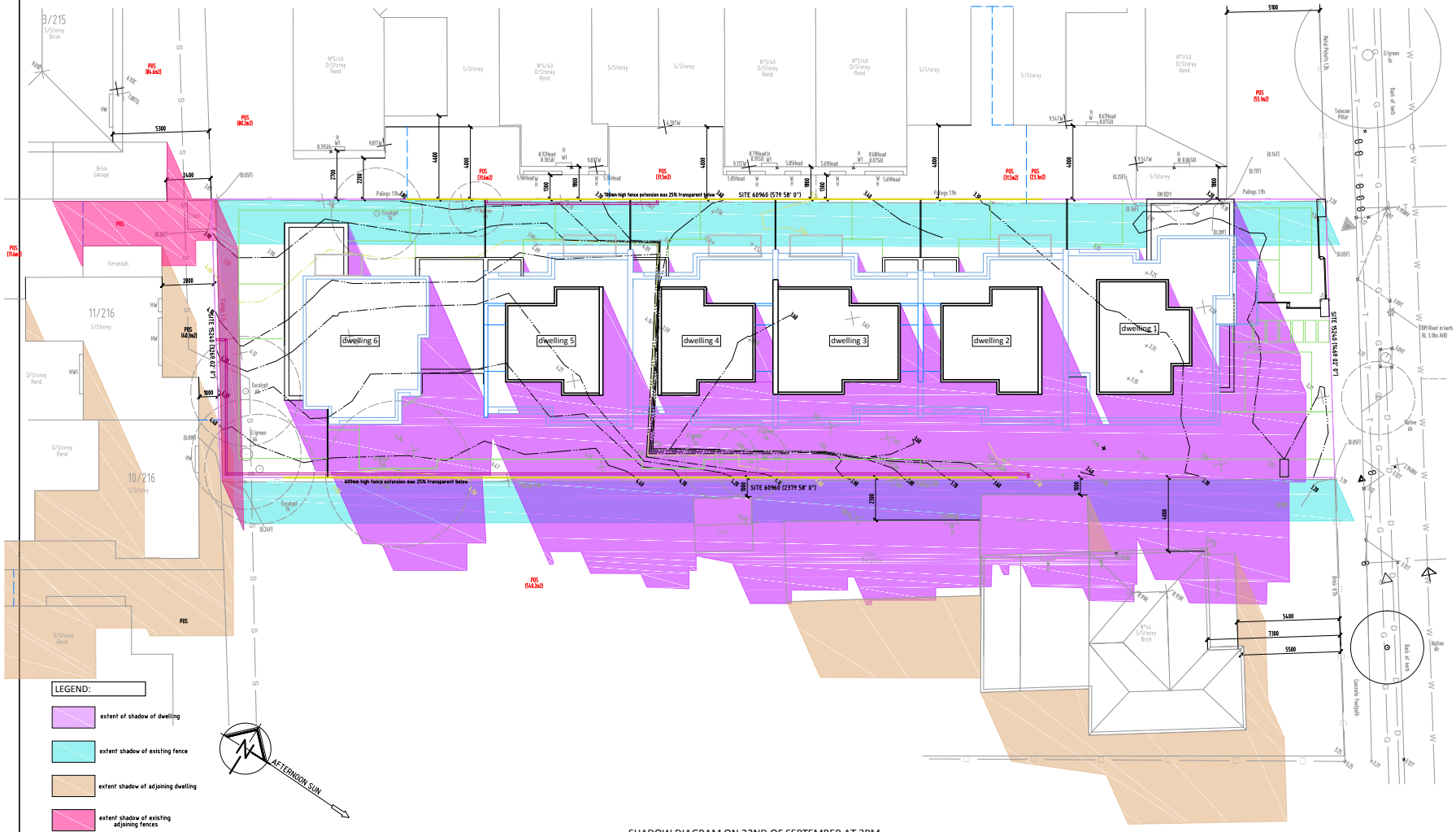

SHADOW DIAGRAM ON 22ND OF SEPTEMBER AT 3PM

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14-12-21 A TP QUERIES	
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PRINTS A1 @ 1:100	A3 @ 1:200

PROJECT
PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD EDITHVALE

CLIENT
CONCEPTUAL BUILDING PTY LTD

NORTH POINT

CREATIVE LIVING INNOVATIONS PTY LTD
81 - 83 CAVANAGH STREET
CHELTENHAM VIC 3192
TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

DATE: APRIL '21
SCALE: 1:100 @ A1
SHEET: 7 OF 7
REVISION ISSUE: B
JOB No: SHAD 1511/21

Attachment 1 Development Plans Be Subject to Copyright

OPPORTUNITIES:

THE SIZE OF THE LAND IS 928.5 m², AND HAS AN EXISTING DOUBLE STOREY DWELLING FRONTING CLYDEBANK ROAD, WHICH WILL BE DEMOLISHED TO MAKE WAY FOR THE PROPOSED DEVELOPMENT.

THE SITE IS LOCATED APPROXIMATELY 198.1 METRES SOUTH OF RAE AVENUE.

THE ADJOINING PROPERTY TO THE NORTH AT 40 CLYDEBANK ROAD EDITHVALE IS A MULTI UNIT DEVELOPMENT COMPRISING OF 5 DOUBLE STOREY DWELLINGS WITH A SIDE SETBACK OF VARYING FROM ZERO METRES UP TO 1.3 METRES AND A FRONT SETBACK OF 5.10 METRES WITH A CROSSING LOCATED TO THE NORTH - WEST SIDE OF THE PROPERTY AT CLYDEBANK ROAD. THE FRONTAGE OF THE SITE HAS A LOW POWDERCOATED METAL FENCE

THE ADJOINING PROPERTY TO THE SOUTH AT 44 CLYDEBANK ROAD EDITHVALE IS A SINGLE STOREY DWELLING WITH A SIDE SETBACK OF 4.0 METRES AND A FRONT SETBACK OF 5.5 METRES WITH THE CROSSING LOCATED TO THE NORTH -WEST OF THE PROPERTY AT CLYDEBANK ROAD. IT HAS A LOW BRICK FENCE AT THE FRONT OF THE SITE.

THE ADJOINING PROPERTY AT THE REAR OF THE SITE IS PART OF MULTI UNIT DEVELOPMENT AT 216 STATION STREET EDITHVALE WITH THE REAR VARYING SETBACK PROVIDED BETWEEN 1.0 - 2.8 METRES. THE REAR FENCE IS A 2.0 METRES TIMBER PALING FENCE.

OPPORTUNITY TO PROVIDED NEW LANDSCAPING CAN BE ADOPTED TO THE FRONT TO SOFTEN THE APPEARANCE OF THE PROPOSED DWELLINGS.

EXISTING VEGETATION ON THE SITE TO BE REMOVED WHERE PROPOSED DWELLINGS ARE LOCATED AS NOTED ON THE PROPOSED DEVELOPMENT PLAN. GENERALLY ALL TREES ON THE SITE ARE OF LOW OR MODERATE RETENTION VALUE.

OPPORTUNITY TO PROVIDE NEW VEGETATION AT THE FRONT AND REAR OF THE SITE THAT WILL BENEFIT THE PROPOSED DWELLINGS AND THE OUTLOOK FROM THE ADJOINING PROPERTIES AND IMPROVE THE STREETSCAPE APPEARANCE AS PREPARED AN SUGGESTED BY LANDSCAPE ARCHITECT, WITH THE INCLUSION OF CANOPY TYPE TREES, PLANTED AT ADVANCED HEIGHTS LOCATED WITHIN BOTH THE FRONT AND REAR AREAS OF THE ALLOCATED PRIVATE OPEN SPACES.

THE EXAMPLES OF TWO STOREY DWELLINGS AND OR MULTI - UNIT DEVELOPMENTS OF TWO OR THREE STOREY LOCATED WITHIN THE IMMEDIATE NEIGHBORHOOD THAT AS PROVIDED CHARACTER TO THE STREET WHICH OUR PROPOSAL WILL BENEFIT FROM.

EXISTING CROSSING TO THE NORTH - WEST OF THE SITE TO REMOVED AND NEW CROSSING PROVIDED TO THE OPPOSITE TO BETTER UTILIZE THE SUN ORIENTATION FOR THE PROPOSED DEVELOPMENT.

THE SITE IS LOCATED IN CLOSE PROXIMITY TO FACILITIES AND SERVICES, SUCH AS SHOPS, RECREATIONAL PARKS, SCHOOLS AND PUBLIC TRANSPORT.

THE STREETSCAPE OF CLYDEBANK ROAD IS A MIX OF ARCHITECTURAL STYLES, ROOF FORMS AND MATERIALS AND HEIGHT BEING GENERALLY BOTH SINGLE AND DOUBLE AND TRIPLE STOREY WITH INCREASED ROOF FORM AND HEIGHT LOCATED WITHIN THE NEARBY STREETS.

THERE ARE SIMILAR MULTI UNIT DEVELOPMENTS WITHIN THE AREA AT 195-197, 209, 212, 213 AND 297 STATION STREET AND 10-12, 14, CLYDEBANK ROAD EDITHVALE ALL LOCATED WITHIN A 2KM RADIUS OF THE SUBJECT SITE.

OPPORTUNITY TO MINIMIZE PAVED AREAS ON THE SITE ALLOWS FOR THE INTRODUCTION OF ADDITIONAL LANDSCAPING BEDS TO SOFTEN THE APPEARANCE OF THE DWELLING, AND ENHANCE THE APPEARANCE OF THE DWELLING.

THE SURROUNDING DWELLINGS HAVE HIP, FLAT AND GABLE TILED ROOF FORMS, WITH EXTERNAL WALLS BEING BRICK OR TIMBER CLADDING AND RENDERED FINISH.

CONSTRAINTS:

ADJOINING PROPERTIES DO NOT HAVE ANY ADJOINING WALLS LOCATED ON THE BOUNDARIES WHICH MAY BE ADVANTAGEOUS TO NEW DEVELOPMENTS OF WHICH THEY CAN ABUTT THEM WITH NO IMPACT ON THE AMENITY OF THE ADJOINING PROPERTY.

TRANSPORT:

	BUS ROUTE 786 / 850 AT STATION ROAD EDITHVALE LEADING TO TRAIN ROUTES AND SHOPPING STRIPS APPROX. 2.4 Km FROM SUBJECT
	BUS ROUTES 858 AT RAE AVEVUE EDITHVALE LEADING TO TRAIN ROUTES AND SHOPPING STRIPS APPROX. 0.2 Km FROM SUBJECT SITE
	BUS ROUTES 805 / 902 AT EDITHVALE ROAD EDITHVALE LEADING TO TRAIN ROUTES AND SHOPPING STRIPS APPROX. 0.110 Km FROM SUBJECT SITE
	TRAIN STATION AT STATION ROAD EDITHVALE LEADING TO CITY AND FRANKSTON APPROX. 0.24 Km FROM SUBJECT SITE

SCHOOLS:

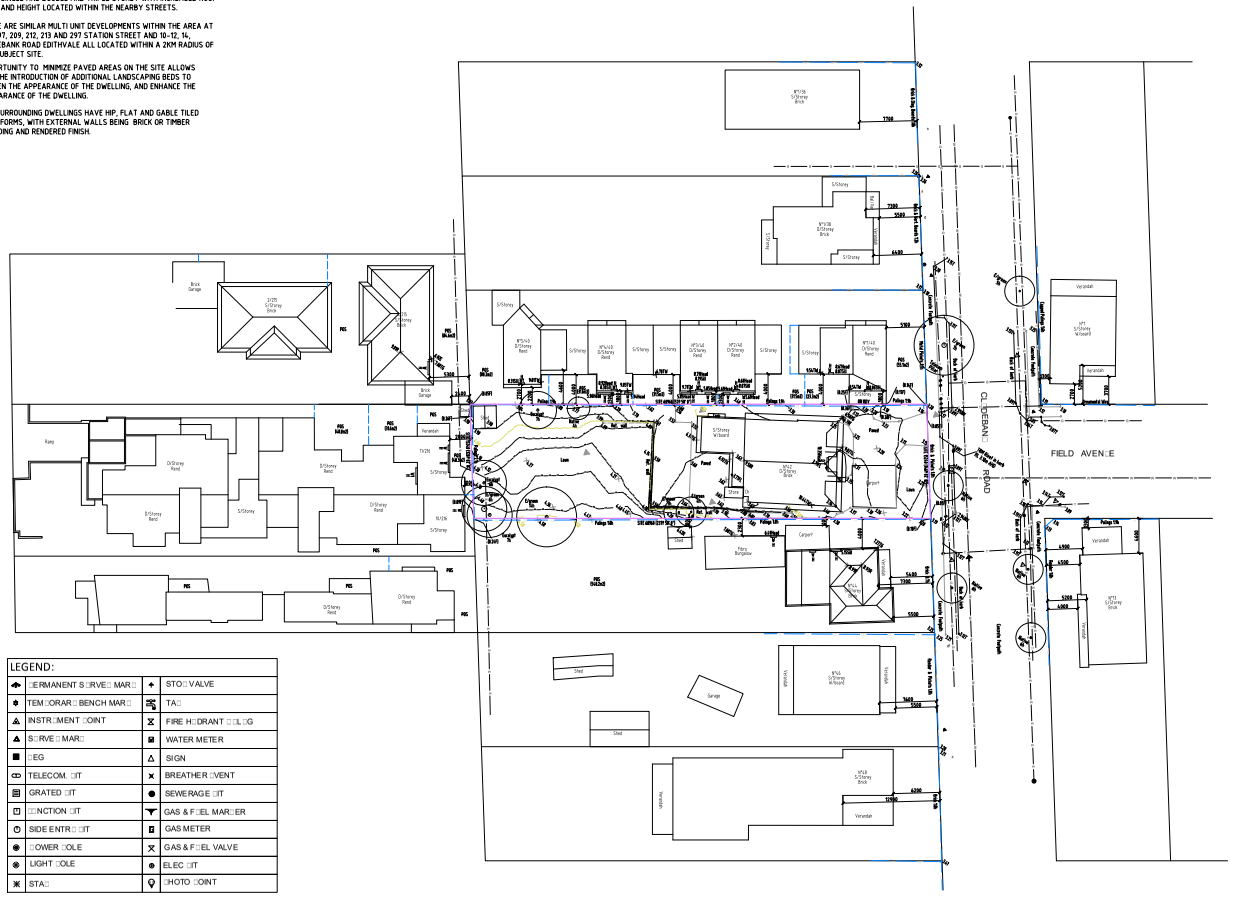
	EDITHVALE PRIMARY SCHOOL AT EDITHVALE ROAD EDITHVALE APPROX 0.28 Km FROM SUBJECT SITE
	ASPENDALE GARDENS PRIMARY SCHOOL AT KEARNEY DRIVE ASPENDALE GARDENS APPROX 1.75 Km FROM SUBJECT SITE
	MORDIALLOC SECONDARY COLLEGE AT STATION STREET MORDIALLOC APPROX 3.19 Km FROM SUBJECT SITE
	ST. LOUIS DE MONTFORTS CATHOLIC PRIMARY SCHOOL AT DOLPHIN STREET ASPENDALE APPROX 2.21 Km FROM SUBJECT SITE

RECREATIONAL FACILITIES AND PARKS:

	EDITHVALE RECREATIONAL RESERVE AT EDITHVALE ROAD EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE
	REGENTS PARK RESERVE AT SIXTH AVENUE EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE
	ROSSDALE GOLF COURSE AT SIXTH AVENUE EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE
	EDITHVALE PUBLIC GOLF COURSE AT EDITHVALE ROAD EDITHVALE APPROX. 0.81 Km FROM SUBJECT SITE

SHOPS:

	MAJOR SHOPPING STRIP AT MAIN STREET SHOPPING CENTRE AT MORDIALLOC APPROX 4.0 Km FROM SUBJECT SITE
	MINOR SHOPPING STRIP AT NEPEAN HIGHWAY CHELSEA APPROX 2.0 Km FROM SUBJECT SITE
	MINOR SHOPPING STRIP AT ASPENDALE GARDENS SHOPPING PLAZA AT NARELLE DRIVE ASPENDALE GARDENS APPROX 1.81 Km FROM SUBJECT SITE



LEGEND:

	□ERMANENT S□RVE□ MAR□		STO□ VALVE
	TEM□ORAR□ BENCH MAR□		TA□
	INSTR□MENT □OINT		FIRE H□DRANT □□L□G
	S□RVE□ MAR□		WATER METER
	□EG		SIGN
	TELECOM. □IT		BREATHER □VENT
	GRATED □IT		SEWERAGE □IT
	□□NCTION □IT		GAS & F□EL MAR□ER
	SIDE ENTR□ □IT		GAS METER
	□OWER □OLE		GAS & F□EL VALVE
	LIGHT □OLE		ELEC □IT
	STA□		PHOTO □OINT

EXISTING SERVICES:

Water	—— W ——
Gas	—— G ——
Electricit□	—— E ——
Drainage	—— D ——
Sewerage	—— S ——
Fence	—— / ——

DAT□M FOR LEVELS□
Australian Height Datum
Based on Lyndhurst PM38 with stated RL of 1826 metres AHD

NEIGHBOURHOOD SITE DESCRIPTION PLAN

PROJECT: NEIGHBOURHOOD SITE DESCRIPTION PLAN AT 42 CLYDEBANK ROAD EDITHVALE	CLIENT: CONCEPTUAL BUILDING PTY LTD	NORTH POINT:	CREATIVE LIVING INNOVATIONS PTY LTD 81 - 83 CAVANAGH STREET CHELTENHAM VIC 3192 TEL 9585 6953 MOBILE: 0414 394 798 EMAIL: info@creativelivinginnovations.com.au	DATE: APR '21 SHEET: 1 OF 1 JOB No: NSD 1511 /21	SCALE: 1:300 @ A1 REVISION ISSUE: A

Attachment 1 Development Plans Be Subject to Copyright

DESIGN RESPONSE:

THE PROPOSED DWELLINGS HAVE BEEN SITED TO FRONT CLYDEBANK ROAD EDITHVALE, WITH EACH DWELLING HAVING THEIR OWN ADDRESS AND ENTRY FACADE, THAT CAN BE VIEWED FROM THE STREET.

SECLUDED AND PRIVATE OPEN SPACE OF HAS BEEN PROVIDED FOR EACH DWELLING, FACING THE FRONT, SIDE AND REAR OF THE SITE, LOCATED GENERALLY NORTH TO ENSURE THE DWELLINGS ACHIEVE A GOOD LEVEL OF SUNLIGHT AND REDUCE FOSSIL FUEL.

EXISTING CROSSING TO THE NORTH – WEST OF THE SITE TO REMOVED AND NEW CROSSING PROVIDED TO THE OPPOSITE TO BETTER UTILIZE THE SUN ORIENTATION FOR THE PROPOSED DEVELOPMENT.

LENGTH OF WALLS ALLOWABLE ON BOUNDARIES IS LIMITED TO 10 METRES + 25% OF REMAINDER OF TITLE BOUNDARY LENGTH. THE ONLY WALL LOCATED ON THE BOUNDARY IS TO NORTH OF THE SITE THE MAXIMUM LENGTH OF WALL ALLOWABLE IS 22.74METRE . THE AMOUNT PROVIDED TO THE NORTH BOUNDARY IS 4.772 METRES THEREFORE COMPLIES WITH RESCODE STANDARD.

THE DESIGN OF THE DWELLINGS RESPONDS TO THE STREET CHARACTER OF HIP AND GABLE ROOF AND FLAT ROOF FORMS, BRICK AND TIMBER CLADDING MATERIALS WITH LANDSCAPED FRONT SETBACKS.

THE QUALITY OF THE DESIGN, ARTICULATED BUILDING FACADE AND FORM AND VARIED PRESENTATION WILL CREATE VISUAL INTEREST AND WILL BE ATTRACTIVE WITHIN CLYDEBANK ROAD STREETSCAPE AS WELL AS THE ADJOINING PROPERTIES. THE INTERGRATION OF THE THREE STOREY DWELLINGS LOCATED AWAY FROM THE FRONT AND REAR BOUNDARIES, REDUCES THE BUILDING BULK BUT ALSO PROVIDES INTEREST WITH THE USE OF VARIANCE OF EXTERNAL FINISHES

HABITABLE WINDOWS OF UPPER FLOORS OF THE DWELLINGS HAVE BEEN PROVIDED WITH FIXED OBSCURE GLASS TO A MINIMUM HEIGHT OF 1800mm ABOVE FFL OR PROVIDED WITH SILL HEIGHTS OF MINIMUM 1800mm ABOVE FFL, OR PROVIDED WITH SCREENS TO A HEIGHT OF MINIMUM 1700mm ABOVE FFL, TO PREVENT ANY POSSIBLE OVERLOOKING WITHIN 9.0 METRES OF THE ADJOINING PROPERTY AND PRIVATE OPEN SPACES.

THE GARAGES FOR EACH DWELLING LOCATED BEHIND DWELLING ENVELOPE, AND PROVIDED SO THAT EITHER 1 OR 2 OFF STREET PARKING PROVIDED TO THE DWELLINGS BASED ON THE NUMBER OF BEDROOMS.

SECURITY LIGHTING PROVIDED ALONG THE MAIN ACCESS DRIVEWAY TO ENSURE THE LENGTH OF THE DEVELOPMENT IS WELL LIT AND PROVIDE A SENSE OF SECURITY.

ANY VEGETATION AS NOTED TO BE REMOVED IS REQUIRED TO MAKE WAY FOR PROPOSED DEVELOPMENT. ANY TREES TO BE REMOVED CAN BE REPLACED WITH ADDITIONAL CANOPY TYPE TREES TO THE FRONT OR REAR LANDSCAPED AREAS AS ADVISED ON THE FINAL LANDSCAPE PLAN.

ACCESS DRIVEWAY FOR THE DEVELOPMENT TO BE PROVIDED USING CONCRETE FINISH OR EXPOSED AGGREGATE.

THE PERMEABILITY FOR THE SITE IS 39.7% WHICH IS GREATER THAN RESCODE REQUIREMENT OF 20%

FRONT SETBACK COMPLIES WELL WITH THE PROVISION OF THE SCHEDULE TO THE ZONE WITH A MINIMUM SETBACK VARYING FROM 5.031 – 5.356 PROVIDED. THE AVERAGE SETBACK BETWEEN BOTH ADJOINING PROPERTIES EQUATES TO 5.3 METRES AND THEREFORE THE FRONT SETBACK PROVIDED AS ESTABLISHED A SETBACK THAT IS COHERENT TO THE ADJOINING PROPERTIES

PRIVATE OPEN SPACES FOR EACH DWELLING PROVIDED TOWARDS THE NORTH OF THE SITE, TO GAIN THE BEST POSSIBLE SOLAR GAIN TO THE PROPOSED DWELLINGS. THE PRIVATE OPEN SPACES PROVIDE A GOOD COMPLIANCE TO STANDARD B28 AND RESPONDS WELL TO PRIVATE OPEN SPACE AREAS PROVIDED AT 40 CLYDEBANK ROAD EDITHVALE.

DESIGN RESPONSE:

STORAGE AREA OF 6m³ LOCATED AT THE REAR OF THE GARAGE

A SITE COVERAGE OF 47.8% HAS BEEN PROVIDED FOR THE SITE WHICH COMPLIES WITH RESCODE STANDARD B8

THE APPEARANCE OF THE DWELLINGS ARE VARIED TO EACH OTHER PROVIDING A GOOD PRESENCE IN THE STREET.

THE DWELLINGS HAVE BEEN PROVIDED WITH TWO OR THREE BEDROOMS, PROVIDING DEVELOPMENT THAT CATER FOR DIFFERENT VARIETIES OF DEMAND AND PROVIDE AFFORDABLE LIVING WITH A BEACHSIDE SUBURB.

THE FIRST AND SECOND FLOOR COMPONENTS OF EACH DWELLING ARE SETBACK FROM THE BOUNDARY IN RESPONSE TO RESCODE STANDARD B19, WHICH WILL MINIMISE THE ADJOINING NEIGHBOURS OF ANY OVERSHADOWING AND DETRIMENT TO ADJOINING NEIGHBOURS PRIVATE OPEN SPACES.

A GREATER REAR SETBACK PROVIDED AS TO ENSURE THE PRIVATE OPEN SPACE OF THE REAR ADJOINING PROPERTY IS PROTECTED TO ENSURE THE DWELLING AND THE PRIVATE OPEN SPACE WILL ACHIEVE 5 HOURS IF SUNLIGHT DURING THE DAY.

EACH DWELLING HAS BEEN PROVIDED WITH CARSPACES IN ACCORDANCE WITH CLAUSE 52.06 OF KINGSTON PLANNING SCHEME

EXISTING 1800mm HIGH BRICK PIER AND PICKET FENCE TO REMAIN IN PART AND THE REMAINING FRONTAGE TO BE PROVIDED WITH NO FENCING TO BE IN KEEPING WITH STANDARD B32

FENCES WITHIN 2000mm OF THE DRIVEWAYS REDUCED TO 900mm HIGH TO COMPLY WITH THE CLAUSE 52.06 PROVISIONS.

THE DEVELOPMENT AS PROVIDED GARDEN AREA AS NOTED WITHIN THE ZONE REQUIREMENTS. IN THIS CASE THE SITE IS REQUIRED TO PROVIDE 35% OF THE SITE AREA. REFER TO GARDEN CALCULATIONS FOR COMPLIANCE.

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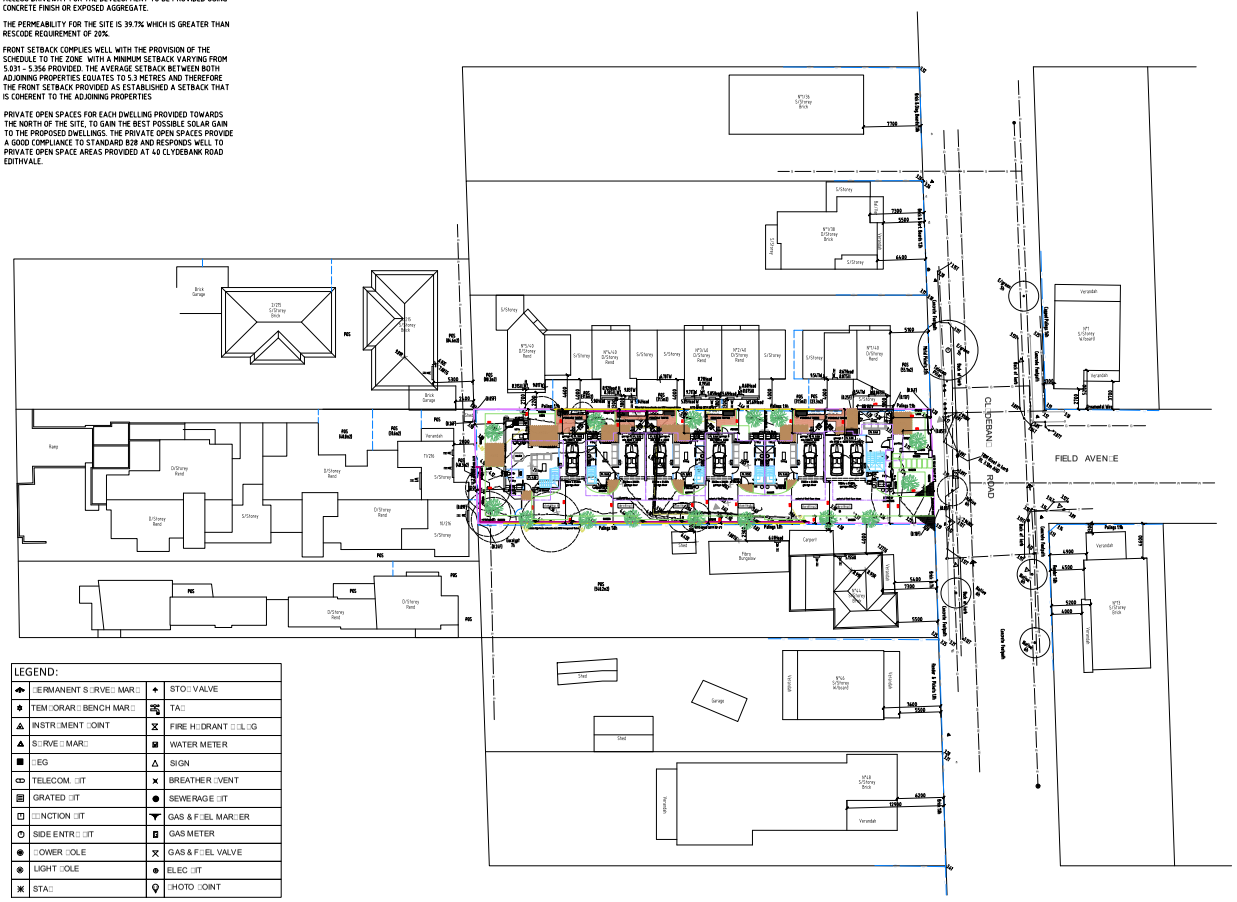

LEGEND:

	□ERMANENT S□RVE□ MAR□		STO□ VALVE
	TEM□ORAR□ BENCH MAR□		TA□
	INSTR□MENT □OINT		FIRE H□DRANT □□L□G
	S□RVE□ MAR□		WATER METER
	□EG		SIGN
	TELECOM. □IT		BREATHER □VENT
	GRATED □IT		SEWERAGE □IT
	□□NCTION □IT		GAS & F□EL MAR□ER
	SIDE ENTR□ □IT		GAS METER
	□OWER □OLE		GAS & F□EL VALVE
	LIGHT □OLE		ELEC □IT
	STA□		□HOTO □OINT

EXISTING SERVICES:

Water	—— W ——
Gas	—— G ——
Electricit□	—— E ——
Drainage	—— D ——
Sewerage	—— S ——
Fence	—— / ——

DAT□M FOR LEVELS□
Australian Height Datum
Based on Lyndhurst PM38 with stated RL of 1826 metres AHD

NEIGHBOURHOOD DESIGN RESPONSE PLAN

PROJECT NEIGHBOURHOOD DESIGN RESPONSE PLAN AT 42 CLYDEBANK ROAD EDITHVALE	CLIENT CONCEPTUAL BUILDING PTY LTD	NORTH POINT:	CREATIVE LIVING INNOVATIONS PTY LTD 81 - 83 CAVANAGH STREET CHELTENHAM VIC 3192 TEL 9585 6953 MOBILE: 0414 394 798 EMAIL: info@creativelivinginnovations.com.au	DATE: APR '21 SCALE: 1:300 @ A1 SHEET: 1 OF 1 REVISION ISSUE: B JOB No: NDR1511 /21

ADVERTISED PLANS
Documentation May
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GARDEN AREA:	
site area	928.5 m²
required 35% of site area	324.9 m²
actual area provided (35.0%)	325.0 m²

LEGEND:

- GAS METER
- WATER METER
- ELECTRICAL SWITCHBOARD
- 2000 LITRE RAINWATER TAN□
- AIR □CONDITIONING □NIT
- AIR □CONDITIONING □NIT CONDENSER
- HOT WATER SERVICE
- REC□CLING BINS
- CLOTHES LINE

LEGEND:

- □ERMANENT S□RVE□ MAR□
- TEM□ORAR□ BENCH MAR□
- INSTR□MENT □OINT
- S□RVE□ MAR□
- □EG
- TELECOM. □IT
- GRATED □IT
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- SIDE ENTR□ □IT
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- LIGHT □OLE
- STA□
- STO□ VALVE
- TA□
- FIRE H□DRANT □□L□G
- WATER METER
- SIGN
- BREATHER □VENT
- SEWERAGE □IT
- GAS & F□EL MAR□ER
- GAS METER
- GAS & F□EL VALVE
- ELEC □IT
- □HOTO □OINT

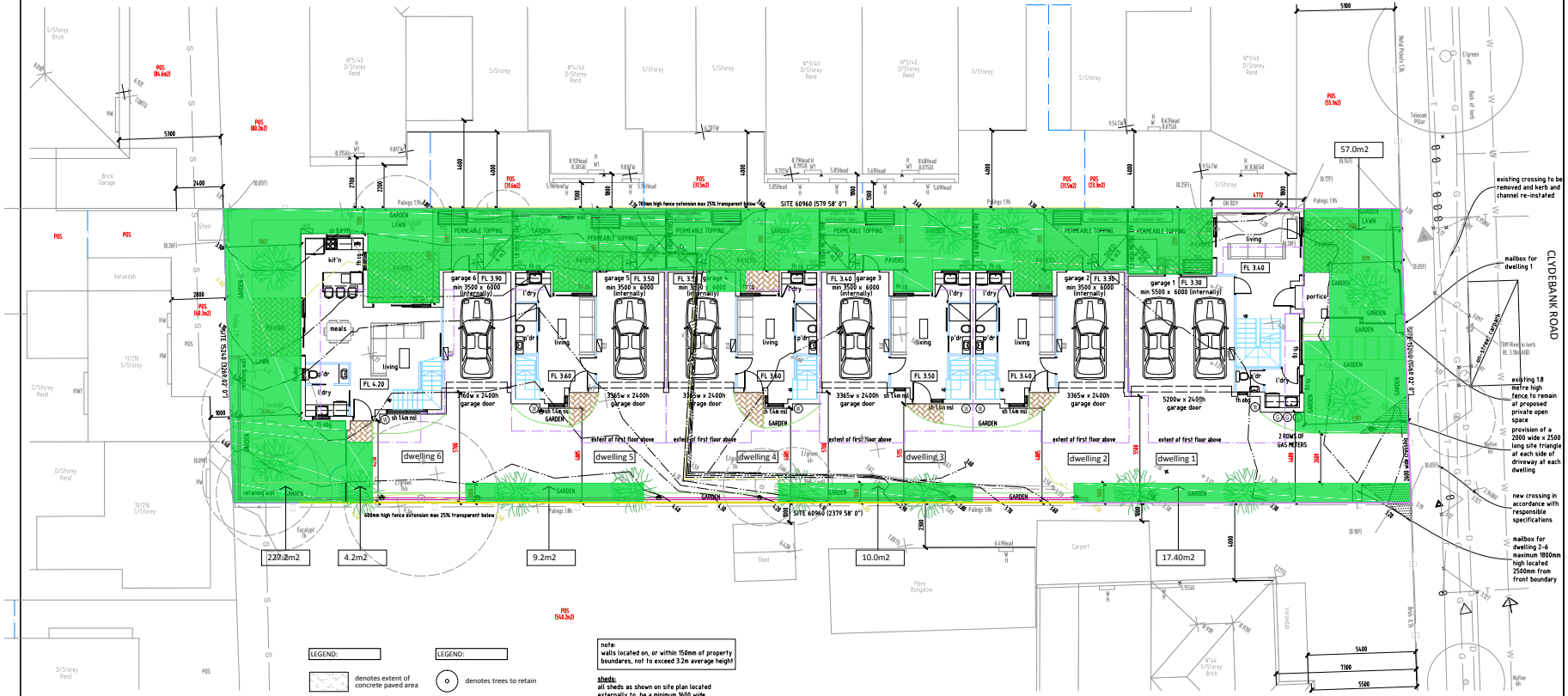
EXISTING SERVICES:

- Water — W —
- Gas — G —
- Electricit□ — E —
- Drainage — D —
- Sewerage — S —
- Fence — / —

DAT□M FOR LEVELS□
Australian Height Datum
Based on Lyndhurst PM38 with stated
RL of 18.26 metres AHD

LEGEND:

obg 1.8 ffl	fixed obscure glass to height of 1800mm above finished floor level
sh 1.8 ffl	window to have sill height of 1800mm above finished floor level
fh obg	window to have full height obscure glass
fh cg	window to have full height clear glass
sh 1.4m nsl	window to have sill height of 1400mm above natural surface level
sh 0.9 ffl	window to have sill height of 900mm above finished floor level



LEGEND:

- denotes extent of concrete paved area
- denotes extent of permeable topping
- denotes extent of pavers on sand base
- denotes extent of bollard lighting

LEGEND:

- denotes trees to retain
- denotes trees to be removed

note:
walls located on, or within 150mm of property boundares, not to exceed 3.2m average height

sheds:
all sheds as shown on site plan located externally to be a minimum 1600 wide x 1800 deep x 2100mm high

GARDEN CALCULATION AND SITE DEVELOPMENT PLAN

REVISIONS	
14-12-21 A TP QUERIES	
25-02-22 F TP QUERIES RFI 2	

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NOTE: PLANS ARE NOT TO BE SCALED.

PRINTS A1 @ 1:100	A3 @ 1:200

PROJECT

PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD
EDITHVALE

CLIENT

CONCEPTUAL BUILDING PTY LTD

NORTH POINT

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DATE:	SCALE:
APRIL '21	1:100 @ A1
SHEET: 1 OF 1	REVISION ISSUE: B
JOB No: GARDEN 1511/21	

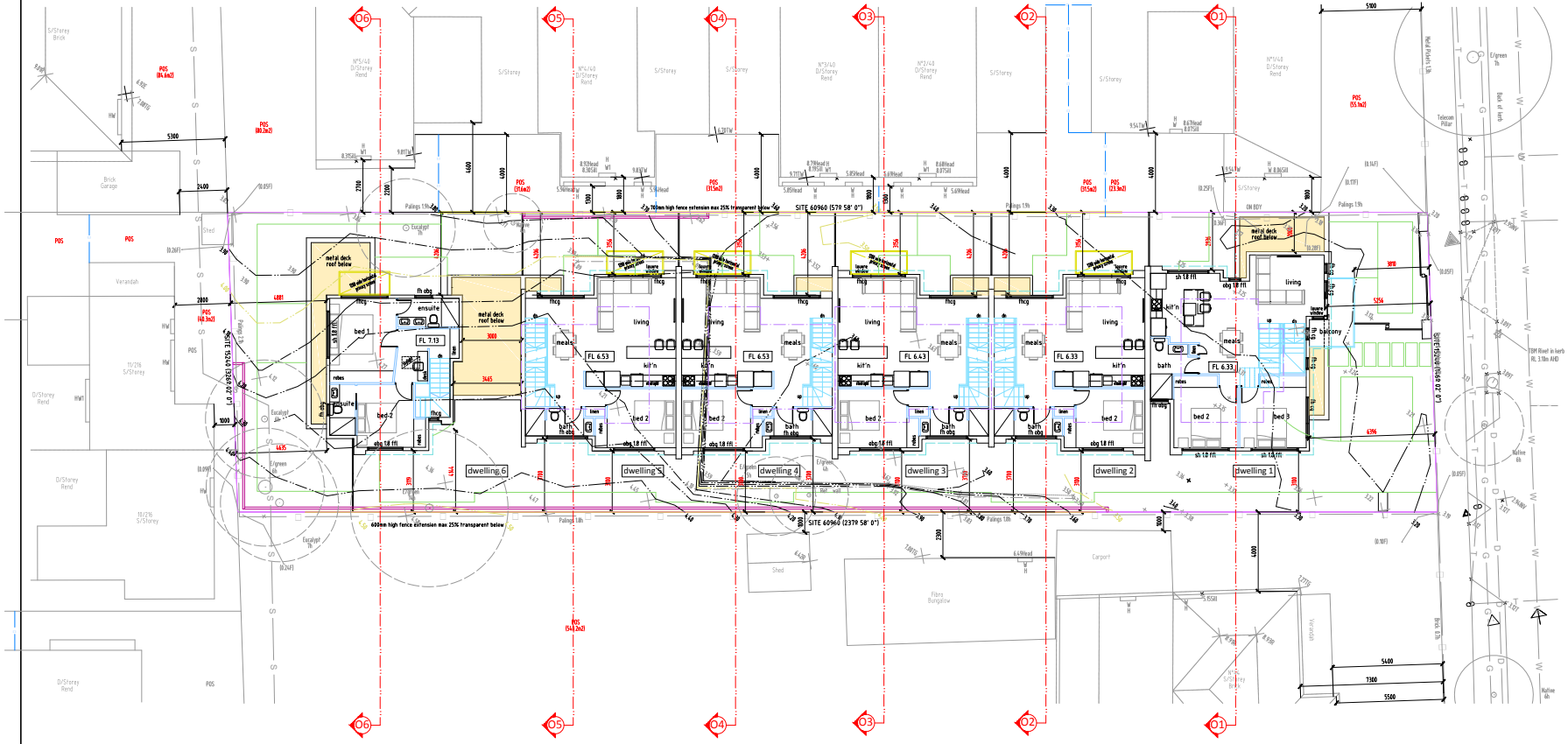
ADVERTISED PLANS
Documentation May
Be Subject to Copyrig

LEGEND:			
	::ERMANENT S::RVE:: MAR::		STO:: VALVE
	TEM::ORAR:: BENCH MAR::		TA::
	INSTR::MENT ::OINT		FIRE H::DRANT :: ::L::G
	S::RVE:: MAR::		WATER METER
	::EG		SIGN
	TELECOM. ::IT		BREATHER ::VENT
	GRATED ::IT		SEWERAGE ::IT
	::NCTION ::IT		GAS & F::EL MAR::ER
	SIDE ENTR:: ::IT		GAS METER
	::OWER ::OLE		GAS & F::EL VALVE
	LIGHT ::OLE		ELEC ::IT
	STA::		::HOTO ::OINT

EXISTING SERVICES:	
Water	W
Gas	G
Electricit::	E
Drainage	D
Sewerage	S
Fence	/

DAT::M FOR LEVELS::
Australian Height Datum
Based on Lyndhurst PM38 with stated
RL of 102k metres AHD

LEGEND:	
obg 1.8 ffl	fixed obscure glass to height of 1800mm above finished floor level
sh 1.8 ffl	window to have sill height of 1800mm above finished floor level
fh obg	window to have full height obscure glass
fh cg	window to have full height clear glass
sh 140 nsl	window to have sill height of 1400mm above natural surface level
sh 0.9 ffl	window to have sill height of 900mm above finished floor level



FIRST FLOOR OVERLOOKING DIAGRAM AND SITE DEVELOPMENT PLAN

REVISIONS

14-12-21 A TP QUERIES	
02-03-22 B TP QUERIES RFI 2	

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PRINTS A1 @ 1:100 A3 @ 1:200

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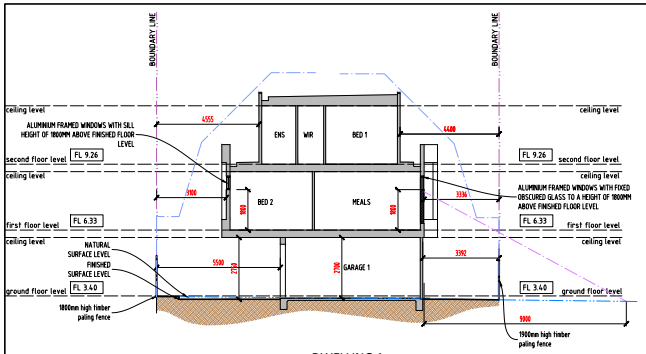
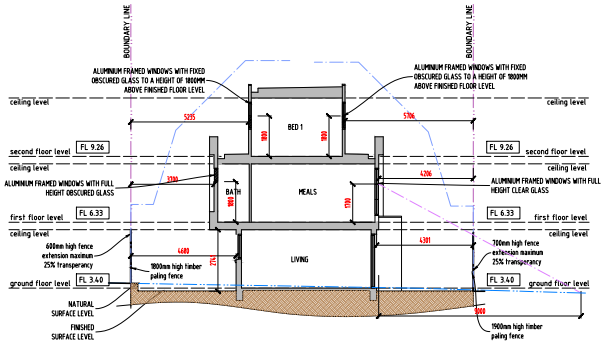


DWELLING 1
SECTION O1-O1

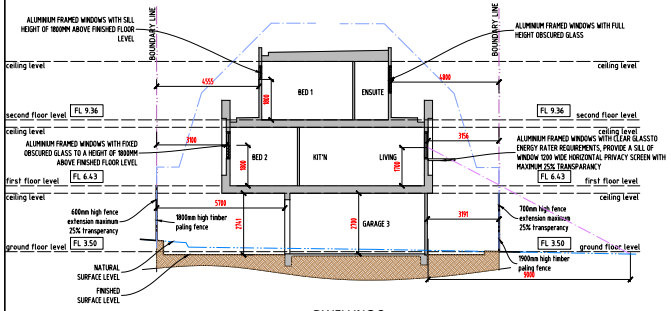


DWELLING 2
SECTION O2-O2

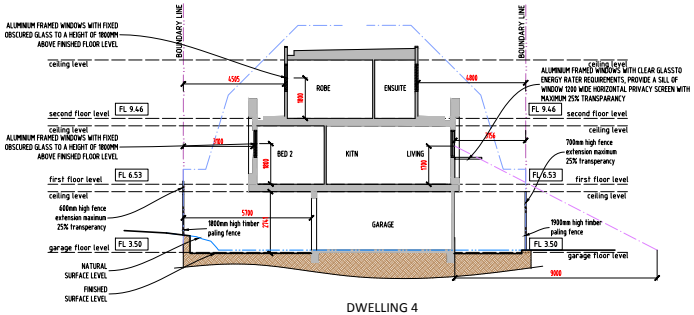
TYPICAL CANTILEVERED
PRIVACY SCREEN AT SILL OF WINDOW

ALUMINIUM CANTILEVERED LOUVRES:

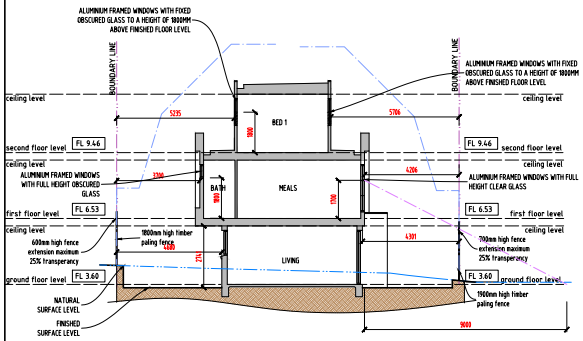
85MM ELIPTICAL BLADES
PROJECTION FROM 350MM TO 1200MM
SPAN BETWEEN SUPPORT MAX 1500MM
WALL MOUNT BRACKET EVERY MAX 2500MM
LOUVRES ARE DESIGNED TO COMPLY WITH BASIX
THE BLADES CAN BE MADE ADJUSTABLE OR FIXED



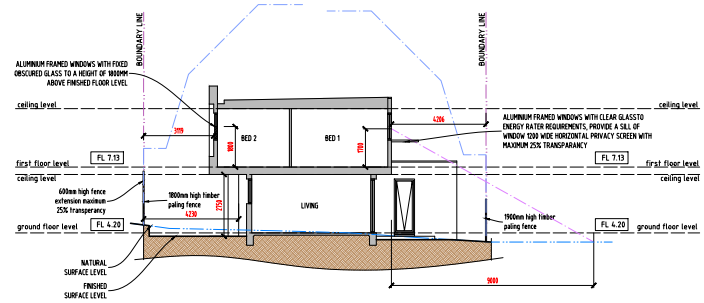
DWELLING 3
SECTION O3-O3



DWELLING 4
SECTION O4-O4



DWELLING 5
SECTION O5-O5



DWELLING 6
SECTION O6-O6

REVISIONS	
14-12-21 A TP QUERIES	
02-03-22 B TP QUERIES RFI 2	

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PRINTS A1 @ 1:100 A3 @ 1:200

PROJECT
PROPOSED MULTI UNIT DEVELOPMENT WITH ATTACHED GARAGES AT 42 CLYDEBANK ROAD
EDITHVALE

CLIENT
CONCEPTUAL BUILDING PTY LTD

NORTH POINT

CREATIVE LIVING INNOVATIONS PTY LTD
81 - 83 CAVANAGH STREET
CHELTENHAM VIC 3192
TEL 9585 6953 MOBILE: 0414 394 798
EMAIL: info@creativelivinginnovations.com.au

DATE:	SCALE:
APRIL '21	1:100 @ A1
SHEET:	REVISION ISSUE:
2 OF 2	B
JOB No:	OLOOKING 1511/21

ADVERTISED PLANS
Documentation May
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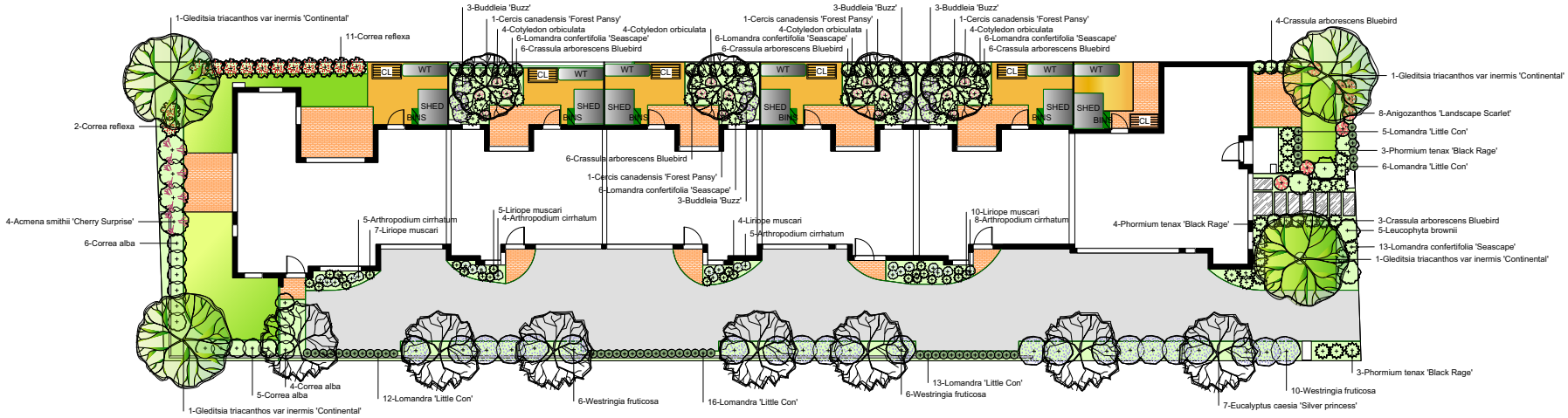
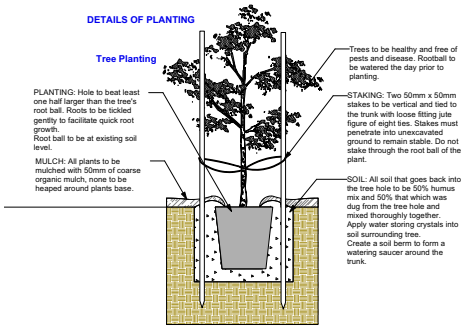


Plant List

Image	Common Name	Botanical Name	Qty	Pot Size (cm)	Mature Ht (m)	Mature Wd (m)
Trees						
	Forest Pansy Redbud	Cercis canadensis 'Forest Pansy'	4	30	3.5	3.5
	Silver Princess	Eucalyptus caesia 'Silver princess'	7	30	7	4
	Thornless Honeylocust	Gleditsia triacanthos var inermis 'Continental'	4	30	9	5
Shrubs						
	Cherry Surprise Lilly Pilly	Acmena smithii 'Cherry Surprise'	4	20	3	1.5
	Dwarf Butterfly Bush	Buddleia 'Buzz'	12	15	1	1
	White Correa	Correa alba	15	15	1	1
	Common Correa	Correa reflexa	13	15	1	1
	Silver Dollar Jade	Crassula arborescens Bluebird	31	15	0.75	0.75
	Cushion bush	Leucophyta brownii	5	15	0.8	1.2
	Coastal Rosemary	Westringia fruticosa	22	15	1.5	1.5
Perennials						
	Tall Scarlet Kangaroo Paw	Anigozanthos 'Landscape Scarlet'	8	15	1.8	0.8
	Renga Renga lily	Arthropodium cirrhatum	22	15	0.5	0.5
	Pig's Ear	Cotyledon orbiculata	16	15	0.6	0.6
	Lily Turf	Liriope muscari	26	15	0.45	0.5
	Seascape Mat-rush	Lomandra confertifolia 'Seascape'	37	15	0.5	0.75
	Little Con Mat-rush	Lomandra 'Little Con'	52	15	0.45	0.45
	Black Flax Lily	Phormium tenax 'Black Rage'	10	15	1	0.8

DETAILS OF PLANTING

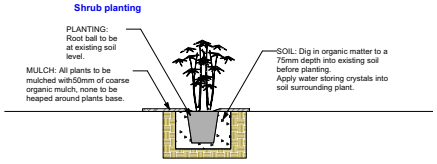
Tree Planting



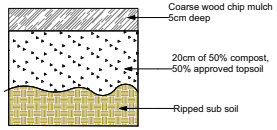
NOTES

Site Preparation and Maintenance
- Eradicate weeds by spraying with glyphosate or removing by hand
- All building rubble and contamination to be removed
- Loosely cultivate garden beds and combine with composted organic matter to a depth of 10cm.
- Cover beds with 5cm coarse organic mulch.
- Edging of lawn and garden beds to be mild steel 75 x 6mm.
- Garden beds provided with drip irrigation connected to mains water with timer.
- During establishment period of first two years, provide consistent watering through drip irrigation or hand watering particularly during summer months. Added attention to be made to areas that may receive reduced rain moisture due to sheltering of walls or overhead structures.

Shrub planting



GARDEN BEDS



KEY

- Lawn
- Garden/plantings
- Gravel, Large aggregate Tuscan
- Selected paving
- Concrete steppers
- Concrete / drive

0 1 2 3 4 5 m

Arcadia sustainable design

A	15-3-22	include Phormiums
ISSUE	DATE	REVISION

PROJECT: 42 Clydebank Rd Edithvale — PROJECT NO: 11
CLIENT: Damon Jeffery — DATE: 4 — DWG NO: A
SCALE: 1:100 @ A2
DRAWN: Gary (Bradford)
DWG: Landscape Plan — REVISION: A

Arcadia SUSTAINABLE DESIGN 28 Dover St. Richmond Vic. 3121
T: 0431 022 953 E: gary@arcadiasustainabledesign.com.au
F: 03 9427 0016 W: www.arcadiasustainabledesign.com.au

Council Meeting

25 July 2022

Agenda Item No: 8.3

KP-2021/629 - 374-378 SOUTH ROAD, MOORABBIN

Contact Officer: Kirsty Slater, Principal Statutory Planner

Purpose of Report

This report is for Council to consider Planning Permit Application No. KP-2021/629 - 374-378 South Road, Moorabbin.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or contractor/s who have provided advice in relation to this report have declared a conflict of interest regarding the matter under consideration.

RECOMMENDATION

That Council determine to support the proposal and issue a notice of decision to grant a planning permit for The use and development of the land for a twelve (12) storey mixed use building, comprising fifty-four (54) dwellings, two (2) retail premises, office space and a food a drinks premises, a reduction in the car parking requirements and alterations to the access to a road on the Principal Road Network (Transport Zone 2) at 374-378 South Road, Moorabbin, subject to the conditions contained within this report.

This application requires a decision by Council on the basis that it is a major application of significant interest.

EXECUTIVE SUMMARY			
Address	374-378 South Road, Moorabbin		
Legal Description	Lot 32 on PS 010705 Lot 33 on PS 010705 Lot 34 on PS 010705 Lot 35 on PS 010705		
Applicant	PWP Pty Ltd		
Planning Officer	Kirsty Slater		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 37.08 – Activity Centre Zone (Schedule 3)		
Overlays	None		
Particular Provisions	Clause 52.06 – Car Parking Clause 52.29 – Land adjacent to the Principal Road Network Clause 52.34 – Bicycle Facilities Clause 58 – Apartment Developments		
Permit Trigger/s	Clause 37.08 –2 – Use of land for dwellings (Section 2 use) where the frontage at ground floor level exceeds 2 metres. Clause 37.08-2 – Use of land for office (Section 2 use) where the frontage at ground floor level exceeds 2 metres. Clause 37.08-2 – Use of land for food and drink (Section 2 use) as not located at ground floor level. Clause 37.08-5 – To construct a building or construct or carry out works. Clause 52.06-5 – A reduction in the car parking requirement associated with office, retail premises and food and drink uses. Clause 52.29 – Alterations to the access to a road on the Principal Road Network (Transport Zone 2).		
APPLICATION / PROCESS			
Proposal	The use and development of the land for a twelve (12) storey (plus ground floor level, total of thirteen (13) storeys) mixed use building, comprising fifty-four (54) dwellings, two (2) retail premises, office space and a food a drinks premises and a reduction in the car parking requirements and alterations to the access to a road on the Principal Road Network (Transport Zone 2)		
Reference No.	KP-2021/629	**RFI Received**	15 December 2021
App. Received	17 September 2021	**App. Amended**	NA
Site Inspection	Yes		
S.52 Advertising	Commenced: 20 January 2022	**Advertising Completed**	20 January 2022
S.55 Referrals	Department of Transport		
Internal Referrals	Yes		
Objection(s)	Four (4) (TRIM checked on 10 May 2022)		
Lot Size	962m^2	**Mandatory Building Height Requirement**	NA
Mandatory Garden Area Requirement	NA		
Vegetation	**Trees > 8m** No	**No. of Trees to be Removed (circumference 110cm)**	None
LEGISLATIVE			
Covenant/Other Restriction	Yes	Complies: Yes	
Aboriginal Cultural Sensitivity Area	No	**CHMP**	NA

Considered Plans	Ewert Leaf Pty Ltd, Drawing No's. A-010 – TP-012 Rev A inclusive, A-020 and TP-021 Rev A, A-022, A-032 Rev B, A-100 to A-113 Rev B inclusive, A-150 to TP-152 Rev B inclusive, A-400, TP-401, TP-500 Rev B and A-900 to A-904 Rev B inclusive and TP-904 Rev B and Area Schedule (dated 30.11.2021) submitted to Council on 16 December 2021. (Please note the Cover Sheet TP-000 submitted in association with the drawing sheets listed above does not accurately reflect the drawing references or revisions). Without Prejudice Plans prepared by Ewart Leaf Pty Ltd, Drawing Nos. 1-150, A-151 Rev C, A-152 Rev D and A-153 Rev B dated (19.05.2022) submitted to Council on 3 June 2022.

1. SITE HISTORY

There are no recent planning decisions relevant to the assessment of this application.

2. SUBJECT LAND

The photographs below illustrate the subject site from a streetscape perspective.

Built Form	The site is currently occupied by a complex of single storey flat roofed buildings formerly occupied by 'Wash and Go' café and car wash as well as the 'Valley Forge' auto body workshop. Buildings generally occupy the central and eastern part of the is site with the remainder being hardstand surfaces.		
Lot Size (m^2)	$962m^2$	**Dimensions**	Width: 21.33m Length: 39.62m
Topography	The land is generally flat.		
Fencing	Wire mesh fencing encloses part of the site's south and west boundaries.		
Vegetation	The site is void of any significant vegetation however, a number of trees border the site to the east.		
Easement(s)	None.		
Footpath Assets / Access	A total of four crossovers give access/egress to and from the site. Two are located north of the site, one to the west and the other to the south. Power poles are located within the adjacent road reserve along the site's north and west frontages.		
Covenant(s) / Restrictions	There is a covenant listed on the Certificate of Title which restricts the carrying away, excavation or removal of earth, clay stone gravel or sand from the applicable lots on Plan of Subdivision No. 10705 except for the purpose of		

	excavating for the foundations of any building to be erected thereon and the use of said Lots for the manufacture or winning of bricks tiles or pottery ware. The proposed development does not result in any breach the covenants applicable to the subject site.

3. SURROUNDING LAND

The following map illustrates the subject site in its surrounding context.

North	South Road at its intersection with Taylor Street to the south and Jasper Road to the north. Beyond South Road to the north and east of Jasper Road is a varied built form of single storey dwellings with traditional pitched rooves and medium density apartment buildings forming part of the General Residential Zone (Schedule 1 ('GRZ1'). The west side of Jasper Road and north of South Road is the Commercial 1 Zone ('C1Z') characterised by either single storey commercial premises or multi-storey mixed-use buildings comprising commercial premises at ground floor with dwellings above. The land on the northern side of South Road is within the City of Glen Eira.
East	At-grade car parking associated with the adjacent Woolworths supermarket comprising a total of thirty (30) car parking spaces. A number of canopy trees border the west side of the carpark and intervene land with the subject site.

South	Taylor Lane with the Woolworths supermarket and its associated curtilage car parking beyond.
West	Taylor Street with the single and two storey commercial premises beyond. On the western side of Taylor Street, to the south-west of the site, is a ten (10) storey mixed use development with retail on the ground floor and apartments above. This development is currently under construction and nearing completion.
Describe Neighbourhood Character	Located within the Moorabbin activity centre, the surrounding area encompasses a mix of land uses and development types. Primarily, surrounding land consists of commercial uses. The site is within close proximity to Moorabbin train station and is serviced well by social and physical infrastructure.

4. PROPOSAL

A summary of the proposal is provided in the table below.

Description	Demolish the existing commercial buildings on the land to facilitate the construction of a multi-storey mixed use building containing ground floor retail premises, two (2) levels of commercial office space and nine (9) levels of apartments with associated roof top common resident amenities and a food and drink premises, all over three levels of basement car parking, a reduction in the car parking requirements associated with the retail premises, office and food and drink premises and alterations to the access to a road within the Principal Transport Network (Transport Zone 2).		
Use	To use the land for retail (393m^2) at ground, office (1,622m^2) at first floor and second floor, residential above and a food and drink premises (73m^2) on the roof top.		
Storeys	Thirteen (13) storeys (comprising twelve storeys plus the ground floor level) over three (3) levels of basement car parking.		
Maximum Building Height	43.795m		
Bedrooms (including study)	A mix of apartment types are proposed, consisting of: • Nine (9) x one-bedroom dwellings. • Forty-five (45) x two-bedrooms dwellings.		
Car Parking	Sixty-eight (68) car parking spaces in total comprising: ▪ 54 resident spaces. ▪ 10 for the office component. ▪ Three (3) for the retail premises. ▪ One (1) for the food and drink premises.		
Bicycle Parking	Eighty-two (82) bicycle parking spaces are proposed.		
Front Setback	0m		
Private Open Space	▪ Terraces at podium (third floor) measuring either 19m^2, 20m^2, 47m^2 or 51m^2 in area. ▪ Balconies ranging from a minimum of 8m^2, 9m^2 or 10m^2 on levels above. ▪ Communal open space measuring 70m^2 in area is provided on the roof top.		
Site Coverage	100%	**Permeability**	0%

Access	Existing crossovers are to be reinstated to footpath with a vehicular access being maintained from Taylor Lane to the south of the site.
Vegetation Removal/Retention	No significant vegetation located on subject site. However, a total of five (5) trees are proposed to be removed adjacent to the common east property boundary.
Building Materials	A contemporary building form is proposed that includes render and pre-cast concrete in both a smooth and textured finish, metal cladding and SKALA solar panels.

An analysis of each level of the development is provided in the table below:

Basement Car Park Level 04	▪ Twenty-six (26) car parking spaces in total, including eight (8) commercial (office) and fourteen (14) residential car parking spaces. ▪ Eighteen (18) wall mounted bicycle parking spaces. ▪ Fifteen (15) storage cages in total, including thirteen (13) resident storage cages with a cubic volume of between 5m^3 to 9m^3 and two (2) commercial storage cages measuring 9m^3 in volume. ▪ 20,000L water tank. Other details: ▪ Lift and stair core to upper levels. ▪ Vehicular access ramp.
Basement Car Park Level 03	▪ Twenty-two (22) commercial (office) car parking spaces. ▪ Twenty-one (21) storage cages with a cubic volume of between 5m^3 to 9m^3 and two (2) commercial storage cages measuring 9m^3 in volume. Other details: ▪ Lift and stair core to upper levels. ▪ Vehicular access ramp.
Basement Car Park Level 02	▪ Twenty-two (22) residential car parking spaces in total. ▪ Twenty-two (22) wall mounted bicycle parking spaces. ▪ Twenty-one (21) storage cages in total measuring 6m^3 in volume. Other details: ▪ Lift and stair core to upper and lower levels. ▪ Vehicular access ramps.
Basement Car Park Level 01	▪ Twenty (20) car parking spaces in total, including three (3) commercial (office) car parking spaces, three (3) retail (shop) spaces and fourteen (14) residential car parking spaces. Both retail spaces are accessible. ▪ Fourteen (14) wall mounted bicycle parking spaces. ▪ Seven (7) resident storage cages in total measuring 6m^3 in volume. Other details: ▪ Lift and stair core to upper and lower levels. ▪ Vehicular access ramps. ▪ Commercial and resident waste rooms.
Ground Floor	▪ Retail (shop) premises measuring 229m^2 with frontage to both South Road and Taylor Street and dedicated pedestrian access from Taylor Street. ▪ Retail (shop) premises measuring 164m^2 in floor area, fronting and with dedicated pedestrian access from Taylor Street.

	▪ Shared residential and commercial (office) entry foyer and lift lobby area. ▪ Mailbox facilities are provided within the lobby. ▪ Lift and stair core to upper and lower levels. ▪ Two separate pedestrian accesses from Taylor Lane to lobby and to bike storage. ▪ Vehicular access from the south site boundary from Taylor Lane providing access/egress to the basement car parking and waste storage rooms. ▪ Endo-of-trip and bicycle storage for twenty-eight (28) bicycles. ▪ Substation and services. ▪ A communal walkway is provided along the western side of the building, which includes individual, secure, storage areas assigned to each apartment.
First and Second Floors	▪ Commercial office space measuring 811m^2 in floor area. ▪ Lift and stair core access to upper and lower levels.
Third Floor	▪ Six (6) apartments comprising: o Five (5) x two-bedroom apartments. o One (1) x one-bedroom apartment. ▪ Terraces associated with apartments measuring 19m^2 to 51m^2 in area. ▪ Lift and stair core access to upper and lower levels.
Fourth to Eleventh Floors	▪ Six (6) apartments comprising: o Five (5) x two-bedroom apartments. o One (1) x one-bedroom apartment. ▪ Balconies associated with apartments measuring either 8m^2 or 9m^2 in area. ▪ Lift and stair core access to upper and lower levels.
Roof top (Twelfth Floor)	▪ Food and drink premises measuring 73m^2 in area with associated roof terrace measuring 87m^2 in area. ▪ Communal resident indoor space measuring 70m^2 in area with associated resident only roof terrace measuring 140m^2 in area.

5. PLANNING CONTROLS

Zone / Overlay / Particular Provisions	Rationale
Clause 37.08 – Activity Centre Zone (Schedule 3)	The proposal accords with the purpose of the zone by providing a multi-level mixed use development that will provide residential uses at a density that is complementary to the role and scale of the Moorabbin Activity Centre. The proposal will use and develop the land in accordance with the development framework, in a manner that is considered to be sympathetic to the preferred character and which will provide for equitable development outcomes to facilitate the future growth of the centre. Refer to further discussion throughout this the report.
Clause 52.06 – Car Parking	The following car parking rates apply:

Zone / Overlay / Particular Provisions	Rationale

Description	Use	Size	Statutory Parking Rate	Statutory Parking Requirement
Residential	Dwellings	9 x one-bedroom 45 x two-bedroom	1 space per one or two-bedroom dwelling	54 spaces
	Residential Visitors	54 dwellings	0 spaces per dwelling	0 spaces
Retail	Shop	393sqm	3.5 spaces per 100sqm	13 spaces
Roof Top Cafe	Food & Drink	73sqm	3.5 spaces per 100sqm	2 spaces
Office	Office Coworking	1,622sqm	3 spaces per 100sqm	48 spaces
Total				117 spaces

Source: Transport Impact Assessment prepared by MGA dated 8 December 2021

The application as originally submitted, proposed the provision of sixty-eight (68) car parking spaces across three levels of basement and thus an allocation as itemised below:

Use	Anticipated Parking Demands
1-bedroom dwellings	9 spaces [1]
2-bedroom dwellings	45 spaces [1]
Office	10 spaces
Retail	3 spaces
Food & Drink	1 space
Total	68 spaces

[1] Based on statutory parking rates

Source: Transport Impact Assessment prepared by MGA dated 8 December 2021

Amendment VC148 came into force by the State Government on 31 July 2018. This amendment, *inter alia*, revised certain public parking rates for sites within 400 metres of the Principle Public Transport Network area, such as the Moorabbin train station. Of relevance to this application, the parking rates for residential visitors and a shop were reduced.

As the required number of car parking spaces are not provided within the proposal, a planning permit is required pursuant to Clause 52.06-3 to reduce the standard requirement for ten (10) retail (shop) spaces, one (1) food and drink (café) space, thirty-eight (38) office spaces and thus forty-nine (49) car parking spaces overall.

Whilst the reduction of the car parking rate associated with the retail (shop) and food and drink (café) uses was supported by Council's traffic engineer, the extent of reduction sought to the office car parking rate, was not supported. It was considered that the permit applicant had not satisfactorily demonstrated there was on-street car parking capacity to accommodate car parking over-flow from the proposed office use and did not provide sufficient empirical data to confirm the availability of on-street car parking resources within the surrounds.

In response, the permit applicant provided Council plan material on a 'without prejudice' basis (Drawing nos. A-150 Rev C, A-151 Rev C, A-152 Rev D and A-153 Rev B dated 19 May 2022) to include an additional basement level (basement level 04) and amend basement levels 03, 02 and 01 to demonstrate access to it and to distribute car parking and secure storage across the levels.

Zone / Overlay / Particular Provisions	Rationale
	With the inclusion of this additional basement level, a total of thirty-two (32) car parking spaces would be allocated to the proposed office use at a rate of two (2) car parking spaces per 100m^2 of leasable floor area. A reduction of sixteen (16) spaces is now sought relative to the proposed office use as opposed to thirty-eight (38) originally. Empirical surveys have been undertaken by the applicant's traffic consultant demonstrates the level of available 'all-day' car parking capacity within the surrounds and from this it is concluded that the over-flow now anticipated from the proposed office use can reasonably be accommodated within the surrounding road network. Council's traffic engineer is satisfied that the revised arrangements for car parking provision on site are acceptable and supports the extent of car parking reduction now sought relative to the office and thus to all commercial land uses overall. However, a recommendation has been made to re-distribute the disabled car parking spaces as these should be made available to all occupants of the building and to allocate standard car parking spaces to the retail tenancies. On this basis, it is competent to include a condition 1 requirement of any planning permit that may issue, that the additional basement level 04 and amendments to basement levels 03, 02 and 01 be shown as per the 'without prejudice' plans dated 19 May 2022 and further, that a car parking management plan be provided to allocate car parking accordingly. Please refer to conditions 1(a) and 27 within the recommendation section of this report. Clause 52.06-9 design standards including swept paths, car parking and access dimensions, headroom and ramp grades, are considered compliant. Splays are however required at the vehicular access and at the southwest corner of the site to minimise pedestrian conflicts. Conditions are therefore recommended on any permit issued to require: • A pedestrian sightline splay of 2.5m x 2m at the vehicular access to the laneway; • A pedestrian sightline splay of 1m x 1m at the southwest corner of the ground floor of the building. In addition, Council's traffic engineer recommends 'no stopping' signs be erected and a carriageway easement formed to maintain the ground floor setback of the building from Taylor Lane to allow it to be kept clear for vehicle and pedestrian traffic. Further that pedestrian access be provided from the proposed bike store to the ground floor pedestrian corridor. These matters can be made conditions of any permit issued in respect of the proposal. Please refer to conditions 1(u) to 1(x) inclusive in the recommendation.
Clause 52.29 – Land Adjacent to the Principal Road Network	A planning permit is required to alter access to the Principal Road Network. The Department of Transport has no objection, subject to a condition for reinstatement of redundant crossovers to South Road. Please refer to condition 28 in the recommendation.

<table>
<tr><th>Zone / Overlay / Particular Provisions</th><th>Rationale</th></tr>
<tr><td>Clause 52.34 – Bicycle Facilities</td><td>The permit applicant submitted a traffic engineering assessment detailing the following statutory bicycle parking rates per land use:
<table>
<tr><th rowspan="2">Use</th><th rowspan="2">Size / Qty</th><th colspan="2">Statutory Bicycle Parking Rates</th><th colspan="2">Statutory Bicycle Parking Requirement</th></tr>
<tr><th>Staff</th><th>Customer / Visitor</th><th>Resident / Staff</th><th>Customer / Visitor</th></tr>
<tr><td>Residential</td><td>54 dwellings</td><td>1 space per 5 dwellings</td><td>1 space per 10 dwellings</td><td>11 spaces</td><td>5 spaces</td></tr>
<tr><td>Office</td><td>1,622 sqm</td><td>1 space per 300sqm (if greater than 1,000spm)</td><td>1 space per 1,000sqm (if greater than 1,000spm)</td><td>5 spaces</td><td>2 spaces</td></tr>
<tr><td>Retail</td><td>393 sqm</td><td>1 space per 300sqm</td><td>1 space per 500sqm</td><td>1</td><td>1</td></tr>
<tr><td>Food & Drink</td><td>73sqm</td><td>1 space per 300sqm</td><td>1 space per 500sqm</td><td>-</td><td>-</td></tr>
<tr><td colspan="4">Total</td><td>17 spaces</td><td>8 spaces</td></tr>
</table>
As detailed above, the proposed development attracts a statutory requirement to provide twenty-five (25) bicycle parking spaces on site.

Bicycle parking is therefore provided across three of the four levels of basement in an above bonnet “Mona Lisa’ arrangment and at ground floor in fifteen (15) horizontal spaces comprising ‘Arc’ and ‘Wishbone’ parking systems.

The onsite provision of eighty-two (82) bicycle parking spaces therefore far exceeds the statutory provisions required by Clause 52.34. Further, the dimensions of the bicycle parking spaces accord with the requirements of the Bicycle Parking Victoria Handbook and A52890.3−2015 including the provision of a minimum of 20% of the required spaces as horizontal spaces.</td></tr>
<tr><td>Clause 58 – Apartment Developments</td><td>Please refer to the assessment provided in Section 13 of this report.</td></tr>
</table>

6. POLICY CONSIDERATIONS

Planning Scheme Amendment C200 was gazetted into the Planning Scheme on 30 June 2022. The amendment replaced the Municipal Strategic Statement and Local Planning Policy Framework with a New Municipal Strategic Statement at Clause 02 and modified the Planning Policy Framework through Clauses 11 to 19. The policy considerations outlined below are therefore reflective of the Amendment.

Planning Policy Framework

The strategic vision for the City at Clause 02.02 is ‘a diverse, dynamic community where we all share a sustainable safe, attractive environment and a thriving economy.’ Land use principles specific to Kingston Vision and or relevance include the following:

- *An urban settlement pattern that accommodates sustainable growth commensurate with constraints of established areas.*
- *Providing a settlement pattern that positively influences health and wellbeing*

- *The network of activity centres reinforced to provide for a diverse range of retail/ commercial experiences and access to services and facilities is optimised through integrated and land use planning.*
- *Identified risks, including climate change impacts are effectively managed.*
- *High standards of urban design to enhance community safety, create vibrant places and preserve character areas,*
- *Environmentally sustainable development principles are embraced in new development.*
- *Local Employment provision matches the needs of the changing workforce and economy.*
- *A balanced transport network is established to provide for a range of options to meet transport and freight needs for Kingston's residents, businesses and through traffic.*
- *Activity centres are a focus of integration or public transport, pedestrian and cycle systems with community and social infrastructure.*

Clause 02.03 (Strategic Directions) includes strategic directions for (as relevant to the application) urban areas, activity centres, built environment, housing, economic development, transport and infrastructure within Kingston.

The relevant strategic directions for **urban areas** are to:

- *Accommodate increased urban growth in established areas across the municipality according to environmental constraints and access to services.*
- *Diversify uses in Kingston's activity centres to respond to the impacts of structural change in the retail industry.*
- *Facilitate ongoing renewal across Kingston's activity centres to integrate transport and land use, and promoting* health and welling through sustainable communities.

The strategic directions for **activity centres** are to:

- *Diversify the role and function of existing activity centres through a broader range of complementary non-retail uses to enhance economic vitality.*
- *Incorporate residential/ mixed use activity into centres and create niche markets strengths for each centre.*
- *Promote development and expansion of retail and related facilities appropriate to the role and position of centres within the overall hierarchy as identified in Kingston's activity centre hierarchy.*

The Kingston activity centre hierarchy at **Table 1 of Clause 02.03** advises the primary role of Moorabbin activity Centre is to provide community retail supported by significant commercial floor space, with the strategic directions that food related retailing be consolidated around the existing supermarket and that residential development within the centre be encouraged.

The relevant strategic directions for **built environment and heritage** as set out at Clause 02.03-5 are to:

- *Ensure a high standard of design forms the cornerstone of future development.*
- *Site and design new residential development to take account of interfaces with sensitive and strategic* land uses.

Strategic directions for **housing** are to:

- *Respond to demand for new and diverse housing to meet needs of Kingston's growing population.*
- *Encourage high levels of amenity in new residential development.*
- *Support residential change consistent with the preferred housing outcomes identified in Table 1 and in the plan at Clause 02.04.*
- *Facilitate access to housing for low-income households.*

Strategic directions for **economic development**, as relevant, are to:

- *Support development comprising retail uses to reinforce the viability of established strip shopping centres.*
- *Provide for the long term sustainability of Kingston's restricted retail (bulky goods) precincts and limit activity within this sector to consolidate existing precincts and support restricted retail premises in designated activity centres.*

Strategic directions for **transport planning**, as relevant, are to:

- *Integrate land use and transport planning to create a more sustainable community.*
- *Support increased transport choices available to Kingston's residents and to ensure accessibility to services and open space areas.*
- *Promote the development of bicycle and pedestrian linkages between residential, commercial, industrial and open space areas.*

The Planning Policy Framework (PPF) sets out the relevant state-wide policies for mixed-use development at **Clause 11** (Settlement), **Clause 15** (Built Environment and Heritage), **Clause 16** (Housing), **Clause 17** (Economic Development), **Clause 18** (Transport) and **Clause 19** (Infrastructure). Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017).

Local Planning Policy is nested within the PPF and builds on the overarching state policy objectives and the strategic directions of Municipal Strategic Statement and applies these at the local level.

Clause 11 seeks to ensure planning anticipates and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

Clause 11.03-1S (Activity centres) encourages the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Clause 11.03-1L-01 provides overarching strategies for Activity centres within Kingston to achieve the state objective. These include inter alia to:

- *Consolidate new retail land use within the boundaries of existing activity centres.*
- *Encourage active commercial premises at ground level and inactive uses such as offices and residential at upper levels.*
- *Discourage the intrusion of non-commercial uses at ground level except to provide separate access to upper levels.*

Clause 15 (Built Environment and Heritage) aims to ensure all new land use and development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value.

Clause 15.01-1S encourages development to achieve high quality architectural and urban design outcomes that contribute positively to neighbourhood character, minimises detrimental amenity impacts and achieves safety for future residents, and the community, through good design. Policy promote energy and resource efficiency through improved building design, urban consolidation and promotion of sustainable transport.

Clause 15.01-2L (Environmentally sustainable development) applies to the consideration of residential development of three or more dwellings and non-residential development with a gross floor area of 1000 square metres or more.

Clause **15.03-2S** (Aboriginal Cultural Heritage) seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

The subject land **is not** identified in an area of Aboriginal cultural heritage sensitivity.

Housing objectives are further advanced at **Clause 16** which seek to encourage increased diversity in housing. **Clause 16.01** (Residential Development) seeks to promote a housing market that meets community needs and is located in areas which offer good access to jobs, services and transport.

Clause 16.01-2R specifically requires consideration of population growth in locations that are considered major and neighbourhood activity centres, especially those with good public transport connections.

Clause 16.01-1L-01 seeks to provide guidance to development in residential zoned land, mixed use zoned land and land within activity centres as identified on the Residential Land Use Framework Plan. It illustrates the range of housing outcomes sought across the City of Kingston and identifies the Site as one where increased housing density be promoted.

Clause 17 (Economic Development) strives to provide a strong and innovative economy with policy objectives focused on diversification, improving accessibility to employment opportunities, providing development that meets the community's needs for retail, entertainment, office and other commercial services.

Clause 17.02-1L-01 applies policy for **retail and commercial land use** in Kingston for the use and development of land identified on the Retail and Commercial Land Use Framework Plan at Clause 02.04. As relevant, it is strategy to:

- *Facilitate office development in larger activity centres, where they do not conflict with active retail streets.*
- *Avoid office uses at ground level within the core retail precincts in activity centres where active retail uses are sought.*

Clause 18 (Transport) strives to facilitate an environmentally sustainable transport system that is inclusive, safe and supports health and wellbeing. It is strategy inter alia to plan land use and development to:

- *Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.*
- *Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction of future function of the asset.*
- *Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.*
- *Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.*
- *Support urban development that makes jobs and services more accessible.*
- *Protect existing and facilitate new walking and cycling access to public transport.*

It is considered that the proposal is complementary to the mixed-use function of the activity centre and responds to the relevant objectives and strategic directions of the PPF by ensuring that opportunities for core retail type uses continue to be made available within the heart of the Moorabbin activity centre. Further, that this is supported by other commercial land uses, in this case, office tenancies as well as an increased density of dwellings with a mixed typology, all above ground floor.

The proposed development is located proximate to excellent public transport opportunities and supports active and sustainable travel with the inclusion of bicycle and end of trip facilities. It will not

compromise the future provision of transport or pedestrian access links adjacent to the site. Nor will it prejudice upgrades to existing transport infrastructure on South Road or in the surrounds.

The planning permit application was accompanied by a sustainable management plan and a green travel plan (Bess/Green Star/MUSIC/STORM). This sustainable management plan was referred to Council's sustainable design advisor who supports the proposal subject to some detailed changes that can be made conditions of any permit that may issue. It is considered that subject to the conditions, the commitments expressed in the sustainable management plan, in unison with the development composition as detailed on the architectural plans will achieve an appropriate best practice environmentally sustainable design standard therefore meeting environmentally sustainable design objectives.

In summary, it is considered that the proposed development generally complies and satisfies the PPF guidelines. Importantly, the proposal delivers on specific objectives relating to the development of larger opportunity sites, which seek to encourage well-designed medium density housing in appropriate locations, as well providing diversity in housing choice to assist in meeting the anticipated future population forecasts.

Clause 19 (Infrastructure) seeks to sustainably manage water supply and demand, water resources, wastewater, drainage and stormwater through an integrated water management approach. Strategies to achieve this at **Clause 19.03-3L-01** promote the use of water sensitive urban design including stormwater re-sue and identifies measures to maximise on-site filtration and the management and design of drainage systems to control, divert and minimise the transportation of silt and debris.

Clause 19.03-3L-02 is applicable to the consideration of **stormwater management** for medium and large scale developments. This clause seeks to improve the quality and reduce the impact of stormwater run-off, incorporate the use of water sensitive urban design principles in development and to ensure that developments are designed to meet best practice performance objectives.

Conditions on any permit that may issue have been recommended by Council's drainage engineer to meet the specified requirements.

General Provisions

Clause 65.01 of the Kingston Planning Scheme is relevant to this application and requires consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

7. INTERNAL REFERRALS

Department / Area	Comments / Rationale / Recommended Conditions
Urban Design	Objected to the original application as submitted and cited concerns regarding height, equitable development and tower setbacks. Broadly supports the revised height as impacts on the surrounding context are minimal. The building form is considered to be satisfactorily designed, acting appropriately to announce the activity centre. The blank ground floor façade of the east elevation is considered unsatisfactory as it presents a poor interface when viewed from the street. It is recommended that this interface be modified to create visual interest, be it tactile or sensory detailing such as cut outs, 3D patterns, integrated lighting and integrated vegetation. Integrated

	vegetation is strongly encouraged noting the resultant effect of the development on trees adjacent to the subject site. It can reasonably be made a condition of any permit that may issue that the ground floor facade of the development be appropriately treated to provide visual interest to the satisfaction of the Responsible Authority and the detail of this form part of an integrated façade strategy for the building. Please refer to condition 3 within the recommendation section of this report.
Place Manager	A number of public realm works are identified on the proposed ground floor plan including street planters, footpath resurfacing and crossover reinstatement. It is the recommendation of Council's place manager that these works include street furniture and their execution of works in accordance with Council's Activity Centre Streetscape Suite (June 2013). These matters can reasonably be controlled by a condition of any permit issued in respect of the proposal. Please refer to conditions 1(gg), 25 and 26 in the recommendation. Concern was raised regarding the commercial viability of ground floor retail premises, with floor to ceiling heights of 3m and the internal amenity of commercial office space with the same floor to ceiling heights. Wider footpath provision recommended to future proof outdoor trading potential. *Planning Officer Response (Floor to ceiling heights):* With respect to floor to ceiling heights, building regulations require a minimum floor to ceiling height of 2.7 metres for commercial spaces including retail and office uses with allowance that this can be locally reduced in bathrooms, stairwells and at door entries. The application drawings indicate a floor to ceiling height of 3.02 metres which exceeds requirements under building regulations. Accordingly, it is considered that the floor to ceiling heights as proposed, will meet the reasonable internal amenity expectations of future tenants of the ground floor retail and first and second floor office space without the requirement to further increase their floor to ceiling heights. *Planning Officer Response* (*Footpath Widening):* The proposal will result in a rationalisation of vehicular access to the Site with existing crossovers being removed from South Road and areas of footpath being reinstated. With this, the extent of footpath will be increased and opportunity to occupy sections of it for footpath trading if desirable for retail traders. All reinstatement works falls within the jurisdiction of the Department of Transport and will be undertaken to their satisfaction. Please refer to condition 28 in the recommendation section of this report. It is not therefore considered necessary to insist on footpath widening.

Vegetation Management Officer	No objection raised, subject to conditions included on any permit issued to require additional green infrastructure including shading devices integrated with communal open space areas. Please refer to condition 16 in the recommendation.
Development Engineer	No objection raised, subject to conditions included on any permit issued relating to stormwater management, a groundwater assessment report and the provision of an apex adjacent to the laneway to protect from overland flows. Please refer to conditions 1(q), 1(r) and conditions 6 to 11 inclusive in the recommendation section of this report.
Roads and Drains	No objection raised, subject to conditions included on any permit issued relating to the setback of the internal driveway, footpath construction and reinstatement of crossovers. Please refer to conditions 1(t) and 21 to 24 inclusive in the recommendation.
Traffic Engineer	No objection raised, subject to conditions included on any permit issued relating to pedestrian sightlines, the provision of 'no stopping' signs, a carriageway easement and internal access from the bike store to the lobby. As discussed above, conditions are recommended with respect to the provision of an additional level of carparking and modification to upper basement level layouts to accommodate access to it. Please refer to conditions 1(a), 1(u) to 1(y) inclusive in the recommendation.
Waste	Support given for waste management plan submitted as part of the application. Please refer to condition 12 which requires the submission of the waste management plan for endorsement.
Sustainable Design Advisor	No objection subject to conditions for updates to the submitted sustainable management plan and corresponding plan material and the waste management plan. Please refer to conditions 12 and 13 in the recommendation.

8. EXTRERNAL REFERRALS

Department	Section 52/55	Determining / Recommending	Objection	Comments
Department of Transport	55	Determining		Subject to condition included verbatim within the recommendation at condition 28.
Viva Energy	52	N/A	Yes	Objects unless pre-commencement conditions recommended to protect the integrity of an adjacent gas pipeline. These will be included as conditions on any future permit that may issue in respect of the proposal. Please refer to condition 29 in the recommendation.
Moorabbin Airport	52	N/A	Yes	Request made for Aviation Impact Assessment Report. This matter will be made a condition of any

[redacted]				future permit issued in respect of the proposal. Please refer to condition 30 in the recommendation.

9. ADVERTISING

Following the commencement of advertising, four (4) objection(s) to the proposal were received. The valid grounds of objection raised are summarised as follows:

- Building height.
- Increased density.
- Overlooking.
- Overshadowing.
- Loss of privacy.
- Noise and disturbance resulting from use.
- Traffic congestion/ car parking concerns.
- Road safety.

The following objections raised are not planning considerations:

- Devaluation of property

The objector concerns were unable to be resolved, and the objections still stand.

10. FURTHER ASSESSMENT

Zoning Provisions

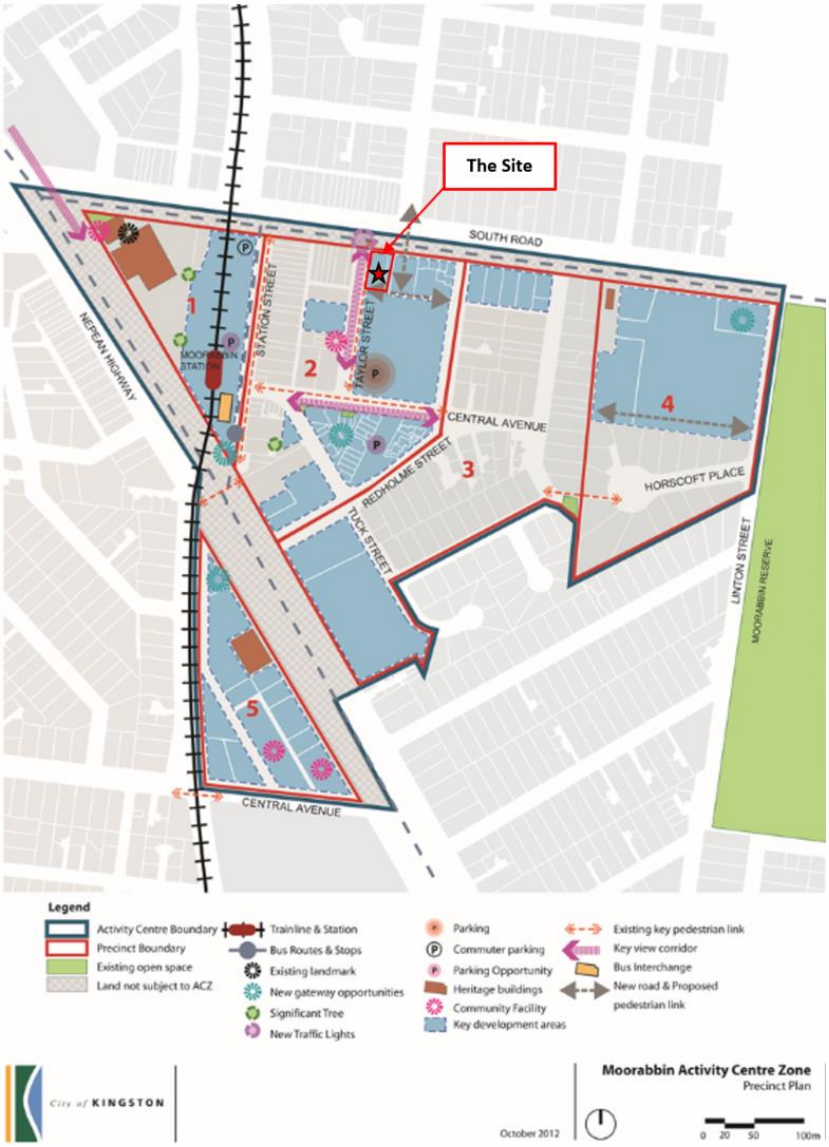
Use

The subject site is located within the Activity Centre Zone. The purpose of the Activity Centre Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To encourage a mixture of uses and the intensive development of the activity centre:*
  - *As a focus for business, shopping, working, housing, leisure, transport and community facilities.*
  - *To support sustainable urban outcomes that maximise the use of infrastructure and public transport.*
- *To deliver a diversity of housing at higher densities to make optimum use of the facilities and services.*
- *To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.*
- *To facilitate use and development of land in accordance with the Development Framework for the activity centre.*

Clause 37.08 seeks to deliver intensive development of the Moorabbin activity centre, in a manner that makes the optimum use of the existing facilities and services and supports the on-going sustainability of the centre.

Pursuant to Schedule 3 of the Activity Centre Zone, Precinct 2 applies to the site. The site is identified as a Key Development Area in the Framework Plan as shown in the plan below and outlined in red.



Precinct 2 (Retail Core) has the following relevant objectives:

- ***To provide for a mix of uses within the precinct with street level retail activity and commercial and residential uses located within the upper floors of development.***
- *To undertake significant changes to the manner in which the road network operates to provide for better transport connectivity and improved centre amenity for pedestrians and cyclists.*
- ***To provide for significant redevelopment opportunities in the key development areas.***
- ***To expand the retailing role of the precinct to create a vibrant precinct.***

The proposed retail use requires a permit in this precinct. As per the stated objective, this precinct is designated for a mix of uses and given its location within the retail core. The immediate context has an existing character of varying commercial retail and residential land uses and can reasonably support the land uses proposed. The application provides adequate provision of retail with two ground floor tenancies totalling 393m^2, and first and second floor commercial office tenancies totalling 1,622m^2. In addition, the food and drink premises with a floor area of 73m^2 located at roof top. As such it is considered that this meets the intention of the precinct with adequate employment opportunities to achieve the preferred economic outcome.

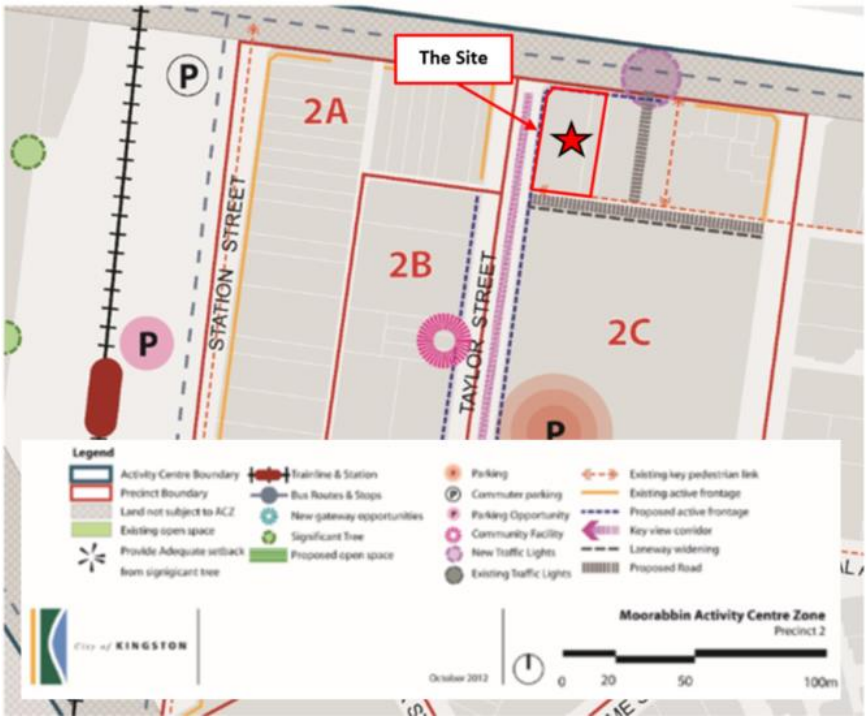
The provision of retail and food and drink premises including commercial office space likewise provides additional employment opportunities and tenancies of adequate size to support the function and vitality of the centre, in line with the overarching state policies and objectives for successful

activity centre design outlined in Clause 11.03-1S, 11.03-1R and 11.03-1L-01. Given the location of the retail use within a major activity centre, it would not be necessary to restrict trading hours or maximum staff numbers.

Whilst the retail and food and drink component may operate outside of typical office hours, they will be subject to compliance with Environment Protection Regulations 2021 under the Environment Protection Act 2017 and the 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' (Publication 1826.4, Environment Protection Authority, May 2021) thus protecting the amenity of future residents of the development. Please refer to condition 15 in the recommendation section of this report.

A permit is also required for dwellings and offices if their frontage located at ground floor has a width greater than 2 metres. The frontage to the shared residential and commercial lobby is 3 metres wide. This width accords with the Clause 58 standards which encourage legible residential lobbies with a high level of amenity and is appropriate under the zone for the purpose of allowing legibility of a commercial entry.

The site is identified as being within sub-precinct 2C of the primary Precinct. Refer to the below extract from the Moorabbin Activity Centre Zone – Precinct 2 – Retail Core map.



Development

Schedule 3 to the Activity Centre Zone outlines specific requirements and guidelines, against which the following assessment is provided:

Precinct 2C requirements	Assessment
Building Height (excluding basement): 20 metres (6 storeys)	The proposed building would comprise twelve (12) storeys plus ground level, a total of thirteen (13) storeys with a maximum building height of 43.795 metres measured from natural ground level to the top of the lift core.

subject to appropriate site consolidation ***Building setback: Any 4th, 5th and 6th storey should be setback a minimum of 5 metres from the frontage to enable a robust three storey building form at Redholme Street.***	N.B. The site does not interface with Redholme Street and thus the building setback requirements do not apply. At this height, the proposed building does not comply with the preferred building height requirement for the Precinct. Clause 37.08-6 of the Kingston Planning Scheme specifies that a permit may be granted to construct a building or construct or carry out works which is not in accordance with any design and development requirement in the schedule to this zone unless the schedule to this zone specifies otherwise. The schedule to the zone does not specify that a development that is contrary to the design and development requirements it prescribes cannot be permitted. With this, discretion can be exercised and it falls on Council to consider whether the form of development proposed is acceptable by assessing this relative to the purpose of the zone, precinct guidelines, particular provisions and decision guidelines of the Planning Scheme and any other material consideration. This site is identified on the Moorabin Activity Centre Map as being a Key Development Area. The height is considered to meet inter alia the overarching objective to provide for significant redevelopment opportunities in the key development areas. It is therefore considered that the site is capable of accommodating a higher form of development for the following reasons: • In its context, the proposed building would be seen within an existing and emerging built form landscape of taller buildings. The most recent of which is currently under construction at 17 Taylor Street to the west of the site and is to be realised in a ten (10) storey form. • In addition to development well advanced at 17 Taylor Street, development permitted at 13-15 Taylor Street will eventuate with an eleven (11) storey form and nominal twelve (12) storeys. • The site is centrally located with the Moorabbin activity centre, in the heart of the retail precinct and does not have immediate abuttals to residentially zoned land. • The site occupies a prominent corner site and is capable of accommodating a development that forms a focal point to the precinct with significant frontage to allow an activate street edge and rationalised vehicular access. • Building massing has been tempered relative to site interfaces and precinct expectations for future road and pedestrian connections east of the site. • The podium form is defined in its fenestration and materiality from the levels above with this transition in scale and form being defined by setbacks at podium and a terrace. • The uppermost level is significantly recessed from the floors below and provides an amenity offering to residents including communal space and value add with roof top food and drink premises. • Council's place manager remarks that the building form suitably announces the activity centre and the overall height is broadly acceptable subject to the provision of community benefit, high quality design and materials as well as innovation in renewable energy.

- The additional two (2) storeys above that already approved within the surrounds will facilitate a provision of affordable housing volunteered by the permit applicant, with a percentage of dwellings being set aside for sale to low to moderate income household groups as defined by Section 3AA of the *Planning and Environment Act 1987* demonstrating community benefit. Please refer to condition 19 of the recommendation for the mechanism to control the affordable housing contribution.
- Innovation in renewables has been demonstrated with the integration of a solar PV system into the façade of the building. The detail and operation of which will form part of a façade strategy to be provided to the satisfaction of Council and which will form a condition of any permit that may issue in respect of the proposal. Please refer to condition 3 of the recommendation.
- Secured by a recommended condition of any permit that may issue, will be the requirement to provide a façade strategy that details design features of the building and external finishes to ensure a development of high standard. Please refer to condition 3 of the recommendation.

The principle of exceeding the discretionary design and development requirements of the Precinct has been established and exemplified through the permits issued by Council. In the surrounds and thus within the retail core precinct, buildings exceed the preferred height by the following:

1. 13-15 Taylor Street at twelve (12) storeys, is seven (7) levels above preferred, not under construction. Council ref: KP-2017/149.
2. 17 Taylor Street at ten (10) storeys, is five (5) levels above preferred and under construction. Council ref: KP-2014/739.
3. 7-11 Central Avenue at seven (7) storeys, is three (3) storeys above preferred, now constructed. Council ref: KP-2012/443.
4. 4-6 Station Street at ten (10) storeys, is six (6) levels above preferred, now constructed. Council ref: KP-2012/496.
5. 420 South Road and 34 Healey Street is ten (10) storeys, is up to five (5) storeys above preferred, not yet constructed. Council ref: KP-2016/544.

	The ten (10) storey development at 17 Taylor Street is advanced insofar as the building envelope is now complete, albeit shrouded in scaffold and cover. It nevertheless provides a contextual benchmark to the subject sites development and that permitted to occur at 13-15 Taylor Street. It must be noted however, that the dimensional constraints of 17 Taylor Street (i.e. the narrowness of the planning unit), tempered the scale of development thereon. Further, the site did not benefit from being designated a Key Development Area as both the subject Site and 13-15 Taylor Street take merit.
Precinct Guidelines, where relevant:	**Assessment**
Development should address laneways providing alternate access and frontages to activate pedestrian scaled thoroughfares.	The building is anchored by a three (3) storey podium base. Columns emphasise the verticality of the podium and frame large, glazed components present above the ground floor frontage. The ground floor frontage is itself scaled by a projecting canopy which assists in ensuring a pedestrian scale the street edge. Upper levels above podium are appropriately setback from the street interface and are further emphasised by landscaped terracing at level 3. Activation is achieved at each of the principal street interfaces with retail frontages presenting to both South Road and Taylor Street.
Building edges abutting laneways should integrate adequate measures to enable clear sight lines for vehicles and pedestrians using the laneway.	Comments from Council's traffic engineer are to include a sightline at the southwest corner of the building to avoid pedestrian/ vehicle conflict. Subject to the inclusion of a condition on any future planning permit to provide this sightline, the development will reasonably respond to the precinct guideline. Please refer to conditions 1(u) and 1(v) in the recommendation.

Establish vehicular links within Precinct 2C from South Road and between Redholme Street and Taylor Street.	The proposal will not compromise precinct guidelines noting land located east of the subject site (Woolworths car park) is identified within the MAC Framework Plan as accommodating future vehicular and pedestrian links from South Road between Redholme Street and Taylor Street.
Developments should contain a level of façade articulation and material detailing that distinguishes the lower floors from the upper floors to maintain a robust and traditional 2-3 storey street edge.	There is a distinct transition in materiality, proportionality of the floor to floors of commercial and residential levels which assist in tempering the overall scale of the building and emphasising each building component.
Any new development should provide a suitable transition in height to surrounding residential areas.	Residential zoned land is located northeast of the site at the corner of Jasper Road with South Road and this is on the north side of South Road. The width of South Road and therefore the distance of residential zoned land relative to the site is considerable, with this being approximately 44 metres at its closest point. Otherwise shop top dwellings exist on the northside of South Road. As with Taylor Street, the development holds a three storey podium to the title boundary to South Road. Above podium the tower maintains a modest setback of 1.66 metres. Given the breadth of South Road and the generosity of setback from commercial and residential properties on the north side of South Road, it is considered the development in the form proposed will not impose itself on the lower scale built form north of it.

Affordable Housing

Clause 16.01-2S (Housing Affordability) has the objective:

- *To deliver more affordable housing closer to jobs, transport and services.*

With the following strategies to:

- *Improve housing affordability by:*
  - *Ensuring land supply continues to be sufficient to meet demand.*
  - *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.*
  - *Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.*
  - *Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.*
- *Increase the supply of well-located affordable housing by:*
  - *Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.*

- *Ensuring the redevelopment and renewal of public housing stock better meets community needs.*
- *Facilitate the delivery of social housing by identifying surplus government land suitable for housing.*

In discussion with Council officers, the applicant has voluntarily offered a percentage of the dwelling component to become what could be considered affordable housing. The applicant proposes that 5% of dwellings be offered for sale to low and moderate income households as defined by Section 3AA of the *Planning and Environment Act 1987* and therefore at a discounted rate. Please refer to condition 19 in the recommendation section of this report.

It is a recommended condition of any planning permit that may issue in respect of the proposal that the permit applicant enter into an agreement pursuant to Section 173 of the Act to deliver an affordable housing or residential service contribution that will provide 20% discount to 5% of apartments (rounded up to the nearest whole number) resulting in three (3) discounted apartments.

As such it is considered that the agreement aligns with Clause 16.01-2S that sufficiently aligns with Council's goal to deliver social and affordable housing.

11. RESPONSE TO GROUNDS OF OBJECTION

The majority of concerns raised by objector(s) have been considered within the assessment above. Any remaining concerns are addressed as follows:

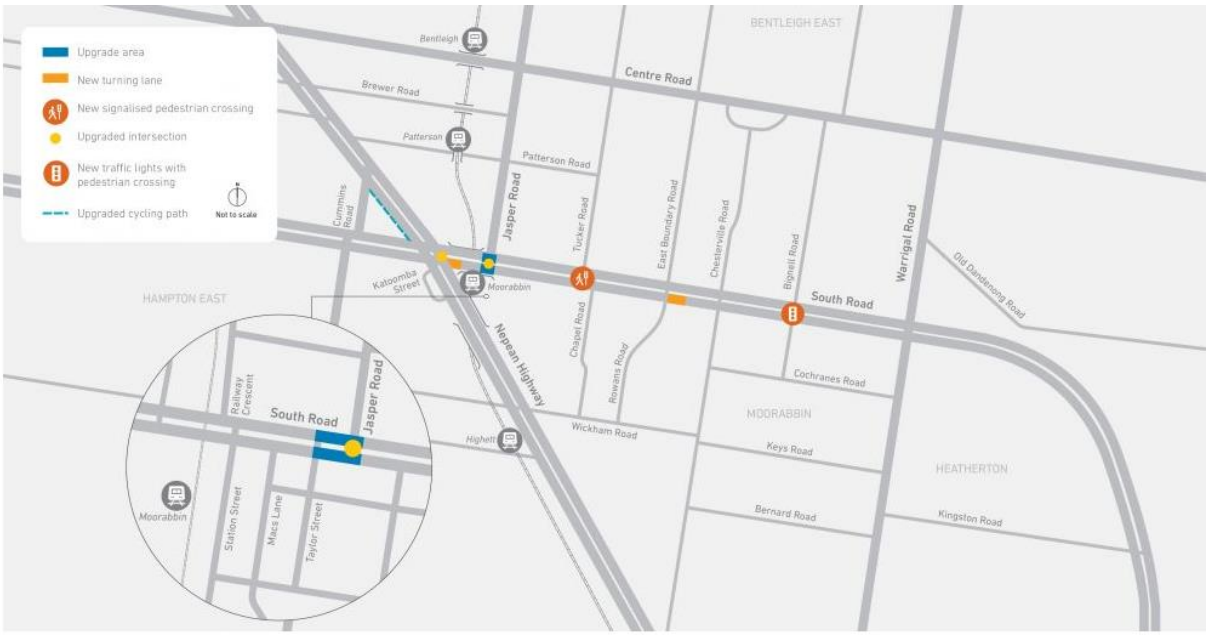
Ground of Objection	Response
Property devaluation	Pursuant to the *Planning and Environment Act 1987* and Kingston Planning Scheme, this concern falls outside of the scope of planning considerations.

12. VICTORIA'S BIG BUILD PROJECT

As part of Victoria's Big Build Project, intersections along South Road between Nepean Highway and Warrigal Road are being upgraded with the aim of reducing congestion and improving travel times.

Improvements include:

- An extra citybound right-turn lane from South Road to improve access to Nepean Highway.
- Modify the Taylor Street and Jasper Road intersection to improve traffic flow on South Road and pedestrian safety.
- Install a new signalised pedestrian crossing at Tucker Road to improve pedestrian access.
- Build an extra right-turn lane from South Road to East Boundary Road to create more capacity and realign the left turn slip lanes to improve safety.
- Install new traffic lights and a signalised pedestrian crossing at Bignell Road to improve safety.



Source: http://bigbuild.vic.gov.au/projects/mrpv/south-road-upgrade

It is not considered that the proposed development will compromise the intersection upgrades as envisaged and will not conflict with the objectives and strategies within Clause 18 (Transport). The Department of Transport have raised no objection to the development that is the subject of this application, requiring, as stated above, conditions controlling footpath reinstatement to their satisfaction.

It will be for Department of Transport to agree and integrate those reinstatement works with the wider strategy for intersection improvements at Jasper Road and Taylor Street.

13. CLAUSE 58 – APARTMENT DEVELOPMENTS

Amendment VC176 was gazetted into the Planning Scheme on 20 December 2021 and with it, refreshed the better apartment design standards at Clauses 55.07 and 58 to deliver improved external amenity and design outcomes for all apartment developments.

Relevant to the assessment of this application are the objectives, standards and decision guidelines of Clause 58.

Transitional provisions at Clause 37.08-9 are that for the purpose of assessing the application Clause 58 as in force immediately before the approval date of Amendment VC174 continue to apply on the basis that the application, having been lodged on the 15 September 2021, preceded the approval date of Amendment VC174.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
Clause 58 – URBAN CONTEXT		
Clause 58.02-1 Urban context objectives	**Standard D1**	Will comply with standard and objective subject

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
• To ensure that the design responds to the existing urban context or contributes to the preferred future development of the area. • To ensure that development responds to the features of the site and the surrounding area.	• The design response must be appropriate to the urban context and the site. • The proposed design must respect the existing or preferred urban context and respond to the features of the site.	to imposed condition(s).

Assessment: The proposal is considered to satisfy the objectives in terms of scale, context and street level massing and detailing as demonstrated in the Activity Centre Zone assessment earlier in this report. The proposed design is considered appropriate within this context, and notably responds to Council's preferred character which seeks more intensive significant redevelopment opportunity and a mixed-use development that comprises retail base with commercial and residential above.

The development has adequately responded to its direct abuttals, avoiding unreasonable off-site amenity impacts, providing setbacks above podium that will provide an equitable outcome for future development on abutting sites. The building presents a robust street edge and taller built form responsive to its corner location and will, as Council urban designer has commented, serve to announce the activity centre and thus the retail core. Given the strategic desire to improve pedestrian and vehicular movements on land east of the site and thus create a new movement corridor it is anticipated that the scale of development on that adjacent land will be tempered and thus to a lower six (6) storey form. It is considered that the proposed development will not compromise precinct objectives or prejudice the future development potential of that land.

While the setbacks above podium are modest in places being a minimum of 3 metres, they are counterbalanced by the setback of the re-entrant corners of the building and to a recessed mid-section from Taylor Street. Further, there is a distinction in proportionality of the podium and thus the commercial base and the upper-level residential components above, with the street walls presenting in a vertical architectural language with colonnades framing large picture windows and a horizontal emphasis introduced above the podium by the fenestration of glazing to apartments and banding. Setbacks employed at podium are further punctuated by the terrace and landscaping at this level and combined with the transition in material palette from podium to tower, create a robust built form that holds the corner of South Road and Taylor Street.

The uppermost level (i.e. roof top food and drink offering and communal resident amenities) are located generally central to the site and are setback 7.96 metres from South Road, 7.9 metres from Taylor Street and otherwise 6.77 metres from Taylor Lane and 6.7 metres from the mutual east property boundary. They would only be visible in oblique long views, with their visual impact being diminished by planters on the periphery of the terrace. In the round, the development is considered an appropriate architectural response in its retail core and wider activity centre setting.

Given the extent of glazing and solar photovoltaics integrated within the façade, it would be prudent to ensure that the reflectivity of the façade is managed appropriately. It is therefore recommended that a condition of any future planning permit that may issue ensure that the facades do not reflect more than 15% of visible light when measured at an angle of 90 degrees to the glass surface. Please refer to condition 4 in the recommendation.

The height of the building and the presence of terrace/ balconies at podium and at levels above including at roof top has the potential to cause and experience adverse wind conditions where applicable. To ensure that the adverse wind conditions are reduced in areas used by pedestrians it is prudent to include a condition on any future planning permit that may issue that a wind effects statement be submitted to the satisfaction of the Responsible Authority and any recommendations of that statement be incorporated in the design of the development. Please refer to condition 5 in the recommendation.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
In order to achieve a high level of detail design as anticipated, it is recommended that a façade strategy be prepared in satisfaction of a condition of any future planning permit that may issue to require: a) A concise description by the architect of the building design concept and how the façade works to achieve this. b) Elevation details generally at a scale of 1:50 illustrating typical lower level details, balcony niches, entries and doors and utilities and enhancement of the ground floor east elevation wall with tactile or sensory or artistic detailing which may include integrated lighting and vegetation, typical tower details, and any special features which are important to the building's presentation. c) Cross sections or another method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material. d) Information about how the façade will be accessed and maintained and cleaned, including any planting proposed. e) Example prototypes and/or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high quality built outcome in accordance with the design concept. f) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. Materials and finishes must be of a high quality, contextually appropriate, durable and fit for purpose. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with coding. This condition will also satisfy Council's urban design comments with respect to improved presentation of the ground floor east elevation of the building. Please refer to condition 3 in the recommendation.		
Clause 58.02-2 Residential Policy objectives • To ensure that residential development is provided in accordance with any policy for housing in the Municipal Planning Strategy and the Planning Policy Framework. • To support higher density residential development where development can take advantage of public and community infrastructure and services.	**Standard D2** • An application must be accompanied by a written statement to the satisfaction of the RA that describes how the development is consistent with any relevant policy for housing in the Municipal Planning Strategy and the Planning Policy Framework.	Complies with standard and objective.
Assessment: The proposal enjoys a high level of policy support within the relevant planning policy framework including Clauses 11.03-1S, 21.02-1, 21.02-3, 21.06 and 37.08, all of which support more intensive forms of development on this site. The mixed use offering and intensity of development is consistent with **Clause 11.03-1S** (Activity centres) and the policy intent to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres which provide a variety of land uses and are highly accessible to the community. The proposal accords with **Clause 21.02** (Settlement) which builds on the above state policy. This policy promotes the development and expansion of retail and related facilities appropriate to the role and position of centres and identifies the Moorabbin activity centre as a centre that includes community retail supported by significant commercial floor space. Specifically, consolidation of food related retailing around the existing supermarket is encouraged providing for mixed use re-investment and a substantial new residential population within the centre.		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
The proposal appropriately provides a mix of commercial uses within the podium and a complementary food and drink offering at roof top that supports the strategic vision of the Moorabbin activity centre whilst accommodating increased residential density in complement to the retail function of this part of the centre, consistent with the purpose and objectives of the zone.		
Clause 58.02-3 Dwelling diversity objective • To encourage a range of dwelling sizes and types in developments of ten or more dwellings.	**Standard D3** • Developments of ten or more dwellings should provide a range of dwelling sizes and types, including dwellings with a different number of bedrooms.	Complies with standard and meets objective.
Assessment: The proposal and respective floor plans accommodate for a variety of dwelling sizes and types. It is noted that within the Moorabbin Activity Centre there have been several larger developments approved, some of which are either complete or are under construction, which achieve a similar mix in dwelling size and type.		
Clause 58.02-4 Infrastructure objectives • To ensure development is provided with appropriate utility services and infrastructure. • To ensure development does not unreasonably overload the capacity of utility services and infrastructure.	**Standard D4** • Connection to reticulated services/sewerage, electricity, gas and drainage services • Capacity of infrastructure and utility services should not be exceeded unreasonably • Provision should be made for upgrading and mitigation of the impact of services or infrastructure where little or no spare capacity exists	Complies with standard and objective.
Assessment: The site is in an established area that is well serviced by existing infrastructure. Additionally, it is recommended that suitable condition(s) be included in any permit issued to address infrastructure considerations. Please refer to conditions 6-11 inclusive in the recommendation.		
Clause 58.02-5 Integration with the street objective • To integrate the layout of development with the street.	**Standard D5** • Provides adequate vehicle and pedestrian links that maintain or enhance local accessibility. • Development oriented to front existing/proposed streets • High fencing in front of dwellings should be avoided if practicable. • Development next to existing public open space should be laid out to complement the open space.	Complies with standard and objective.
Assessment: The proposal presents an active frontage with the development making provision for safe and functional connectivity. Upper levels have been designed with balconies presenting to the street, providing excellent passive surveillance opportunities to the public realm. The communal entry is open and inviting, again demonstrating an engaging frontage that positively contributes to the street integration. Connection for tenants and residents is also provided from Taylor Lane allowing access to communal bike storage and end of trip facilities and the shared commercial and residential lobby.		
Clause 58.03 – SITE LAYOUT		
Clause 58.03-1 Energy efficiency objectives	**Standard D6** Buildings should be:	Variation sought and supported.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
• To achieve and protect energy efficient dwellings and buildings. • To ensure the orientation and layout of development reduce fossil fuel energy use and make appropriate use of daylight and solar energy. • To ensure dwellings achieve adequate thermal efficiency.	• Oriented to make appropriate use of solar energy. • Sited and designed to ensure that the energy efficiency of existing dwellings on adjoining lots is not unreasonably reduced. Living areas and POS should be located on the north side of the development, if practicable. Developments should be designed so that solar access to north-facing windows is optimised. Dwellings located in a climate zone identified in Table D1 should not exceed the maximum NatHERS annual cooling load specified in the following table.	

Assessment: Council's sustainable design advisor has no objection to the proposal subject to minor changes to the sustainable management plan which are included in the recommendation.

The proposal is generally energy efficient with acceptable dwelling orientation. Access to daylight is supported for dwellings, however deficient in the communal corridors as later discussed.

To improve the development's overall energy efficiency performance, the following conditions are recommended on any permit issued:

- In order to achieve an overall BESS Score of 70%, the sustainable management plan is to be amended to include the following commitments:
  - Introduction of mechanically induced natural ventilation to all apartments that are not naturally ventilated (to add an additional +1% BESS score in lieu of relocating the above bonnet bike parking).
  - The provision of exhaust fans with humidity sensors.
  - A minimum of 70% of construction and demolition waste diverted from landfill.
  - Non-visible flat roofs and exposed concrete driveway, specify high SRI paints and materials (SRI>50).
  - Building materials as follows:
    - *Concrete - A minimum of 20% of the cement must be replaced with supplementary cementitious material (SCM), 50% recycled aggregate and 50% recycled water.*
    - *Steel - A minimum of 60% of the fabricated structural steelwork is supplied by a steel fabricator/contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute and minimum of 60% of all reinforcing bar and mesh is produced using energy-reducing processes in its manufacture.*
  - The provision / location of facilities on site for managing food and garden waste as per the updated waste management plan.
  - The provision of an external tap and floor waste to private open space associated with each dwelling.

Please refer to condition 13 in the recommendation section of this report.

Clause 58.03-2 Communal open space objective • To ensure that communal open space is accessible, practical, attractive, easily maintained and integrated with the layout of the development.	**Standard D7** Developments with 40 or more dwellings should provide a minimum area of communal open space of 2.5 square metres per dwelling or 250 square metres, whichever is lesser. Communal open space should: • Be located to: - Provide passive surveillance opportunities - Provide outlook for as many dwellings as practicable - Avoid overlooking into habitable rooms and POS of new dwellings.	Will comply with standard and objective subject to imposed condition(s).

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
	- Minimise noise impacts to new and existing dwellings. - Be designed to protect any natural features on the site. • Maximise landscaping opportunities. - Be accessible, useable and capable of efficient management.	
Assessment: The development is required to provide a total of 135m^2 of communal open space. The development provides for an outdoor terrace measuring 140m^2 at roof top which is accessible from common indoor space located at this level therefore exceeding the requirements of this standard. It is designed and located so that it provides acceptable passive surveillance opportunities and outlook. This space also provides reasonable opportunities for landscaping that is accessible and allows for efficient management. In the interests of ensuring that the roof top terraces areas can be used and occupied in all weather conditions, it would be prudent to include a condition on any permit that may issue that allows measures for weather protection, particularly for shade, be included at roof top. It is recommended that a condition of any permit that may issue include a requirement to provide a landscape plan detailing all planting at roof top by count and species to the satisfaction of the Responsible Authority. Please refer to condition 16 in the recommendation. As discussed above in assessing Clause 58.02-1 (Urban Context) the requirements to provide a wind effects statement will ensure that the recommendations of that statement are incorporated into the design of the development to minimise impacts to pedestrians occupying the communal open space. Please refer to condition 5 in the recommendation.		
Clause 58.03-3 Solar access to communal outdoor open space objective • To allow solar access into communal outdoor open space.	**Standard D8** The communal outdoor open space should be located on the north side of a building, if appropriate. At least 50% or 125m^2, whichever is the lesser, of the primary communal outdoor open space should receive a minimum of 2 hrs of sunlight between 9am-3pm on 21 June.	Complies with standard and objective.
Assessment: The communal open space area is located east, west and south of the roof top facilities and by virtue of this, has excellent access to northerly sun. It is anticipated that the communal open space will receive 2 hours of sunlight throughout the day in satisfaction of the standard.		
Clause 58.03-4 Safety objective • To ensure the layout of development provides for the safety and security of residents and property.	**Standard D9** Entrances to dwellings should not be obscured or isolated from the street and internal accessways. Planting which creates unsafe spaces along streets and accessways should be avoided. Developments should be designed to provide good lighting, visibility and surveillance of car parks and internal accessways. Private spaces within developments should be protected from inappropriate use as public thoroughfares.	Complies with standard and objective.
Assessment: The residential lobby to Taylor Street is clearly visible from the public domain and presents as a wide lobby with no concerning features that could compromise the safety and security of residents and property.		
Clause 58.03-5 Landscaping objectives	**Standard D10** The landscape layout and design should:	Will comply with standard and objective subject to imposed condition(s).

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
• To encourage development that respects the landscape character of the area. • To encourage development that maintains and enhances habitat for plants and animals in locations of habitat importance. • To provide appropriate landscaping. • To encourage the retention of mature vegetation on the site. • To promote climate responsive landscape design and water management in developments that support thermal comfort and reduces the urban heat island effect.	• Be responsive to the site context. • Protect any predominant landscape features of the area. • Take into account the soil type and drainage patterns of the site and integrate planting and water management. • Allow for intended vegetation growth and structural protection of buildings. • In locations of habitat importance, maintain existing habitat and provide for new habitat for plants and animals. • Provide a safe, attractive and functional environment for residents. • Consider landscaping opportunities to reduce heat absorption such as green walls, green roofs and roof top gardens and improve on-site stormwater infiltration. • Maximise deep soil areas for planting of canopy trees. Development should provide for the retention or planting of trees, where these are part of the urban context. Development should provide for the replacement of any significant trees that have been removed in the 12 months prior to the application being made. The landscape design should specify landscape themes, vegetation (location and species), paving and lighting. Development should provide the deep soil areas and canopy trees specified in Table D2. If the development cannot provide the deep soil areas and canopy trees specified in Table D2, an equivalent canopy cover should be achieved by providing either: • Canopy trees or climbers (over a pergola) with planter pits sized appropriately for the mature tree soil volume requirements. • Vegetated planters, green roofs or green facades.	

Assessment: Given the commercial nature of the site and its location within an activity centre, setting aside a large area for deep soil planting is neither feasible or an appropriate design response to the site's context, or strategic direction. The proposal provides alternatives to deep soil areas by vegetated planters at the podium level and at roof top.

The application has been referred to Council's vegetation management officer who has advised that the proposed development will impact and result in the removal of five (5) trees located on neighbouring land east of the Site at 382 South Road, all of which are protected by Local Law due to their height and base circumference. Support is given for their removal subject to appropriate canopy tree planting mitigating their loss. In addition to this, it is recommended that additional green infrastructure be incorporated into the design of the building to include additional containerised planters on the balconies of the apartments and shade structures and surface materials at the podium and roof top terrace areas to mitigate the urban heat.

As the trees are located on land that does not form part of the subject site and is not on land within the ownership and control of the permit applicant, consent is required from the relevant landowner to remove the trees.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
The removal of the trees requires a Local Law permit and falls outside the considerations of this application. It is for the approval obtained through Council's Local Law to require comparable canopy tree cover to mitigate for the loss of trees adjacent to the subject site. It is, however, appropriate to include a condition on any permit that may issue that a landscape strategy be provided that includes appropriate green infrastructure to be integrated into the design of the development and include structures and hard landscaping that will mitigate urban heat. Please refer to condition 1(o), 1(ff) and 16 in the recommendation. In addition to Council's vegetation management officer's comments, Council's sustainable design advisor has noted an urban ecology commitment within the sustainable management plan that is not met on the corresponding development plans. It is therefore a recommended condition of any permit that may issue that the landscape plans be amended to include 28m^2 food production space in the common outdoor space at roof top. Please refer to condition 1 (dd), 1(ff) and 16 in the recommendation.		
Clause 58.03-6 Access objective • To ensure the number and design of vehicle crossovers respects the urban context.	**Standard D11** The width of accessways or car spaces should not exceed: • 33 per cent of the street frontage, or • If the width of the street frontage is less than 20 metres, 40 per cent of the street frontage. No more than one single-width crossover should be provided for each dwelling fronting a street. The location of crossovers should maximise the retention of on-street car parking spaces. The number of access points to a road in a Road Zone should be minimised. Developments must provide for access for service, emergency and delivery vehicles.	Complies with standard and objective.
Assessment: Council's traffic engineer has no objection to vehicular access to the site being taken from the Taylor Lane to the south of the site, subject to conditions as detailed above. The Department of Transport raises no objection to the removal of crossovers from South Road subject to a standard condition seeking the reinstatement of the footpath. Please refer to conditions 1(u) to 1(x) and 28 in the recommendation.		
Clause 58.03-7 Parking location objectives • To provide convenient parking for resident and visitor vehicles. • To protect residents from vehicular noise within developments.	**Standard D12** Car parking facilities should: • Be reasonably close and convenient to dwellings. • Be secure. • Be well ventilated if enclosed. Shared accessways or car parks of other dwellings should be located at least 1.5 metres from the windows of habitable rooms. This setback may be reduced to 1 metre where there is a fence at least 1.5 metres high or where window sills are at least 1.4 metres above the accessway.	Complies with standard and objective.
Assessment: Car parking is located for residents in accordance with the standard car parking requirements of Clause 52.06 within the basement. Car parking areas are mechanically ventilated, secure and convenient to the dwellings and otherwise for the retail/office and food and drink land use associated with the development.		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
Clause 58.03-8 Integrated water and stormwater management objective • To encourage the use of alternative water sources such as rainwater, stormwater and recycled water. • To facilitate stormwater collection, utilisation and infiltration within the development. • To encourage development that reduces the impact of stormwater run-off on the drainage system and filters sediment and waste from stormwater prior to discharge from the site.	**Standard D13** Buildings should be designed to collect rainwater for non-drinking purposes such as flushing toilets, laundry appliances and garden use. Buildings should be connected to a non-potable dual pipe reticulated water supply, where available from the water authority. The stormwater management system should be: • Designed to meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). Designed to maximise infiltration of stormwater, water and drainage of residual flows into permeable surfaces, tree pits and treatment areas.	Will comply with standard and objective subject to imposed condition(s).
Assessment: The proposal includes water sensitive urban design considerations (i.e. rainwater tanks / site management plan) to ensure sufficient stormwater management measures are provided. The application was referred to Council's development approvals engineer as detailed earlier in this report and no objection has been raised subject to standard conditions requiring detailed storm management plans and modelling. Please refer to conditions 6 to 11 in the recommendation.		
Clause 58.04 – AMENITY IMPACTS		
Clause 58.04-1 Building setback objectives • To ensure the setback of a building from a boundary appropriately responds to the existing urban context or contributes to the preferred future development of the area. • To allow adequate daylight into new dwellings. • To limit views into habitable room windows and private open space of new and existing dwellings. • To provide a reasonable outlook from new dwellings. • To ensure the building setbacks provide appropriate internal amenity to meet the needs of residents.	**Standard D14** The built form of the development must respect the existing or preferred urban context and respond to the features of the site. Buildings should be set back from side and rear boundaries, and other buildings within the site to: • Ensure adequate daylight into new habitable room windows. • Avoid direct views into habitable room windows and private open space of new and existing dwellings. Developments should avoid relying on screening to reduce views. • Provide an outlook from dwellings that creates a reasonable visual connection to the external environment. • Ensure the dwellings are designed to meet the objectives of Clause 58.	Complies with standard and objective.
Assessment: The site, in occupying a key location within the retail core of the major activity centre, can reasonably accommodate a robust building form to hold the corner. The breadth of South Road coupled		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
with the contextual setting of the site abutting the supermarket complex with its associated curtilage car parking and the emerging higher density of built form that is on the west side of Taylor Street support this proposition. *Eastern Setbacks* The precinct framework plan identifies land to the east of the subject site as one that can facilitate future pedestrian and vehicular connection from Jasper Street and thus South Road to support improved permeability and movement within the retail core. Owing to this and otherwise the Site's dimensional context it is unlikely that the adjacent land will be developed to the same extent as the subject site without consolidation. Further, it is reasonable to expect that with an intervening pedestrian/ vehicular connection that setbacks from it could be reciprocated without detriment to future development potential and to maintain an equitable amenity outcome. Notwithstanding the setbacks above podium are relatively modest at a minimum of 3 metres form the mutual east property boundary, they are considered appropriate in their strategic context. This coupled with the configuration of apartments and glazed openings in the east elevation will provide and maintain reasonable daylight access and outlook to the proposed apartments. *Western Setbacks* The development holds a three storey street wall to Taylor Street with setbacks above podium transitioning from a minimum of 3 metres measured to wall to a maximum 6.1 metres when measured to the glazing line of apartment types 03 and 04 central to the west elevation. Re-entrant northwest and southeast corners include setbacks of 5.65 metres from the west title boundary. Sectional shadow analysis demonstrates that the ground floor of 17 Taylor Street, as well as apartments on the first, second and third floors will receive shadow between 9am and 10.35am and that beyond this time the shadow will be cast to Taylor Street to a decreasing extent as the day progresses. Given the built form expectations for the precinct and policy support for increased residential density and mix of uses in activity centre settings and that the affected apartments will otherwise receive almost 4.5 hours of uninhibited daylight access after 10.35am it is considered the impact to these apartments is not inappropriate and will not result in an unreasonable amenity impacts from overshadowing. Setbacks are otherwise generous to limit overlooking to opposing apartments under construction on the west side of Taylor Street. *Northern Setbacks* As with Taylor Street, the development holds a three storey podium to the title boundary to South Road. Above podium the tower maintains a modest setback of 3 metres. Given the breadth of South Road and the generosity of setback from commercial and residential properties on the north side of South Road, it is considered the development in the form proposed will not impose itself on the lower scale built form north of it. Nor by virtue of its setback and orientation will it allow for overlooking or overshadowing impacts to properties north of South Road. *Southern Setbacks* The site interfaces with Taylor Lane to the south and with this, includes a minimum 3 metres ground floor setback from Taylor Lane to facilitate vehicular access to the Site from Taylor Street. Above ground (Levels 1 and 2) the podium form holds the title boundary and cantilevers the driveway to be formed on site. Above podium a minimum 3 metres setback is achieved. The interaction of the building with the laneway and the wider setting of the in-curtilage car parking of the supermarket, is compatible with that adjacent land configuration and will not otherwise compromise the use of that neighbouring land.		
Clause 58.04-2 Internal views objective	**Standard D15** • Windows and balconies should be designed to prevent overlooking of more than 50% of the POS of a lower-level dwelling directly below and within the same development.	Complies with standard and objective.

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
• To limit views into the private open space and habitable room windows of dwellings within a development.		
Assessment: Where the development has the potential for unreasonable internal overlooking opportunities to occur, screening measures are proposed to mitigate this concern.		
Clause 58.04-3 Noise impacts objectives • To contain noise sources in developments that may affect existing dwellings. • To protect residents from external and internal noise sources.	**Standard D16** Noise sources, such as mechanical plants should not be located near bedrooms of immediately adjacent existing dwellings. The layout of new dwellings and buildings should minimise noise transmission within the site. Noise sensitive rooms (such as living areas and bedrooms) should be located to avoid noise impacts from mechanical plants, lifts, building services, non-residential uses, car parking, communal areas and other dwellings. New dwellings should be designed and constructed to include acoustic attenuation measures to reduce noise levels from off-site noise sources. Buildings within a noise influence area specified in Table D3 should be designed and constructed to achieve the following noise levels: • Not greater than 35dB(A) for bedrooms, assessed as an LAeq,8h from 10pm to 6am. • Not greater than 40dB(A) for living areas, assessed LAeq,16h from 6am to 10pm. Buildings, or part of a building screened from a noise source by an existing solid structure, or the natural topography of the land, do not need to meet the specified noise level requirements. Noise levels should be assessed in unfurnished rooms with a finished floor and the windows closed.	Will comply with standard and objective subject to imposed condition(s).
Assessment: The site has a direct interface with South Road and thus is within 300 metres of the nearest trafficable lane of a principal road network. A number of apartments also directly interface with the lift core and services and will have abuttals with commercial premises that will have mechanical plant associated with either their ventilation and operation. The proposal is however capable of containing noise sources in the development as well as including design measures to protect future residents from external and internal noise sources. It is recommended that a condition be included on any permit that may issue to require an acoustic report to assess potential harmful noise sources within and adjacent to the development (South Road) and to implement appropriate noise attenuation measures in accordance with the recommendations of the acoustic report. Please refer to conditions 1(ee) and 15 in the recommendation.		
Clause 58.05 – ON-SITE AMENITY AND FACILITIES		

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
Clause 58.05 -1 Accessibility • To ensure the design of dwellings meets the needs of people with limited mobility.	**Standard D17** At least 50 per cent of dwellings should have: • A clear opening width of at least 850mm at the entrance to the dwelling and main bedroom. • A clear path with a minimum width of 1.2 metres that connects the dwelling entrance to the main bedroom, an adaptable bathroom and the living area. • A main bedroom with access to an adaptable bathroom. • At least one adaptable bathroom that meets all of the requirements of either Design A or Design B specified in Table D4.	Will comply with the standard and objective subject to imposed condition(s).
Assessment: The design layout demonstrates that at least twenty-seven (27) of the fifty-four (54), and thus 50%, of dwellings are provided as accessible apartments. This is specific to two-bedroom apartment types 02, 03 and 05. However, apartment types 02 and 05 do not have accessible bathroom layouts that accord with Design B and accordingly condition 1(n) in the recommendation ensures they be provided in accordance with the standard.		
Clause 58.05-2 Building entry and circulation objectives • To provide each dwelling and building with its own sense of identity. • To ensure the internal layout of buildings provide for the safe, functional and efficient movement of residents. • To ensure internal communal areas provide adequate access to daylight and natural ventilation.	**Standard D18** Entries to dwellings and buildings should: • Be visible and easily identifiable. • Provide shelter, a sense of personal address and a transitional space around the entry. The layout and design of buildings should: • Clearly distinguish entrances to residential and non-residential areas. Provide windows to building entrances and lift areas. • Provide visible, safe and attractive stairs from the entry level to encourage use by residents. • Provide common areas and corridors that: - Include at least one source of natural light and natural ventilation. - Avoid obstruction from building services. - Maintain clear sight lines.	Variation sought and supported.
Assessment: The residential lobby is clearly visible from Taylor Street and presents a wide lobby that provides a good sense of identity. The stairs are appropriately located to encourage their use. The common areas are not naturally lit above ground or otherwise naturally ventilated. However, this is capable of being achieved through mechanical means and is proposed to be partially operated through renewable power sources (i.e. solar PV).		
Clause 58.05-3 Private open space objective • To provide adequate private open space for the reasonable recreation and service needs of residents.	**Standard D19** A dwelling should have private open space consisting of:	Will comply with standard and objective subject to imposed condition(s).

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<tr><th>OBJECTIVE</th><th>STANDARD</th><th>LEVEL OF COMPLIANCE AGAINST STANDARD</th></tr>
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An area of 25m^2, with a minimum dimension of 3m at natural ground floor level and convenient access from a living room, or
An area of 15m^2, with a minimum dimension of 3m at a podium or other similar base and convenient access from a living room, or
A balcony with an area and dimensions specified in Table D5 and convenient access from a living room, or
A roof-top area of 10m^2 with a minimum dimension of 2m and convenient access from a living room.

If a cooling or heating unit is located on a balcony, the balcony should provide an additional area of 1.5m^2.
Table D5 Balcony Size
<table>
<tr><th>Dwelling type</th><th>Min area</th><th>Minimum dimension</th></tr>
<tr><td>Studio or 1 bedroom</td><td>8 sq m</td><td>1.8m</td></tr>
<tr><td>2 bedroom</td><td>8 sq m</td><td>2m</td></tr>
<tr><td>3 + bedroom</td><td>12 sq m</td><td>2.4m</td></tr>
</table>
</td><td></td></tr>
<tr><td colspan="3">Assessment: Each dwelling has been provided with adequate private open space that meets the area and dimension requirements specified above and will service the social, recreational and passive needs of future residents.

However, the dimensions of the usable area of each balcony terrace as shown on the floor plans for Level 3 to Level 11 do not reflect total area of the corresponding balconies with this being generally rounded up or down to the nearest whole number. Nor has the location of any air condenser unit been shown on the development plans. It is therefore prudent to include a condition on any permit that may issue that the area of each balcony/ terrace be reflective of the dimensions of that corresponding private open space and that should a/c units be accommodated on balconies that a minimum area of 9.5m^2 of private open space be provided for that dwelling or alternatively the a/c units be relocated elsewhere within the development to the satisfaction of the Responsible Authority. Please refer to condition 1(i) in the recommendation.</td></tr>
<tr><td>Clause 58.05-4 Storage objective
To provide adequate storage facilities for each dwelling.</td><td>Standard D20
Each dwelling should have convenient access to usable and secure storage space.

The total minimum storage space (including kitchen, bathroom and bedroom storage) should meet the requirements specified in Table D6.
<table>
<tr><th>Dwelling type</th><th>Total minimum storage volume</th><th>Minimum storage volume within the dwelling</th></tr>
<tr><td>Studio</td><td>8 cubic metres</td><td>5 cubic metres</td></tr>
<tr><td>1 bedroom dwelling</td><td>10 cubic metres</td><td>6 cubic metres</td></tr>
<tr><td>2 bedroom dwelling</td><td>14 cubic metres</td><td>9 cubic metres</td></tr>
</table>
</td><td>Complies with standard and objective.</td></tr>
</table>

OBJECTIVE	STANDARD			LEVEL OF COMPLIANCE AGAINST STANDARD
	3 or more bedroom dwelling	*18 cubic metres*	*12 cubic metres*	

Assessment: For one-bedroom dwellings, a total minimum storage volume of 10 cubic metres is required with a minimum of 6 cubic metres of this being provided within the dwelling.

For two-bedroom dwellings a total minimum storage volume of 14 cubic metres is required with a minimum of 9 cubic metres of this being provided within the dwelling.

Of the nine (9) one bedroom dwellings and 45 two (2) bedroom dwellings provided throughout the development the following internal and external storage volume is provided as follows per apartment type and as indicated on the 'without prejudice' area schedule:

Proposed Dwelling type	*Proposed Internal Storage Volume*	*Proposed External Storage Volume*	*Total storage volume*
1 bedroom dwelling (x9) *Type 4 :*	$6m^3$	$5m^3$	$11m^3$
2 bedroom dwellings (x45) Type 1: Type 2: Type 3: Type 5: Type 6:	 $13m^3$ $13m^3$ $10m^3$ $14m^3$ $13m^3$	 $6m^3$ $6m^3$ $6m^3$ $6m^3$ $6m^3$	 $19m^3$ $19m^3$ $16m^3$ $20m^3$ $19m^3$

Of the above considerations, the proposed dwelling typologies are indicated to comply with the quantitative requirements of the standard with one external store provided per dwelling within the basement. However, the 'without prejudice' basement level plans provided to address car parking concerns provide more storage units than indicated in the area schedule and stores with a capacity greater than that nominated (i.e. one storage unit is shown with a capacity of $7m^3$ and two with a capacity of $9m^3$). In addition to this, two (2) stores are provided for commercial office space with a capacity of $9m^3$ and a total of six (6) stores at provided at ground level with a capacity of $8m^3$ each.

To correct this anomaly and clarify allocation to land uses, it is a recommended condition of any planning permit that may issue that:

a) The external stores be allocated to each dwelling and as per the area schedule prepared by Ewert Leaf Pty Ltd dated 30 November 2021 and with the capacity shown.
b) Typical dimensions of each store including their HxWxD shall be nominated on the basement plans as well as the means of access to them (i.e. location of entry doors).
c) Storage units located adjacent to car parking spaces, should where possible, be associated with the same apartment to which the car parking space has also been allocated, otherwise access to storage units must not be impeded by car parking bays.
d) Surplus storage not nominated for residential or commercial use must be allocated to a land use or removed.

Please refer to conditions 1(j) to 1(m) inclusive in the recommendation.

58.06 DETAILED DESIGN

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
Clause 58.06-1 Common property objective • To ensure that communal open space, car parking, access areas and site facilities are practical, attractive and easily maintained. • To avoid future management difficulties in areas of common ownership.	**Standard D21** Developments should clearly delineate public, communal and private areas. Common property, where provided, should be functional and capable of efficient management. Obscure glazing in any part of the window below 1.7 metres above floor level may be openable provided that there are no direct views as specified in this standard. Screens used to obscure a view should be: • Perforated panels or trellis with a maximum of 25% openings or solid translucent panels. • Permanent, fixed and durable. • Designed and coloured to blend in with the development.	Complies with standard and objective.
Assessment: Where common property is proposed, it is functional, well-designed and capable of efficient management through an owner's corporation arrangement.		
Clause 58.06-2 Site services objectives • To ensure that site services can be installed and easily maintained. • To ensure that site facilities are accessible, adequate and attractive.	**Standard D22** The design and layout of dwellings should provide sufficient space (including easements where required) and facilities for services to be installed and maintained efficiently and economically. Mailboxes and other site facilities should be adequate in size, durable, waterproof and blend in with the development. Mailboxes should be provided and located for convenient access as required by Australia Post. .	Complies with standard and objective.
Assessment: Service facilities are shown within the design response in appropriate locations. The substation is appropriately integrated into the rear of the building and does not appear dominant in its rear laneway location.		
Clause 58.06-3 Waste and recycling objectives • To ensure dwellings are designed to encourage waste recycling. • To ensure that waste and recycling facilities are accessible, adequate and attractive. • To ensure that waste and recycling facilities are designed and managed to minimise impacts on residential amenity, health and the public realm.	**Standard D23** Developments should include dedicated areas for: • Waste and recycling enclosures which are: – Adequate in size, durable, waterproof and blend in with the development. – Adequately ventilated. – Located and designed for convenient access by residents and made easily accessible to people with limited mobility.	Will comply with standard and objective subject to imposed condition(s).

<table>
<tr><th>OBJECTIVE</th><th>STANDARD</th><th>LEVEL OF COMPLIANCE AGAINST STANDARD</th></tr>
<tr><td></td><td>
• Adequate facilities for bin washing. These areas should be adequately ventilated.
• Collection, separation and storage of waste and recyclables, including where appropriate opportunities for on-site management of food waste through composting or other waste recovery as appropriate.
• Collection, storage and reuse of garden waste, including opportunities for on-site treatment, where appropriate, or off-site removal for reprocessing.
• Adequate circulation to allow waste and recycling collection vehicles to enter and leave the site without reversing.
• Adequate internal storage space within each dwelling to enable the separation of waste, recyclables and food waste where appropriate.
• Waste and recycling management facilities should be designed and managed in accordance with a Waste Management Plan approved by the responsible authority and:
• Be designed to meet the best practice waste and recycling management guidelines for residential development adopted by Sustainability Victoria.
• Protect public health and amenity of residents and adjoining premises from the impacts of odour, noise and hazards associated with waste collection vehicle movements.
</td><td></td></tr>
<tr><td colspan="3">Assessment: Council's waste management officer is satisfied with the waste management plan provided and private collection proposed. However, Council's sustainable design advisor recommends an update to the waste management plan to include an area within the bin store for food and garden waste.

This matter can appropriately be controlled by a condition on any future planning permit issued and to include corresponding updates to the waste room layouts.

Please refer to Conditions 1(cc) and 12 in the recommendation.</td></tr>
<tr><td colspan="3">Clause 58.07 – INTERNAL AMENITY</td></tr>
<tr><td>Clause 58.07-01 Functional layout objective
• To ensure dwellings provide functional areas that meet the needs of residents.</td><td>Standard D24
Bedrooms should:
• Meet the minimum internal room dimensions specified in Table D7.
• Provide an area in addition to the minimum internal room dimensions to accommodate a wardrobe.
Table D7 Bedroom dimensions
<table>
<tr><th>Bedroom type</th><th>Minimum width</th><th>Minimum depth</th></tr>
<tr><td>Main bedroom</td><td>3 metres</td><td>3.4 metres</td></tr>
<tr><td>All other bedrooms</td><td>3 metres</td><td>3 metres</td></tr>
</table>
</td><td>Variation sought and supported.</td></tr>
</table>

<table>
<tr><th>OBJECTIVE</th><th>STANDARD</th><th>LEVEL OF COMPLIANCE AGAINST STANDARD</th></tr>
<tr><td></td><td>• Living areas (excluding dining and kitchen areas) should meet the minimum internal room dimensions specified in Table D8.
<table>
<tr><th>Dwelling type</th><th>Minimum width</th><th>Minimum area</th></tr>
<tr><td>Studio and 1 bedroom dwelling</td><td>3.3 metres</td><td>10 sqm</td></tr>
<tr><td>2 or more bedroom dwelling</td><td>3.6 metres</td><td>12 sqm</td></tr>
</table></td><td></td></tr>
<tr><td colspan="3">Assessment: All proposed bedrooms meet the minimum dimension requirements. The minimum width of the living areas associated with each apartment has not been met in each direction. This is not considered fatal as the indicative layout of apartments demonstrates a usable and functional layout that will meet the minimum area requirements comfortably for each dwelling typology.</td></tr>
<tr><td>Clause 58.07-2 Room depth objective
• To allow adequate daylight into single aspect habitable rooms.</td><td>Standard D25
Single aspect habitable rooms should not exceed a room depth of 2.5 times the ceiling height.

The depth of a single aspect, open plan, habitable room may be increased to 9 metres if all the following requirements are met:

• The room combines the living area, dining area and kitchen.
• The kitchen is located furthest from the window.
• The ceiling height is at least 2.7 metres measured from finished floor level to finished ceiling level. This excludes where services are provided above the kitchen.

The room depth should be measured from the external surface of the habitable room window to the rear wall of the room.</td><td>Complies with standard and objective.</td></tr>
<tr><td colspan="3">Assessment: Living room depths to single aspect dwellings are either less than or meet the maximum 9m with a generous floor to ceiling height of 2.7m.

Bedrooms associated with dwelling types 03, 04 and 05 have areas of balcony that will overhang them. However, the room depth of each of the affected bedrooms does not exceed 2.5 by the ceiling height of the room and it is considered that each single aspect bedroom will receive adequate daylight. Where balconies overhang open plan living areas those affected apartments have room depths no greater than 9 metres and are afforded windows in more than one aspect, thus providing a transition in daylight access throughout the day.</td></tr>
<tr><td>Clause 58.07-3 Windows objective
• To allow adequate daylight into new habitable room windows.</td><td>Standard D26
HRW should have a window in an external wall of the building.
A window may provide daylight to a bedroom from a smaller secondary area within the bedroom where the window is clear to the sky.
The secondary area should be:
• A minimum width of 1.2 metres.
• A maximum depth of 1.5 times the width, measured from the external surface of the window.</td><td>Complies with standard and objective.</td></tr>
</table>

OBJECTIVE	STANDARD	LEVEL OF COMPLIANCE AGAINST STANDARD
Assessment: All habitable rooms have windows or glazed doors in an external wall of the building. As discussed above, bedrooms have adequate access to daylight, exceeding the minimum standards for light penetration into habitable areas.		
Clause 58.07-4 Natural ventilation objectives • To encourage natural ventilation of dwellings. • To allow occupants to effectively manage natural ventilation of dwellings.	**Standard D27** The design and layout of dwellings should maximise openable windows, doors or other ventilation devices in external walls of the building, where appropriate. At least 40% of dwellings should provide effective cross ventilation that has: • A maximum breeze path through the dwelling of 18 metres. • A minimum breeze path through the dwelling of 5 metres. • Ventilation openings with approximately the same area. The breeze path is measured between the ventilation openings on different orientations of the dwelling.	Complies with standard and objective.
Assessment: The floor plans demonstrate appropriate natural ventilation being achieved for a total of thirty-six (36) dwellings and thus 67% of all dwellings on site, in accordance with Standard B27.		

14. CONCLUSION

On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

As outlined above, it has been determined that prior to deciding on this application, all factors pursuant to Section 60(1) of the *Planning and Environment Act 1987* have been considered. Further to this, the proposal does not give rise to any significant social or economic effects.

The proposed development is considered appropriate for the site, subject to conditions, as evidenced by:

- The compatibility of the design and siting with the surrounding area.
- The economic and public benefit which would result.
- The environmentally sustainable design commitments to be achieved.
- The mitigation of off-site amenity impacts.
- A suitable level of compliance with all relevant policies, including **Clause 58** of the Kingston Planning Scheme.

15. RECOMMENDATION

That Council determine to support the proposal and issue a **notice of decision to grant a planning permit** for The use and development of the land for a twelve (12) storey mixed use building, comprising fifty-four (54) dwellings, two (2) retail premises, office space and a food a drinks premises, a reduction in the car parking requirements and alterations to the access to a road on the Principal Road Network (Transport Zone 2) at 374-378 South Road, Moorabbin subject to the following conditions:

Amended Plans

1. Before the development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans

will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and an electronic copy must be provided. The plans must be substantially in accordance with the advertised plans prepared by Ewert Leaf Pty Ltd comprising Drawing No's. A-031 Rev B, A-032 Rev B, A-100 to A-113 Rev B inclusive, A-150 to TP-152 Rev B inclusive, A-400, TP-401, TP-500 Rev B and TP-904 Rev B and Area Schedule (dated 30 November 2021) submitted to Council on 16 December 2021 but modified to show/ include:

a. The basement layouts as shown on the 'without prejudice' plans prepared by Ewart Leaf Pty Ltd, Drawing Nos. 1-150, A-151 Rev C, A-152 Rev D and A-153 Rev B dated (19.05.2022) submitted to Council on 3 June 2022.

b. All storage unit allocations per land use on the area schedule.

c. The allocation of car parking spaces per land use in accordance with updated area schedule.

d. Updated typical apartment layouts on drawing no. A-032 Rev B Design Response – Typical Apartment Plan to reflect the approved one and two bedroom dwelling typologies.

e. The reinstatement of the redundant crossovers to South Road.

f. The area of each balcony/ terrace reflective of the dimensions of that corresponding private open space.

g. The location of all air-conditioning units, services and roof to plant, including the capacity of solar PV system.

h. A notation reflecting the requirement of condition 4.

i. Should air-conditioning units be accommodated on private open space, the private open space areas adjusted accordingly in satisfaction of Standard D20 of Clause 58.05-3 of the Planning Scheme.

j. The external stores allocated to each dwelling and as per the area schedule prepared by Ewert Leaf Pty Ltd dated 30 November 2021 and with the capacity shown.

k. Typical dimensions of each store including their HxWxD nominated on the basement plans as well as the means of access to them (i.e. location of entry doors).

l. Storage units located adjacent to car parking spaces associated with the same apartment to which the car parking space has also been allocated, where possible, otherwise access to storage units must not be impeded by car parking bays.

m. Surplus storage not nominated for residential or commercial use must be allocated to a land use or removed.

n. Accessible bathrooms associated with apartment types 02 and 05 provided in accordance with Standard D17.

o. The location of any shade or similar structures to be employed at roof top common terrace areas (i.e. pergolas or awnings). These must not be enclosed or solid in form.

p. All privacy screening to be nominated as no more than 25 per cent transparency.

q. A longitudinal section of the basement ramp showing gradients, levels, distances, with headroom clearances complying with AS2890.1:2004 and the flood proof apex.

r. A flood proof apex of a minimum 180mm above the existing laneway invert level for the entire Taylor Lane frontage of the subject site.

s. The internal driveway at least 500mm from the (east) side boundary at the south boundary.

t. The footpath reconstructed to Council's commercial standards to the satisfaction of the Responsible Authority.

u. A sightline splay of 1 metre by 1 metre at the southwest corner of the site including any consequential changes to the ground floor layout to accommodate this.

v. A sightline splay of 2.5 metres by 2 metres at the southeast corner of the building including any consequential changes to the ground floor plan to accommodate this.

w. A pedestrian access door from the bike store to the communal lobby.

x. No stopping signs erected and displayed along the driveway (the area setback from the southern title boundary) to be formed on site.

y. A notation to advise the driveway (the area setback from the southern title boundary) to be formed on site is a carriageway easement.

z. All requirements of the Department of Transport, in accordance with condition 28 of this permit.

aa. Uniformity with the detail of the façade strategy required by condition 3 of this permit.

bb. Uniformity with the commitments and any changes identified within the wind effects statement, required under condition 5 of this permit.

cc. Uniformity with the commitments and any changes identified within the waste management plan, required under condition 12 of this permit.

dd. All relevant commitments identified within the sustainable management plan, required under condition 13 of this permit.

ee. Uniformity with the requirements and any changes identified within the acoustic report, required under condition 15 of this permit.

ff. Uniformity with the landscape plan required by condition 16 of this permit.

gg. A notation on the ground floor plan stating the final design of the footpath, landscaping and street furniture arrangements adjacent to the site's South Road and Taylor Street frontages to be undertaken in accordance with Kingston City Council's Activity Centre Streetscape Suite (June 2013) and in consultation with the Responsible Authority and constructed at the full cost of the owner/ developer.

Endorsed Plans

2. The development and use as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

Façade Strategy

3. Concurrent with the endorsement of plans pursuant to condition 1, a façade strategy and materials and finishes must be submitted to and be approved by the Responsible Authority. All materials, finishes and colours must be in conformity with the approved façade strategy to the satisfaction of the Responsible Authority. Unless otherwise approved by the Responsible Authority, the façade strategy must be generally in accordance with the development plans and must detail:

   a) A concise description by the architect of the building design concept and how the façade works to achieve this.

   b) Elevation details generally at a scale of 1:50 illustrating typical lower level details, balcony niches, entries and doors and utilities and enhancement of the ground floor east elevation wall with tactile or sensory or artistic detailing which may include integrated

lighting and vegetation, typical tower details, and any special features which are important to the building's presentation.

c) Cross sections or another method of demonstrating the façade systems, including fixing details indicating junctions between materials and significant changes in form and/or material.

d) Information about how the façade will be accessed and maintained and cleaned, including any planting proposed.

e) Example prototypes and/or precedents that demonstrate the intended design outcome as indicated on plans and perspective images, to produce a high quality built outcome in accordance with the design concept.

f) A schedule of colours, materials and finishes, including the colour, type and quality of materials showing their application and appearance. Materials and finishes must be of a high quality, contextually appropriate, durable and fit for purpose. This can be demonstrated in coloured elevations or renders from key viewpoints, to show the materials and finishes linking them to a physical sample board with coding.

Reflectivity

4. Glazing materials and the solar PV panel treatment used on all external walls must be of a type that does not reflect more than 15% of visible light, when measured at an angle of 90 degrees to the glass surface, to the satisfaction of the Responsible Authority.

Wind Effects Statement

5. Prior to the commencement of the development, a wind effects statement must be submitted to and be to the satisfaction of the Responsible Authority. Modifications must be made to the design of the development to reduce any adverse wind conditions in areas used by pedestrians, to the satisfaction of the Responsible Authority. The recommendations of the report must be implemented at no cost to the Responsible Authority and must not include reliance on street trees.

   The wind effects statement must be implemented to the satisfaction of the Responsible Authority. The wind effects statement must not be modified unless without the written consent of the Responsible Authority.

Drainage and Water Sensitive Urban Design

6. Unless with prior written consent of the Responsible Authority, before the development commences the following integrated stormwater management (drainage) documents must be prepared, by a suitably qualified person, to the satisfaction of the Responsible Authority:

   a) Prior to submitting detailed plans, a comprehensive stormwater management (drainage) strategy for the site must be prepared that addresses the requirements specified within Council's "Civil Design requirements for Developers – Part A: Integrated Stormwater Management".

   b) The stormwater management (drainage) strategy must include a report with MUSIC modelling results demonstrating water sensitive urban design treatments that achieve Victorian best practice objectives. These may include the use of an infiltration or bio-retention system, rainwater tanks connected for reuse, or other treatments to the satisfaction of the Responsible Authority.

c) The water sensitive urban design treatments as per conditions 6(a) and 6(b) above must be implemented on-site, unless an alternative agreement for stormwater quality in-lieu contribution is reached with the Responsible Authority.

d) Stormwater management (drainage) plan(s) must be prepared, with supporting computations, showing the stormwater (drainage) works to the nominated point of discharge. The plan(s) must show all details of the proposed stormwater works including all existing and proposed features that may have an impact on the stormwater (drainage) works, including landscaping details.

7. Stormwater (drainage) works must be implemented in accordance with the approved stormwater management (drainage) plan and to the satisfaction of the Responsible Authority including the following:

a) All stormwater (drainage) works must be provided onsite so as to prevent overflows onto adjacent properties.

b) The implementation of stormwater (drainage) detention system which restricts stormwater discharge to the maximum allowable flowrate of 8.8L/s.

c) All stormwater (drainage) works must be maintained to the satisfaction of the Responsible Authority.

8. A flood proof apex (ridge level) protecting the property from any overland flows must be provided in accordance with Kingston City Council's 'Basement Policy Guidelines'. This apex is to be a minimum of 180mm above the existing Taylor Lane invert level along the entire Taylor Lane frontage of the subject site. This apex is to continue through any driveways or pathways that may cross it. The apex is to be a permanent structure (e.g. rise in concrete driveway/pathway, sleeper retaining wall, solid brick fence/wall). Low mounded soil on its own is unlikely to be acceptable due to the likelihood of future disturbance.

9. A groundwater assessment report (GAR) must be prepared by a qualified hydro-geologist to assess any possible impacts the proposed development has on the ground water table, surrounding land and buildings to the satisfaction of Responsible Authority. Should the findings of the submitted groundwater assessment report demonstrate that the site is likely to experience issues associated with ground water management, a ground water management plan (GMP) must be submitted to and approved by the responsible authority.

10. The basement structure must be designed to respond to the findings of the groundwater assessment report and groundwater management plan required under condition 9 and constructed to the satisfaction of the responsible authority in accordance with the following:

a) The basement must be a fully-tanked dry basement with no ground water including agricultural (AG) drain collection or disposal into stormwater system and with an allowance made for any hydrostatic pressures in accordance with Council's "Basements and Deep Building Construction Policy 2014" and "Basements and Deep Building Construction Guidelines 2014", or

b) in the event it is demonstrated that a fully tanked dry basement cannot be achieved or if a wet basement system is proposed, no groundwater including agricultural (AG) drain from the site shall be discharged into the stormwater system. Council does not accept any groundwater (including AG drain) into the stormwater system. Sub-surface water (groundwater) is the responsibility of the property owner to dispose of on site or reach an agreement with the local sewer authority.

11. In any case where the basement design and construction, as required by above conditions 9 and 10 of this permit, does not accord with the plan(s) approved under this permit, the endorsed plan(s) must be amended to the satisfaction and with the written consent of the Responsible Authority.

Waste Management Plan

12. Concurrent with the endorsement of plans under condition 1, a waste management plan (WMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The waste management plan must be generally in accordance with that prepared by MGA dated 8 December 2021 and when approved, the plan will be endorsed and will then form part of the permit. The plan must include, but is not limited to, the following:

    a) The manner in which waste will be stored and collected including type, size and number of containers per waste stream.

    b) Waste streams nominated to include food and organics (garden).

    c) Spatial provision for on-site storage.

    d) Details whether waste collection is to be performed by Council's services or privately contracted.

    e) The size of the collection vehicle and the frequency, time and point of collection.

    The waste management plan must be implemented to the satisfaction of the Responsible Authority. The waste management plan must not be modified unless without the written consent of the Responsible Authority.

Sustainable Management Plan

13. Concurrent with the endorsement of plans required by condition 1 of this permit, an amended sustainable management plan (SMP) that outlines proposed sustainable design initiatives must be submitted to and approved by the Responsible Authority. The amended sustainable management plan must be generally in accordance with the sustainable management plan prepared by GIW, dated 11 December 2021 and incorporate the following sustainable design commitments to achieve a minimum BESS score of 70%:

    a) Introduction of mechanically induced natural ventilation to all apartments that are not naturally ventilated (to add an additional +1% BESS score in lieu of relocating the above bonnet bike parking).

    b) The provision of exhaust fans with humidity sensors.

    c) A minimum of 70% of construction and demolition waste diverted from landfill.

    d) Non-visible flat roofs and exposed concrete driveway, specify high SRI paints and materials (SRI>50).

    e) Building materials as follows:

        i) Concrete - A minimum of 20% of the cement must be replaced with supplementary cementitious material (SCM), 50% recycled aggregate and 50% recycled water.

        ii) Steel - A minimum of 60% of the fabricated structural steelwork is supplied by a steel fabricator/contractor accredited to the Environmental Sustainability Charter of the Australian Steel Institute and minimum of 60% of all reinforcing bar and mesh is produced using energy-reducing processes in its manufacture.

    f) The provision / location of facilities on site for managing food and garden waste as per the updated waste management plan.

    g) The provision of an external tap and floor waste to private open space associated with each dwelling.

    Any change during the detailed design, which prevents or alters the attainment of the commitments and performance outcomes of endorsed sustainable management plan, must

be documented by the author of the endorsed sustainable management plan or similarly qualified person in an addendum to the sustainable management plan, which must be provided to the satisfaction of the Responsible Authority prior to the commencement of construction.

All works must be undertaken in accordance with the endorsed sustainable management plan to the satisfaction of the Responsible Authority. No alterations to the sustainable management plan may occur without the written consent of the Responsible Authority.

14. Prior to the occupation of any building approved under this permit, written confirmation from the author of the endorsed sustainable management plan or similarly qualified person is to be submitted to and approved by the Responsible Authority detailing that all of the required measures specified in the sustainable management plan have been implemented, to the satisfaction of the Responsible Authority.

Acoustic Treatments

15. Concurrent with the endorsement of plans required under condition 1 of this permit, an acoustic report to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The acoustic report must be prepared by a suitably qualified acoustic engineer to the satisfaction of the Responsible Authority and show how the requirements of Environment Protection Regulations 2021 under the Environment Protection Act 2017 and the 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' (Publication 1826.4, Environment Protection Authority, May 2021) will be met. The report must, to the satisfaction of the Responsible Authority, prescribe:

    a) The form of acoustic treatment to each of the dwellings to protect occupants from internal and external noise sources, including from the communal waste bin storage area.

    b) The mechanical plant equipment installed or constructed as part of the development.

    The plans submitted to the Responsible Authority for endorsement pursuant to this condition must be updated to incorporate the acoustic engineer's recommendations to the satisfaction of the Responsible Authority and where there are recommendations of an ongoing nature, must be implemented to the satisfaction of the Responsible Authority.

Landscaping

16. Prior to the commencement of development, a detailed landscape plans prepared by a suitably qualified landscape professional must be submitted to and approved by the Responsible Authority. They must be in accordance with the submitted development plans and incorporate the following:

    i. Detailing rooftop common areas and all planter boxes, including details of a landscape maintenance and management plan demonstrating the resilience of the features in the long term.

    ii. The location of 28m^2 food production space within the common outdoor space at roof top.

    iii. The location of containerised planters within private open space areas, as appropriate.

    iv. The location of additional green infrastructure at roof top to mitigate urban heat including the location of any associated shade structures for this purpose.

    v. A planting schedule of all proposed trees and shrubs, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.

vi. The delineation of all garden beds, paving, and other landscape works including a materials schedule of surface finishes.

vii. A range of plant types from ground covers to large shrubs and trees, considered suitable for planting within the third floor terrace and roof top space.

viii. Details of all irrigation and drainage systems including cross sections of planter boxes proposed drainage and soil media.

ix. The provision of notes regarding any specific maintenance requirements in the form of a landscape maintenance manual.

x. Planter boxes specified to have a minimum substrate soil depth of 1 metre.

xi. Specifications for the substrate to be used in the planter boxes.

17. Landscaping works as shown on the endorsed plans must be completed prior to the occupation of the development to the satisfaction of the Responsible Authority unless otherwise agreed in writing. The landscaping must then be maintained to the satisfaction of the Responsible Authority. Any plantings that die, become diseased or damaged within twelve (12) months of practical completion are to be replaced with similar plantings of the same species and count to the satisfaction of the Responsible Authority.

Construction Management

18. Prior to the commencement of any buildings and works on the land, a construction management plan (CMP), to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority. The construction management plan must be prepared in accordance with the City of Kingston Construction Management Policy and Construction Management Guidelines. The construction management plan must specify and deal with, but is not limited to, the following elements:

    a. Public safety, amenity and site security.

    b. Traffic management.

    c. Stakeholder management.

    d. Operating hours, noise and vibration controls.

    e. Air quality and dust management.

    f. Stormwater and sediment control.

    g. Waste and materials re-use.

    When approved, the plan will be endorsed and will then form part of the permit and shall thereafter be complied with during the undertaking of all works.

Section 173 Agreements

19. Prior to the commencement of the use and development hereby permitted, the owner of the land must enter into an executive agreement with the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987* to the satisfaction of the Responsible Authority, for the delivery of affordable housing as defined by Section 3AA of the Act, in which it shall be covenanted as follows:

    a) Pursuant to the provisions of Section 181 of the *Planning and Environment Act 1987* this agreement shall be registered with the Registrar of Titles and shall run with the land.

    b) The owner of the land under the permit shall pay the legal costs and be responsible for the preparation and registration of the said agreement.

The Section 173 agreement must specifically provide for the following:

i. 5% dwellings (rounded up to the nearest whole number) of the proposal as affordable housing for households (as defined in the *Planning and Environment Act 1987*), with a restriction on the on-sale of these units to moderate income households for a period of twenty (20) years.

ii. Upon registration of the plan of subdivision for the development, the agreement required by this condition will end with respect to the titles of dwellings in the proposal that are not proposed to be used to provide affordable housing and will only remain on title to the 5% of dwellings proposed to provide affordable housing. The agreement will end with respect to the 5% of dwellings after twenty (20) years.

20. Prior to the commencement of the use and development hereby permitted, the owner of the land must enter into an executive agreement with the Responsible Authority pursuant to Section 173 of the *Planning and Environment Act 1987* to the satisfaction of the Responsible Authority in which it shall be covenanted as follows:

a) Pursuant to the provisions of Section 181 of the *Planning and Environment Act 1987* this agreement shall be registered with the Registrar of Titles and shall run with the land.

b) The owner of the land under the permit shall pay the legal costs and be responsible for the preparation and registration of the said agreement.

The Section 173 agreement must specifically provide for the following:

a) The creation of a carriageway easement for the full extent of the driveway formed within the southern ground floor setback of the development.

Green Travel Plan

21. Prior to the occupation of the development the green travel plan (GTP) prepared by GIW Environmental Solutions dated 11 August 2021 shall be updated to reflect and refer to the endorsed development plans to the satisfaction of the Responsible Authority. The green travel plan must be implemented to the satisfaction of the Responsible Authority. The green travel plan must not be modified unless with the written consent of the Responsible Authority.

Infrastructure and Road Works

22. Any relocation of pits/power poles or other services affected by this development must be relocated to the satisfaction of the relevant servicing authority and the Responsible Authority, at the cost of the owner/developer.

23. Property boundary and footpath levels must not be altered without the prior written consent from the Responsible Authority.

24. The replacement of all footpaths, including offsets, must be constructed to the satisfaction of the Responsible Authority.

25. Any redundant vehicle crossovers must be removed (including redundant portions of vehicle crossings) to the satisfaction of the Responsible Authority (and the Department of Transport as relevant) and in accordance with the Activity Centre Streetscape Suite (June 2013).

26. Prior to the occupation of the development or commencement of use hereby approved, or by such other date as is approved in writing by the Responsible Authority, new street furniture must be installed to the satisfaction of the Responsible Authority and in accordance with the Activity Centre Streetscape Suite (June 2013).

Car Parking Management

27. Concurrent with the endorsement of plans required by condition 1 of this planning permit, a car parking management plan (CPMP) prepared by an appropriately qualified traffic consultant to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the car parking management plan will be endorsed and form part of this planning permit. The car parking management plan must show, but is not necessarily limited to, all of the following to the satisfaction of the Responsible Authority:

    a. The number and location of the car parking spaces allocated to each dwelling to be no less than the planning scheme requirements for each dwelling typology (i.e. number of bedrooms).

    b. The number and location of car parking spaces to the commercial office space to be no less than thirty-two (32) car parking spaces.

    c. The number and location of car parking spaces associated with the retail/ food and drink premises provided in accordance with the 'without prejudice' area schedule prepared by Ewert Leaf Pty Ltd and dated 30 November 2021.

    d. The provision of disabled car parking spaces in accordance with the Standard AS2890.6-2009 (disabled) and the Building Code of Australia made available for each land use for which car parking is provided on site as per planning scheme requirements.

    e. A schedule of all proposed signage including directional arrows and signage, informative signs indicating location of disabled bays.

    The car parking management plan must be implemented to the satisfaction of the Responsible Authority. No alterations may be made to this plan without the prior written approval of the Responsible Authority.

Department of Transport

28. Prior to the occupation of the development, all disused or redundant vehicle crossings on South Road must be removed, and the area reinstated to the satisfaction of the Responsible Authority and at no cost to the Head, Transport for Victoria.

Viva Energy

29. The land owner must at no cost to Viva Energy Australia Pty Ltd, carry out the works (whether or not within the pipeline easement) for the development to meet the requirements of:

    a) a Safety Management Study (to be completed as per AS2885.6) and

    b) Viva Energy Recoverable Works Agreement covering all Viva Energy costs, must be signed by the Property owner.

    c) The land owner must at no cost to Viva Energy Australia Pty Ltd, carry out the works (whether or not within the pipeline easement) for the development to meet the requirements of:

        i. Australian Standard AS2885 Pipelines – Gas and Liquid Petroleum.

        ii. Pipelines Act 2005.

        iii. Pipeline Regulations 2017.

        iv. Safety Management Study completed.

Moorabbin Airport Environs

30. Concurrent with the endorsement of plans required by condition 1 of this planning permit, prior to the commencement of construction, evidence must be provided to confirm that the proposal meets with the requirements of the *Airports (Protection of Airspace) Regulations*

1996 and be below the relevant Obstacle Limitation Surface (OLS), unless with the written consent of the relevant authority.

General Amenity

31. All works on or facing the boundaries of adjoining properties must be finished and surface cleaned to a standard that is well presented to neighbouring properties in a manner to the satisfaction of the Responsible Authority.

32. All externally-located heating and cooling units, exhaust fans and the like must not be located adjacent to bedroom windows on adjoining properties and must not be located where they will be highly visible from any public area to the satisfaction of the Responsible Authority.

33. All piping, ducting above the ground floor storey of the development (other than rainwater, guttering and downpipes) must be concealed to the satisfaction of the Responsible Authority.

34. The amenity of the area must not be detrimentally affected by the development and/or use, through the:

    i) Transport of materials, goods or commodities to or from the land.

    ii) Appearance of any building, works or materials.

    iii) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

    iv) Presence of vermin.

    v) Any other way.

Completion of Works

35. Prior to the occupation of the development hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.

36. Prior to the occupation of the development hereby permitted, the landscaping works as shown on the endorsed plans must be completed to the satisfaction of the Responsible Authority. Thereafter, the landscaping shall be maintained (except where that landscaping is on public land) to the satisfaction of the Responsible Authority.

Permit Expiry

37. This permit as it relates to development (buildings and works) and use will expire if one of the following circumstances applies:

    a) The development is not started within two (2) years of the issue date of this permit.

    b) The development is not completed within four (4) years of the issue date of this permit.

    c) The use has not commenced within two (2) years of completion of the development.

    d) The use is discontinued for a period of two (2) years.

    In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: The proposed development requires works within the South Road road reserve. Separate approval under the *Road Management Act 2004* for this activity may be required from the Head, Transport for Victoria. Please contact the Department of Transport prior to commencing any works.

Note: Any buildings and works (including eaves) to be located within an easement requires separate consent from Council and/or the relevant service authority. This will need to be obtained prior to the issue of a building permit.

Note: Prior to the commencement of the development you are required to obtain the necessary building permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed building surveyor. It is the responsibility of the applicant/owner and building surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's vegetation management officer to verify if a Local Laws permit is required for the removal of such vegetation.

Note: Any landscape plan prepared in accordance with conditions must comply with Council's Landscape Checklist.

Note: The allocation of street numbering and addressing of properties is vested in Council. Any reference to addressing or dwelling/unit/apartment and street numbers or street names on any endorsed plan is indicative only. The onus is on the permit applicant/land owner to contact Council's property data department to determine the official dwelling/unit/apartment street numbers, street name details and the like for the approved development.

If the permit applicant/land owner adopts the street numbering or addressing from the endorsed plans, or where advertising and/or sales transact (off the plan) prior to Council's official allocation of the street numbering and addressing, it will be viewed to be non-compliant with the guideline and standard applied (Australian/New Zealand Standard for Rural and Urban Addressing / AS/NZS 4819:2011).

Note: The owner(s), occupiers and visitors of the development allowed by this permit may not be eligible for Council resident or visitor parking permits.

Note: Please note for information on how City of Kingston approaches the construction of building and other structures with below ground elements for the benefit of the whole community please refer to City of Kingston 'Basement and Deep Building Construction Policy' and 'Basements and Deep Building Construction Guidelines'. http://www.kingston.vic.gov.au/Property-and-Development/Engineering-Assessments

Note: Please note that during basement construction Council does not permit the discharge of surface water or ground water into the Council drainage system unless a Temporary Discharge Permit (TDP) has been obtained. Application form and other construction related permits can be obtained from the following link: http://www.kingston.vic.gov.au/Property-and-Development/Construction

Note: The applicant/owner must seek confirmation from Air Services Australia and/or the Airport Lessee Company to ensure the proposal does not intrude into the OLS or PANS-OPS surface.

Appendices

Appendix 1 - Plans for consideration (Ref 22/167347)
Appendix 2 - Without prejudice plans/area schedule (Ref 22/167325)

Author/s:	Kirsty Slater, Principal Statutory Planner
Reviewed and Approved By:	Jaclyn Murdoch, Manager City Development

8.3

KP-2021/629 - 374-378 SOUTH ROAD, MOORABBIN

1 Plans for consideration 133
2 Without prejudice plans/area schedule 179

ADVERTISED PLANS
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374-380 SOUTH ROAD
MOORABBIN, VICTORIA 3189

DRAWING LIST	
TP-000	COVER PAGE
TP-010	SITE CONTEXT PLAN
TP-011	EXISTING CONDITIONS PHOTOS
TP-012	EXISTING CONDITIONS/ DEMOLITION PLAN
TP-020	DESIGN RESPONSE (SITE ANALYSIS)
TP-021	DESIGN RESPONSE (BUILDING HEIGHTS)
TP-022	DESIGN RESPONSE (BUILDING FORM)
TP-023	DESIGN RESPONSE (KEY VIEWS)
TP-024	DESIGN RESPONSE (BUILDING ARTICULATION)
TP-025	DESIGN RESPONSE (RENDER)
TP-026	DESIGN RESPONSE (RENDER)
TP-027	DESIGN RESPONSE (STREETSCAPE SOUTH ROAD)
TP-028	DESIGN RESPONSE (STREETSCAPE TAYLOR ST)
TP-029	DESIGN RESPONSE (SITE PLAN)
TP-030	DESIGN RESPONSE (GROUND FLOOR PLAN)
TP-031	DESIGN RESPONSE (PROPOSED INTERNAL STORAGE PLAN)
TP-032	DESIGN RESPONSE (ALTERNATIVE TYPICAL APARTMENT PLAN)
TP-100	PROPOSED GROUND FLOOR PLAN
TP-101	PROPOSED FIRST FLOOR PLAN
TP-102	PROPOSED SECOND FLOOR PLAN
TP-103	PROPOSED THIRD FLOOR PLAN
TP-104	PROPOSED FOURTH FLOOR PLAN
TP-105	PROPOSED FIFTH FLOOR PLAN
TP-106	PROPOSED SIXTH FLOOR PLAN
TP-107	PROPOSED SEVENTH FLOOR PLAN
TP-108	PROPOSED EIGHTH FLOOR PLAN
TP-109	PROPOSED NINTH FLOOR PLAN
TP-110	PROPOSED TENTH FLOOR PLAN
TP-111	PROPOSED ELEVENTH FLOOR PLAN
TP-112	PROPOSED PLAN - ROOFTOP TERRACE
TP-113	PROPOSED ROOF PLAN
TP-150	PROPOSED PLAN - BASEMENT 01
TP-151	PROPOSED PLAN - BASEMENT 02
TP-152	PROPOSED PLAN - BASEMENT 03
TP-400	PROPOSED NORTH & WEST ELEVATION
TP-401	PROPOSED SOUTH & EAST ELEVATION
TP-500	SECTIONS A-A & B-B
TP-900	SHADOW DIAGRAM - 9AM & 10AM
TP-901	SHADOW DIAGRAM - 11AM & 12PM
TP-902	SHADOW DIAGRAM - 1PM & 2PM
TP-903	SHADOW DIAGRAM - 3PM
TP-904	SECTION SHADOW DIAGRAMS

AERIAL IMAGE
NTS

EWERT LEAF
LEVEL 1, 87-91 PALMERSTON CRESCENT, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewertleaf.com.au A.C.N: 141027241

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A	26.08.2021	ISSUE FOR INFORMATION	CT				
B	05.11.2021	ISSUE FOR RFI	CT				

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS
DRAWING TITLE: COVER PAGE
SCALE: NTS DATE: AUG 2021
PAGE: A1 PROJECT NO: M21010
DRAWN: SL
DRAWING ISSUE: TOWN PLANNING
DRAWING No: TP-000.B

8.3 KP-2021/629 - 374-378 South Road, Moorabbin - Plans for consideration

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1. PREDOMINANTLY LOW RISE SINGLE RESIDENTIAL DWELLING WITH PITCHED ROOFS
2. PUBLIC CAR PARK
3. COMMUNITY FACILITIES. SPORTING OVAL AND PARK. INCLUDES MOORABBIN BOWLING CLUB, RESERVE, PLAYROUND AND SOCIAL RSEA PARK.
4. MOORABBIN TRAIN STATION
5. ONE STOREY WOOLWORTHS SUPERMARKET LOCATED ADJACENT TO SUBJECT SITE, MAIN PEDESTRIAN ENTRY AND LOADING ZONE LOCATED AT THE REAR OF THE SITE
6. PREDOMINANTLY LOW RISE COMMERCIAL BUILDINGS WITH MAIN PEDESTRIAN ENTRY FROM MAIN ROAD AND LOADING ZONES AT THE REAR
7. MEDIUM RISE MIXED USE, RESIDENTIAL OR COMMERCIAL BUILDINGS TYPICALLY
8. PEDESTRIAN CROSSINGS WITHIN 300m OF SUBJECT SITE
9. MOORABBIN POLICE STATION

PUBLIC PARK AND RECREATION ZONE

TRAIN LINE (FRANKSTON)

OUTLINE OF ACTIVITY ZONE BOUNDARY

VIEW TO CITY

VIEW TO NEIGHBORHOOD

VIEW TO NEIGHBOURHOOD

VIEWS TO BRIGHTON BEACH

VIEWS TO HAMPTON BEACH

VIEWS TO SANDRINGHAM BEACH

VIEW TO SITE FROM SOUTH ROAD

VIEW TO SITE FROM NEPEAN HIGHWAY

EWERT LEAF
LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewertleaf.com.au A.C.N: 141027241

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MOORABBIN
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TOWN PLANNING DRAWINGS

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SITE CONTEXT PLAN

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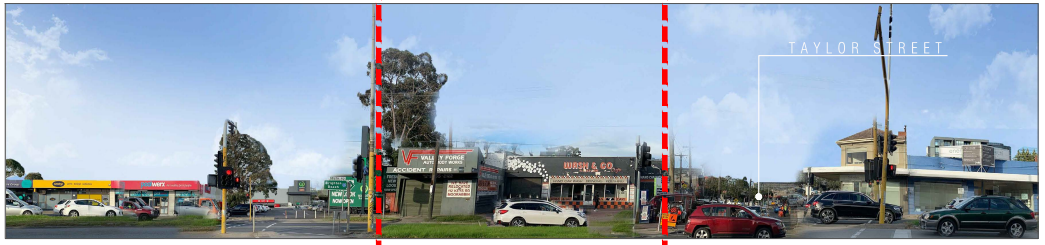


394/396 SOUTH ROAD | 3/390 SOUTH ROAD | S O U T H R O A D | 372 SOUTH ROAD | 370 SOUTH ROAD

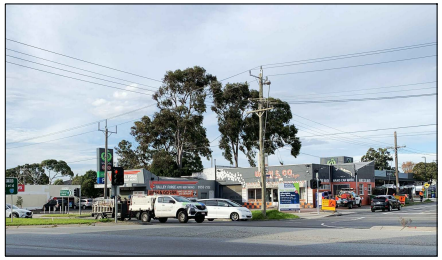
01 EXISTING STREETSCAPE ALONG SOUTH ROAD NTS

SUBJECT SITE - 374 - 380 SOUTH ROAD

T A Y L O R S T R E E T

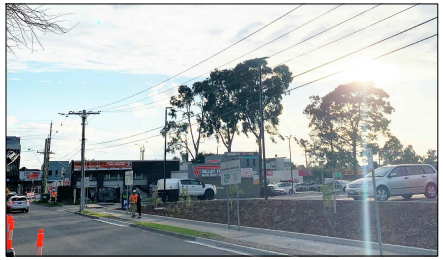
384 SOUTH ROAD

02 EXISTING STREETSCAPE ALONG TAYLOR STREET NTS



03 VIEW FROM SOUTH ROAD - LOOKING SOUTH AT SUBJECT SITE NTS

04 VIEW FROM SOUTHROAD - LOOKING SOUTHWEST AT SUBJECT SITE NTS



05 VIEW FROM TAYLOR STREET - LOOKING NORTH AT SUBJECT SITE NTS

06 VIEW FROM TAYLOR LANE - LOOKING NORTHWEST SUBJECT SITE NTS

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LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewertleaf.com.au A.C.N: 141027241

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DRAWING TITLE: EXISTING CONDITIONS PHOTOS
SCALE: NTS | DATE: AUG 2021
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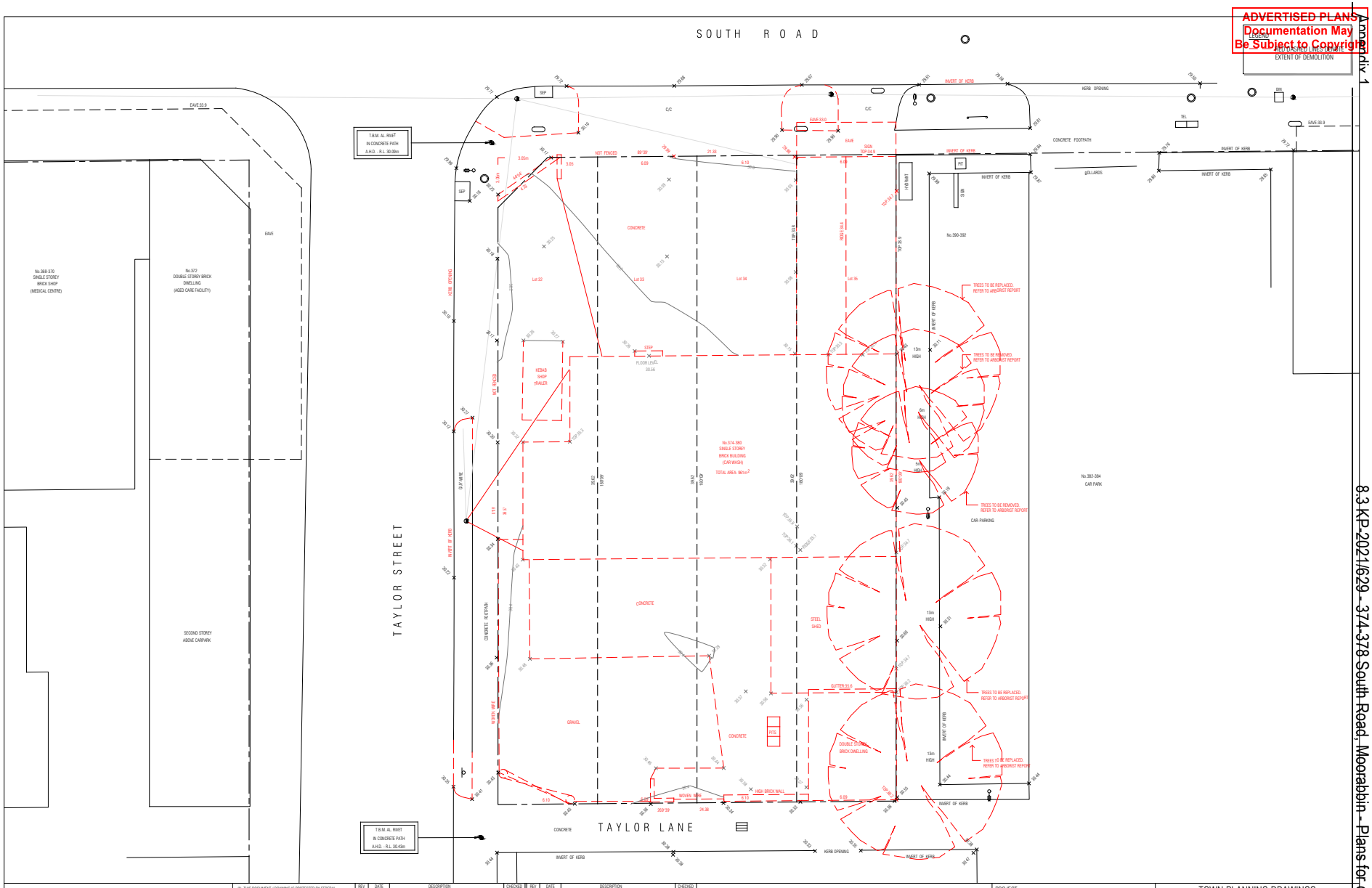

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LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
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SOUTH LANE
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TOWN PLANNING DRAWINGS

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EXISTING CONDITIONS/ DEMOLITION PLAN

SCALE: 1:100 DATE: AUG 2021
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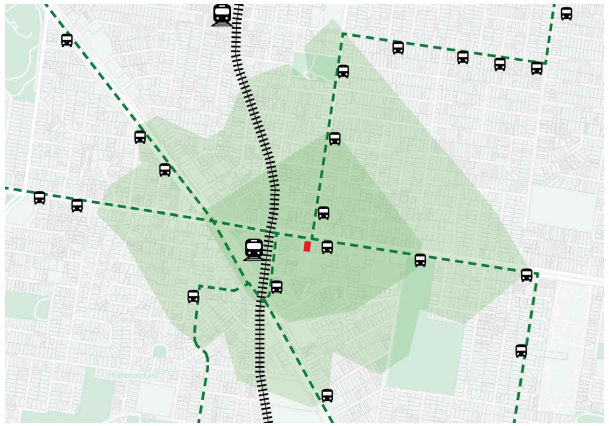
01 PLANNING ZONES

- SUBJECT SITE
- ACTIVITY ZONE
- PUBLIC ZONE
- PUBLIC PARK AND RECREATION ZONE
- ROAD ZONE 1
- ROAD ZONE 2
- COMMERCIAL ZONE 1
- COMMERCIAL ZONE 2
- NEIGHBOURHOOD RESIDENTIAL ZONE
- OUTLINE OF ACTIVITY ZONE BOUNDARY



02 PUBLIC TRANSPORT/WALKING

- 5 MIN WALKABILITY RADIUS FROM SUBJECT SITE
- 10 MIN WALKABILITY RADIUS FROM SUBJECT SITE
- BUS STOPS
- BUS LINE
- TRAIN STATION
- TRAIN TRACKS

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LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
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TOWN PLANNING DRAWINGS

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DESIGN RESPONSE - SITE ANALYSIS

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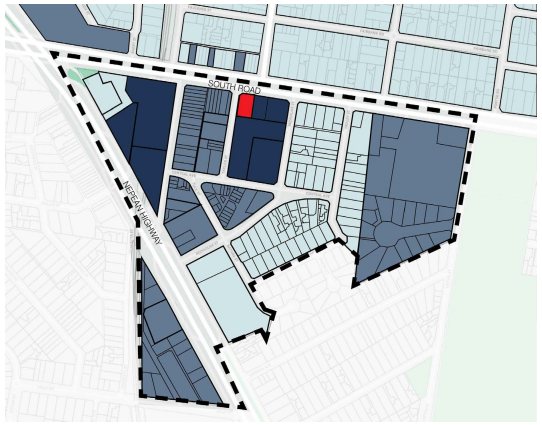
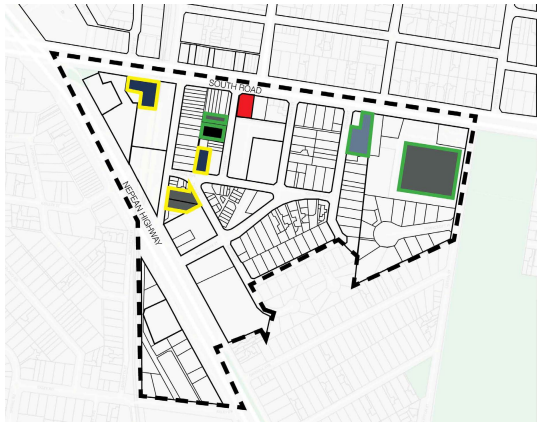


01 BUILDING HEIGHTS BASED ON STRUCTURE PLAN

- SUBJECT SITE
- 1 - 3 STOREY
- 4 - 5 STOREY
- 6 - 7 STOREY
- OUTLINE OF ACTIVITY ZONE BOUNDARY



02 BUILDING HEIGHTS THAT EXCEED THE HEIGHT SET OUT IN THE STRUCTURE PLAN

- SUBJECT SITE
- 4 - 5 STOREY
- 6 - 7 STOREY
- 10 STOREY
- 12 STOREY
- OUTLINE OF ACTIVITY ZONE BOUNDARY
- COMPLETED/ EXISTING
- APPROVED TOWN PLANNING PERMIT

EWERT LEAF
LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
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A	26.08.2021	ISSUE FOR TOWN PLANNING	CT				

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS

DRAWING TITLE
DESIGN RESPONSE - BUILDING HEIGHTS

SCALE: NTS
PAGE: A1
DRAWN: SL
DATE: AUG 2021
PROJECT NO: M21010

DRAWING ISSUE
TOWN PLANNING

DRAWING No
A-021.A

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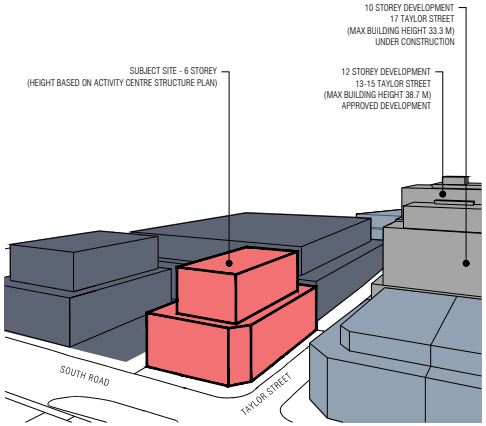
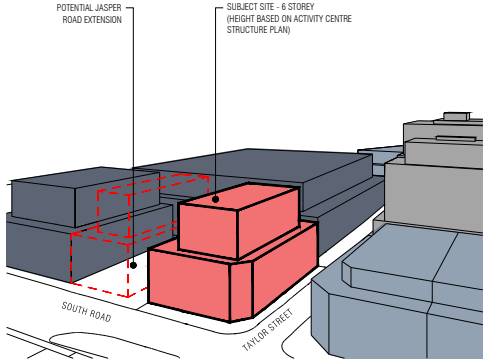
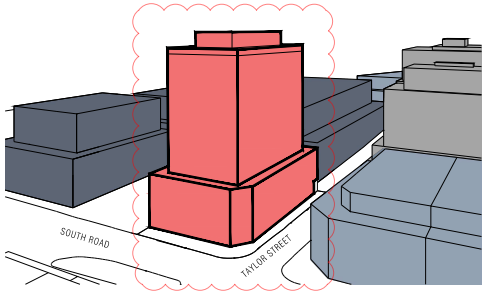


01 3D REPRESENTATION OF STRUCTURE PLAN

SUBJECT SITE
4 - 5 STOREY (14-17 M)
6 - 7 STOREY (20-23 M)
10 STOREY AND ABOVE



02 POTENTIAL EXTENSION OF JASPER ROAD CREATES AN ISLAND SITE



03 LANDMARK SITE FORMING THE GATEWAY TO THE MOORABBIN ACTIVITY CENTRE

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PROJECT
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374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS
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DESIGN RESPONSE - BUILDING FORM
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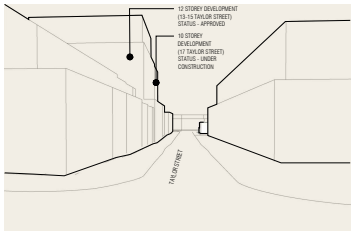
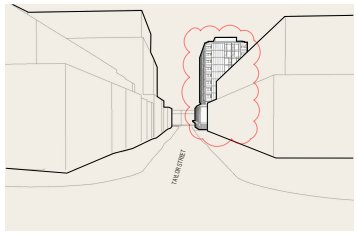
01 SITE MAP



02 VIEW A (EXISTING MASSING ON SUBJECT SITE)



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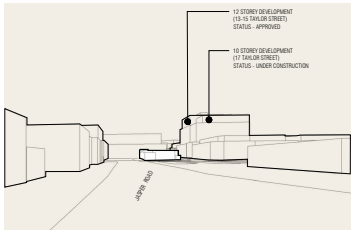
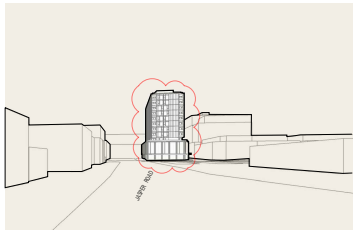
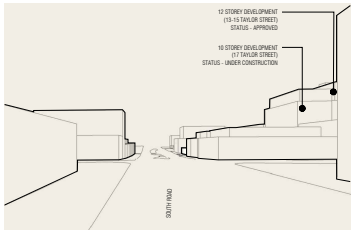


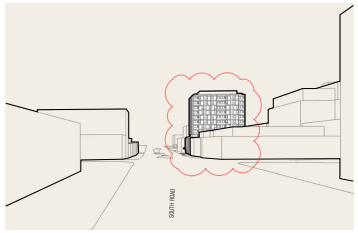
04 VIEW B (EXISTING MASSING ON SUBJECT SITE)



05 VIEW B (PROPOSED)



06 VIEW C (EXISTING MASSING ON SUBJECT SITE)



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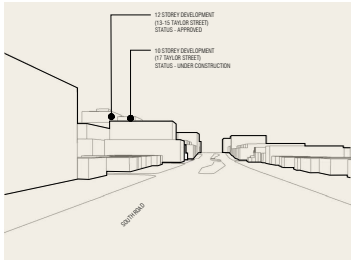
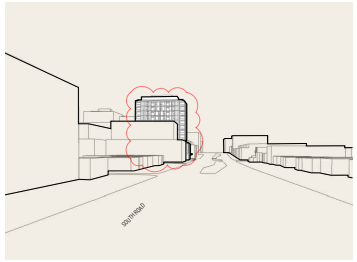
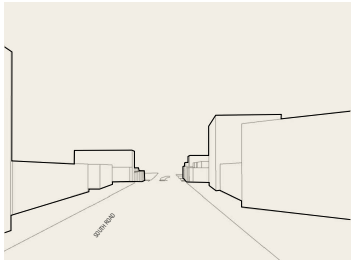


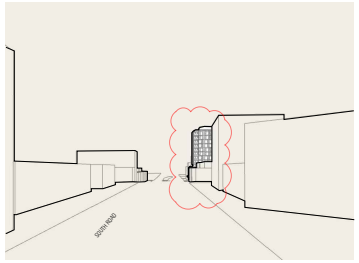
08 VIEW D (EXISTING MASSING ON SUBJECT SITE)



09 VIEW D (PROPOSED)



10 VIEW E (EXISTING MASSING ON SUBJECT SITE)



11 VIEW E (PROPOSED)

*NOTE - MASSING OF SURROUNDING CONTEXT BASED ON ACTIVITY CENTER FRAMEWORK PLAN AND APPROVED PERMITS

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PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS
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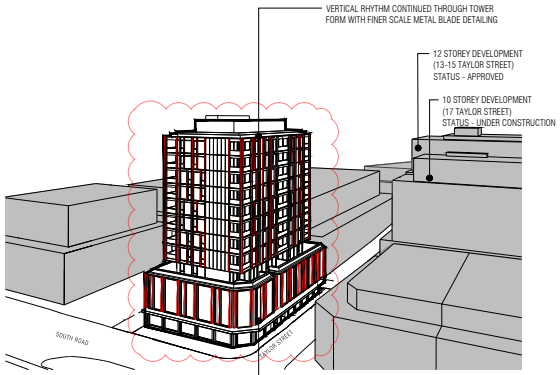
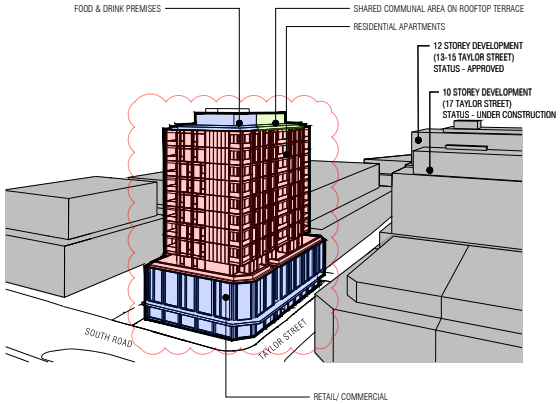


01 PODIUM ARTICULATION VS TOWER ARTICULATION



02 USE

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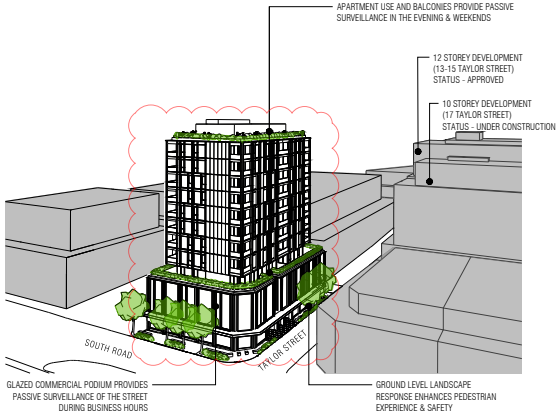
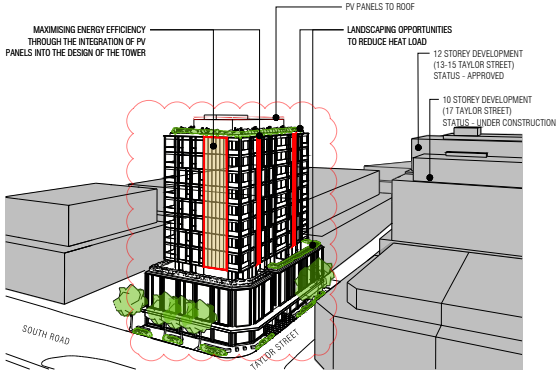
- RESIDENTIAL
- SHARED COMMUNAL SPACE



03 ACTIVATION & PASSIVE SURVEILLANCE



04 INTEGRATION OF PV PV PANELS & SOFT LANDSCAPE (NORTH & WEST)

- SKALA PV MODULES

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01 VIEW ALONG SOUTH ROAD LOOKING TOWARDS SUBJECT SITE NTS

02 VIEW FROM CORNER OF SOUTH ROAD AND JASPER ROAD LOOKING TOWARDS SUBJECT SITE NTS

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PROJECT
SOUTH LANE
374-380 SOUTH ROAD
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01 PODIUM DETAIL ALONG SOUTH ROAD NTS

ENSURING A TACTILE RESPONSE AT A HUMAN LEVEL, THE PODIUM EMPLOYS A CONTRASTING ROUGH-CAST CONCRETE RENDER AND BEAD BLASTED METAL. THIS USE OF MATERIAL IS EXPRESSED THROUGH FACADE COLUMNS AND REVEALS TO GLAZING.

THE VERTICAL RHYTHM ESTABLISHED ON THE PODIUM IS CONTINUED TO THE TOWER AT A MORE DELICATE SCALE, WITH METAL CLADDING USED BOTH VERTICALLY AND HORIZONTALLY TO CREATE REVEALS TO THE GLAZING, WHICH ALSO AIDS IN THE CONTROL OF SUNLIGHT.

WHILE SUNLIGHT IS CONTROLLED, IT IS ALSO HARVESTED VIA SOLAR FACADE PANELING. THIS GENERATES POWER USED WITHIN PUBLIC SPACES OF THE DEVELOPMENT FOR THE DIRECT BENEFIT OF THE OCCUPANTS.

02 PEDESTRIAN ENTRY ALONG TAYLOR STREET NTS

03 PODIUM DETAIL ALONG CORNER OF SOUTH ROAD AND TAYLOR STREET NTS

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LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
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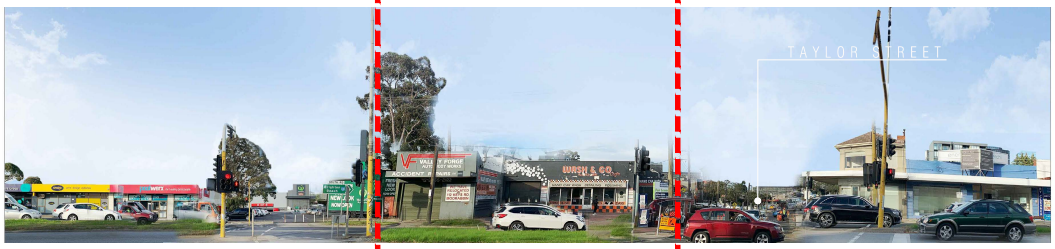
SUBJECT SITE - 374 - 380 SOUTH ROAD



394/396 SOUTH ROAD | 3/390 SOUTH ROAD | S O U T H R O A D | 372 SOUTH ROAD | 370 SOUTH ROAD

01 EXISTING STREETSCAPE ALONG SOUTH ROAD NTS

SUBJECT SITE - 374 - 380 SOUTH ROAD

394/396 SOUTH ROAD | 3/390 SOUTH ROAD | S O U T H R O A D | 372 SOUTH ROAD | 370 SOUTH ROAD

02 PROPOSED STREETSCAPE ALONG SOUTH ROAD NTS

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SUBJECT SITE - 374 - 380 SOUTH ROAD

T A Y L O R S T R E E T

384 SOUTH ROAD

01 EXISTING STREETSCAPE ALONG TAYLOR STREET NTS

SUBJECT SITE - 374 - 380 SOUTH ROAD

T A Y L O R S T R E E T

384 SOUTH ROAD

02 PROPOSED STREETSCAPE ALONG TAYLOR STREET NTS

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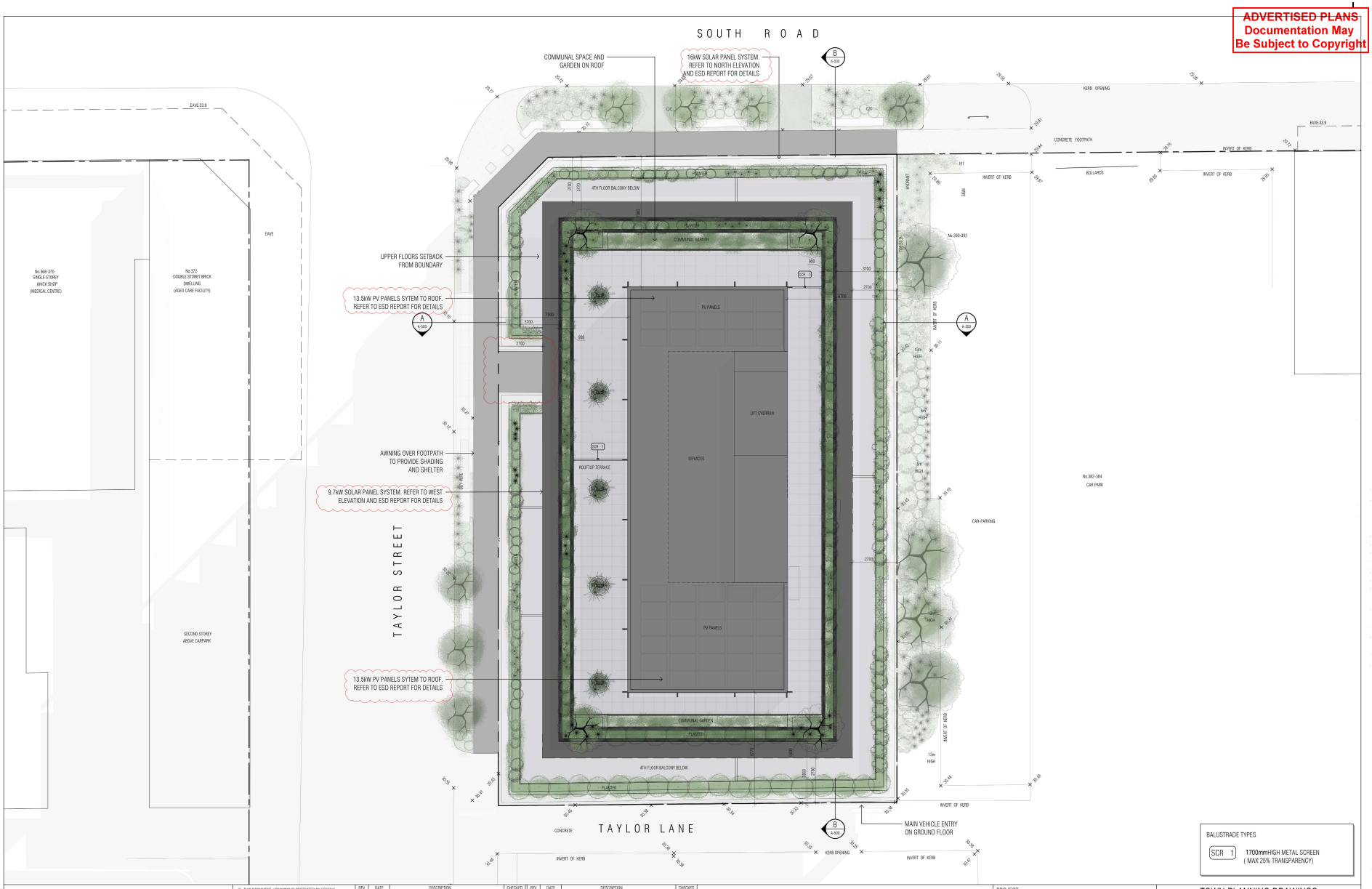

BALUSTRADE TYPES

SCR 1 — 1700mmHIGH METAL SCREEN (MAX 25% TRANSPARENCY)

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SOUTH LANE

374-380 SOUTH ROAD
MOORABBIN
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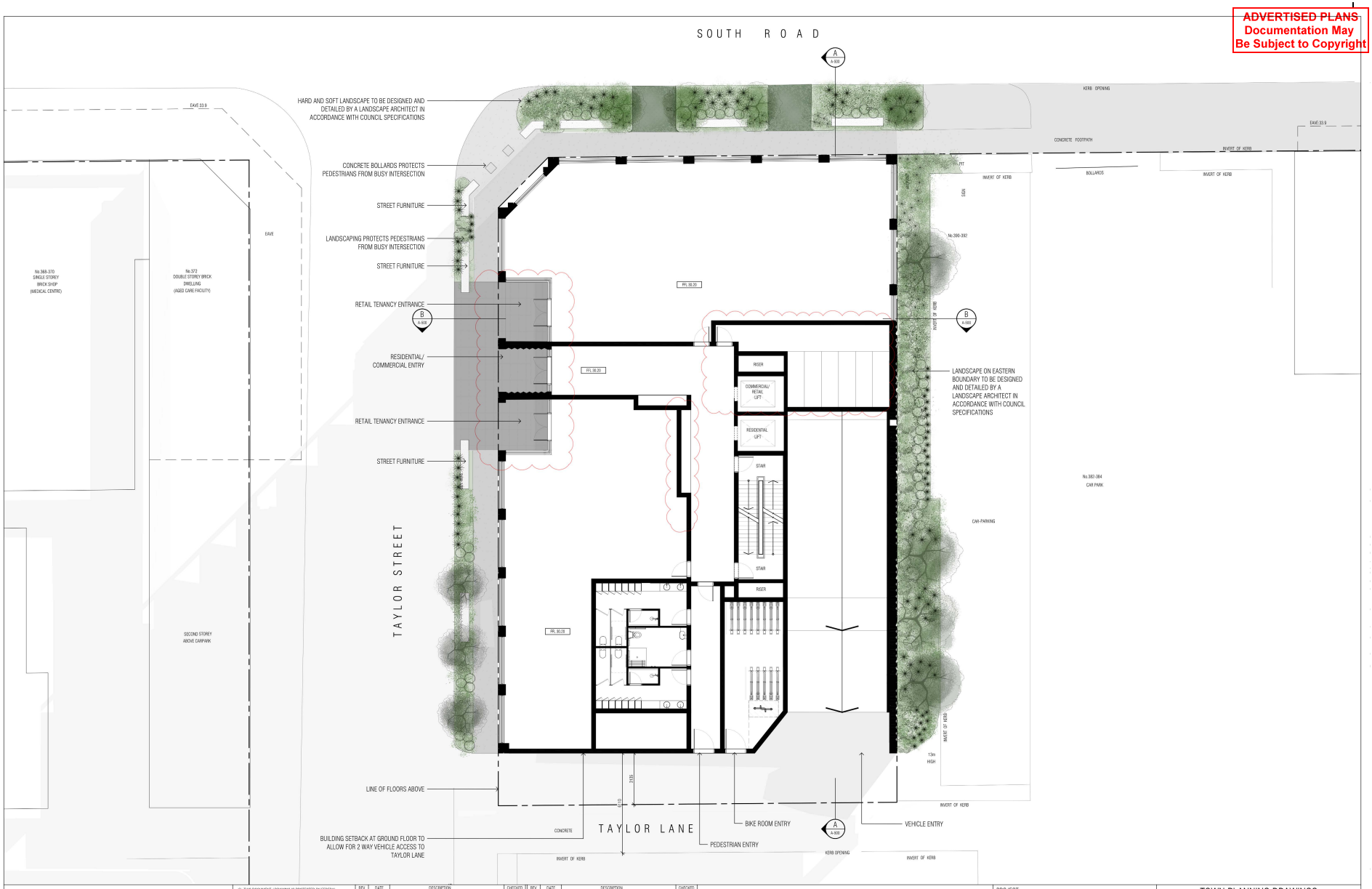

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PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS
DRAWING TITLE: DESIGN RESPONSE - GROUND FLOOR PLAN
SCALE: 1:100 DATE: AUG 2021
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DRAWING ISSUE: TOWN PLANNING
DRAWING No: A-030.B REV

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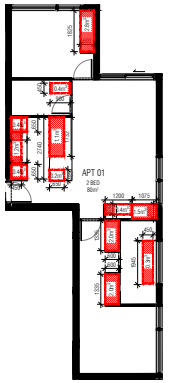
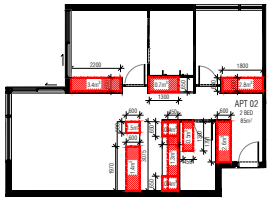
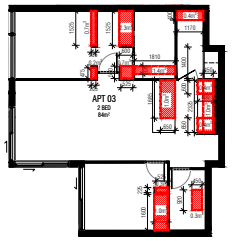


TYPICAL APARTMENT - TYPE 1
INTERNAL STORAGE - 13.0m³



TYPICAL APARTMENT - TYPE 2
INTERNAL STORAGE - 13.0m³



TYPICAL APARTMENT - TYPE 3
INTERNAL STORAGE - 10.0m³

INTERNAL STORAGE SUMMARY

APARTMENT 1
REQUIRED INTERNAL STORAGE: 9.0m³
TOTAL INTERNAL STORAGE: 13.00m³

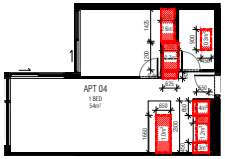
APARTMENT 2
REQUIRED INTERNAL STORAGE: 9.0m³
TOTAL INTERNAL STORAGE: 13.00m³

APARTMENT 3
REQUIRED INTERNAL STORAGE: 9.0m³
TOTAL INTERNAL STORAGE: 10.00m³

APARTMENT 4
REQUIRED INTERNAL STORAGE: 6.0m³
TOTAL INTERNAL STORAGE: 6.00m³

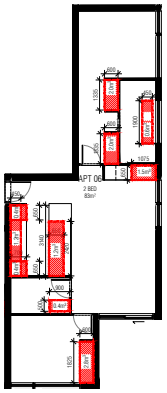
APARTMENT 5
REQUIRED INTERNAL STORAGE: 9.0m³
TOTAL INTERNAL STORAGE: 14.00m³

APARTMENT 6
REQUIRED INTERNAL STORAGE: 9.0m³
TOTAL INTERNAL STORAGE: 13.00m³



TYPICAL APARTMENT - TYPE 4
INTERNAL STORAGE - 6.0m³

TYPICAL APARTMENT - TYPE 5
INTERNAL STORAGE - 14.0m³



TYPICAL APARTMENT - TYPE 6
INTERNAL STORAGE - 13.0m³

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TOWN PLANNING DRAWINGS

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DESIGN RESPPONSE- PROPOSED INTERNAL STORAGE PLAN

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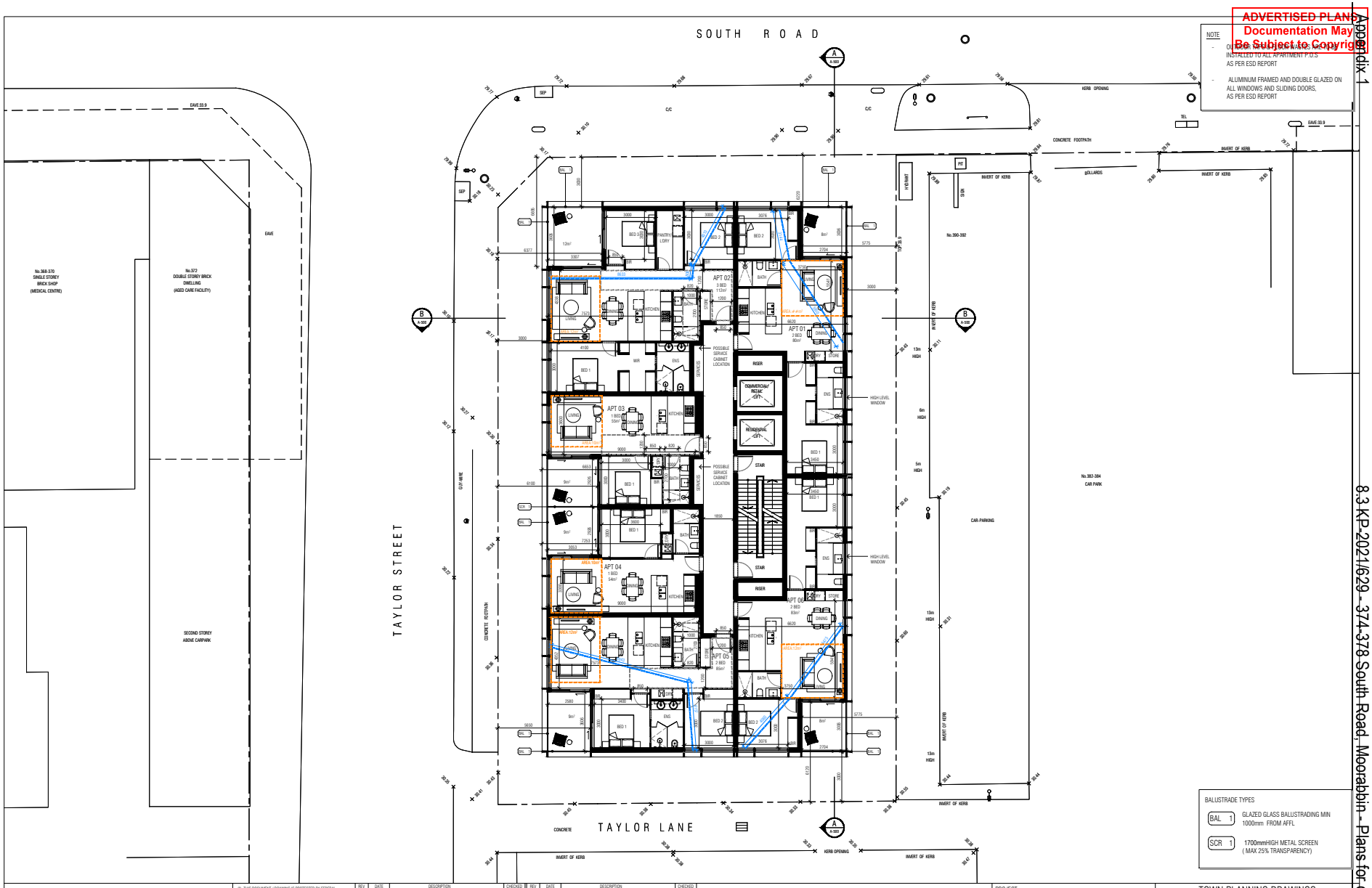

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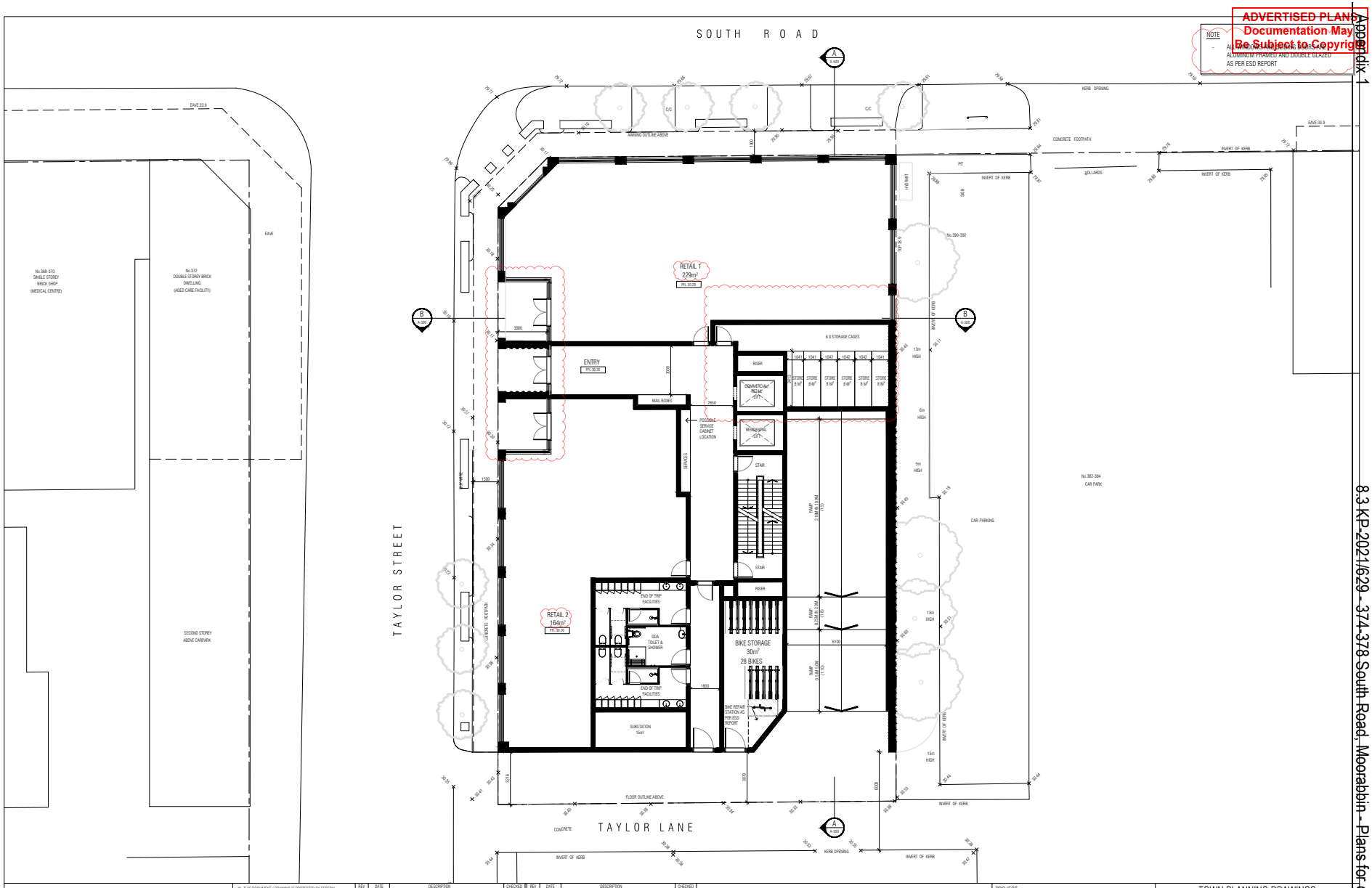

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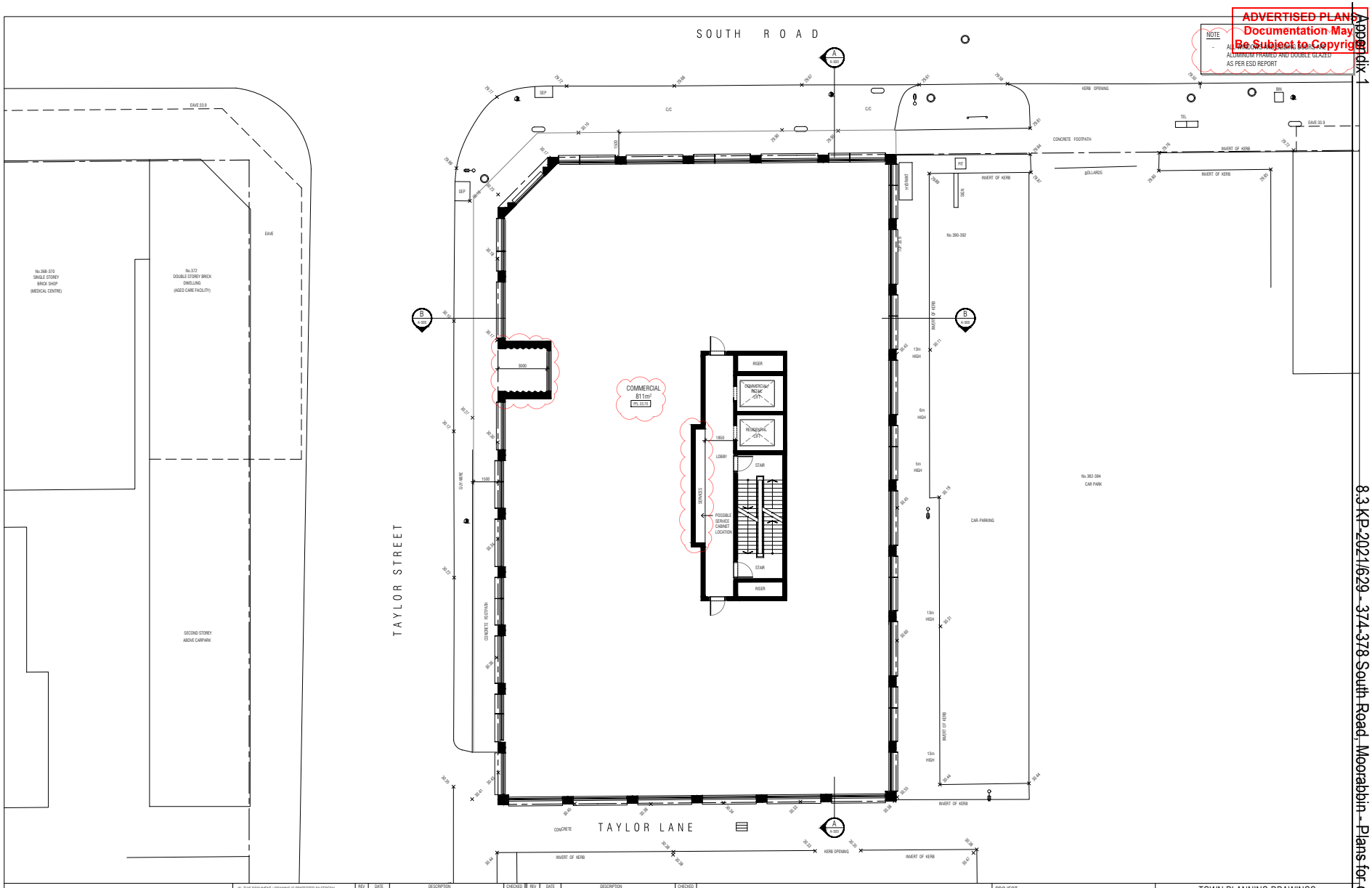

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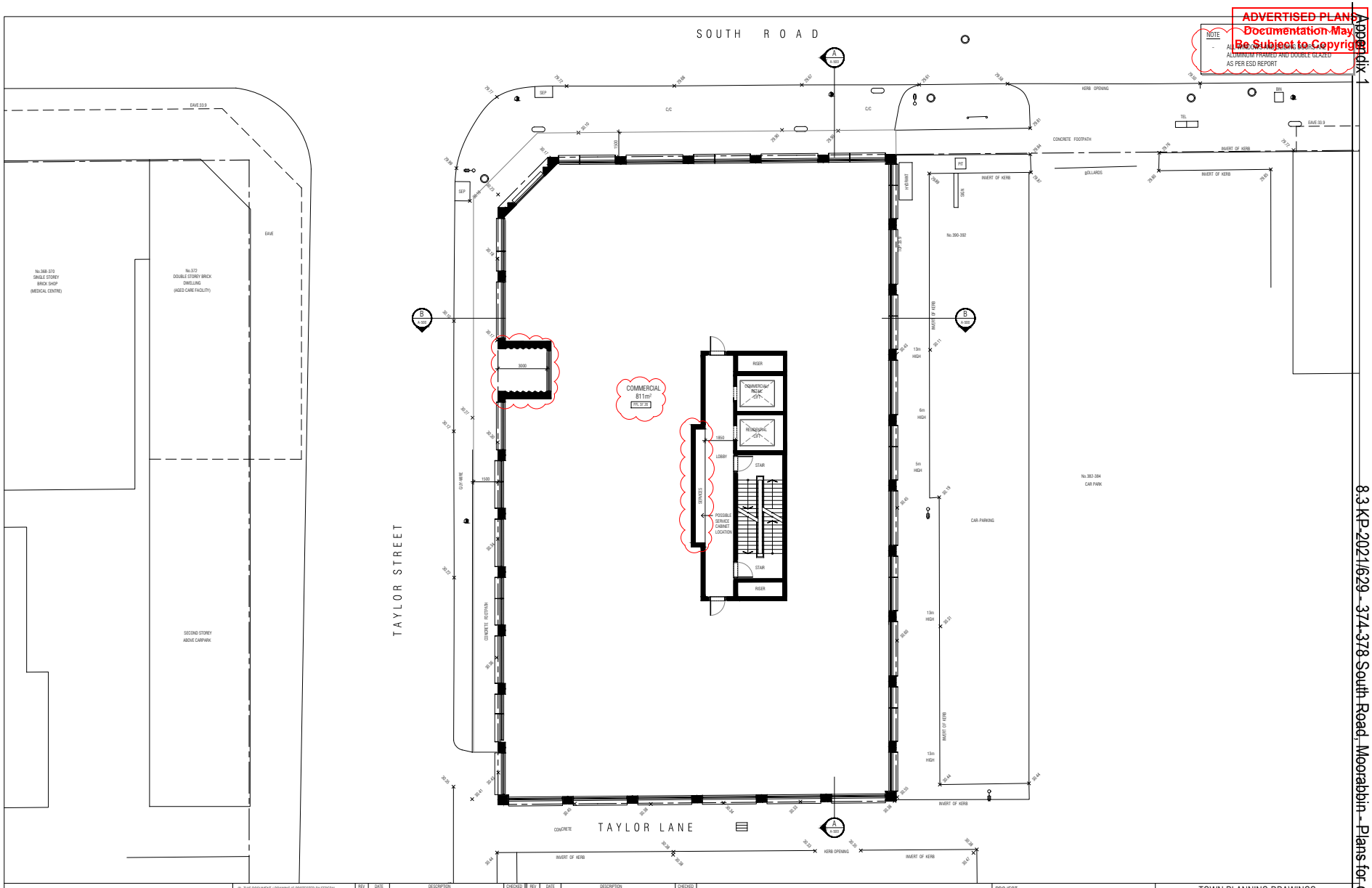

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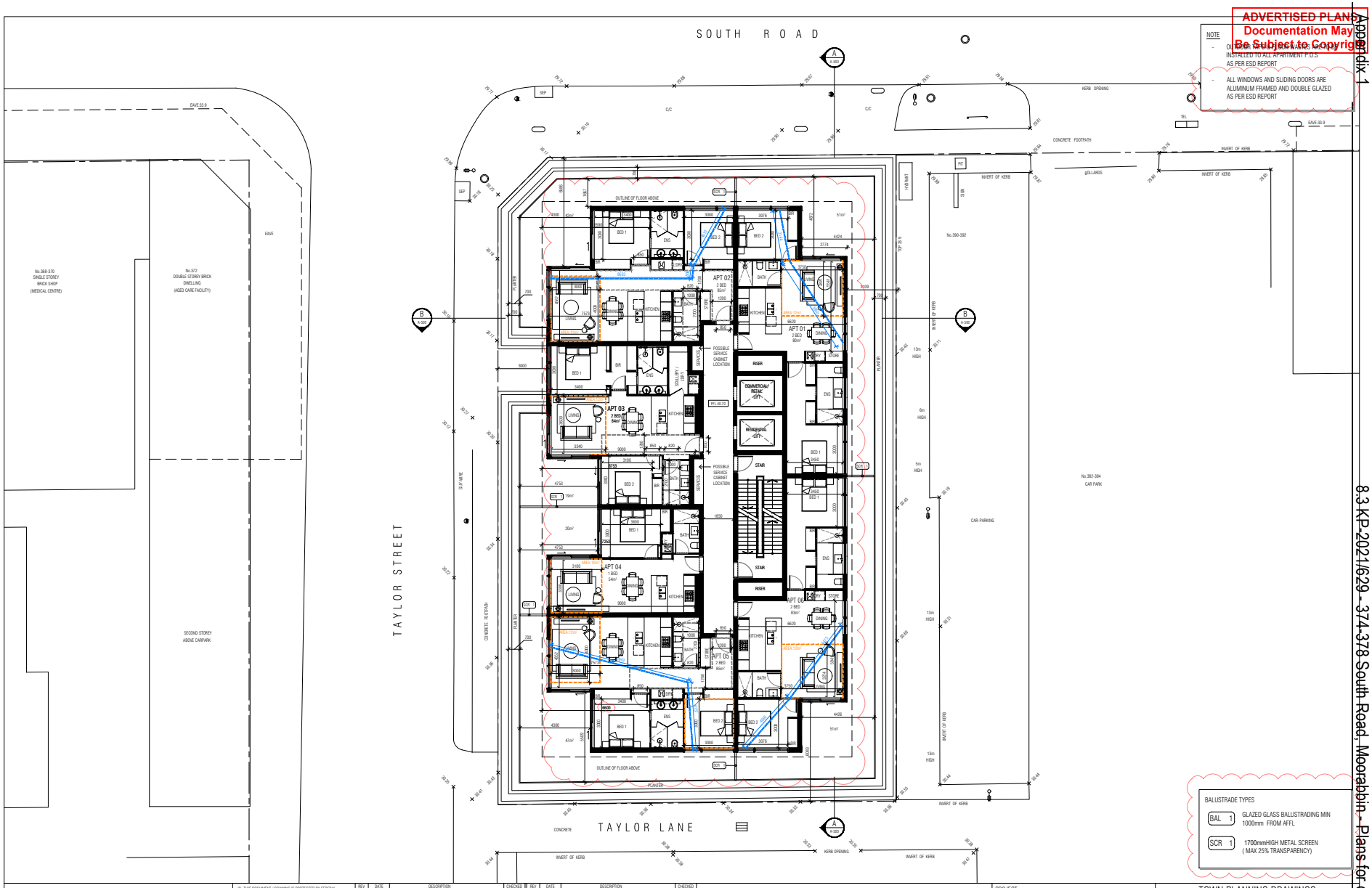

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PROPOSED THIRD FLOOR PLAN

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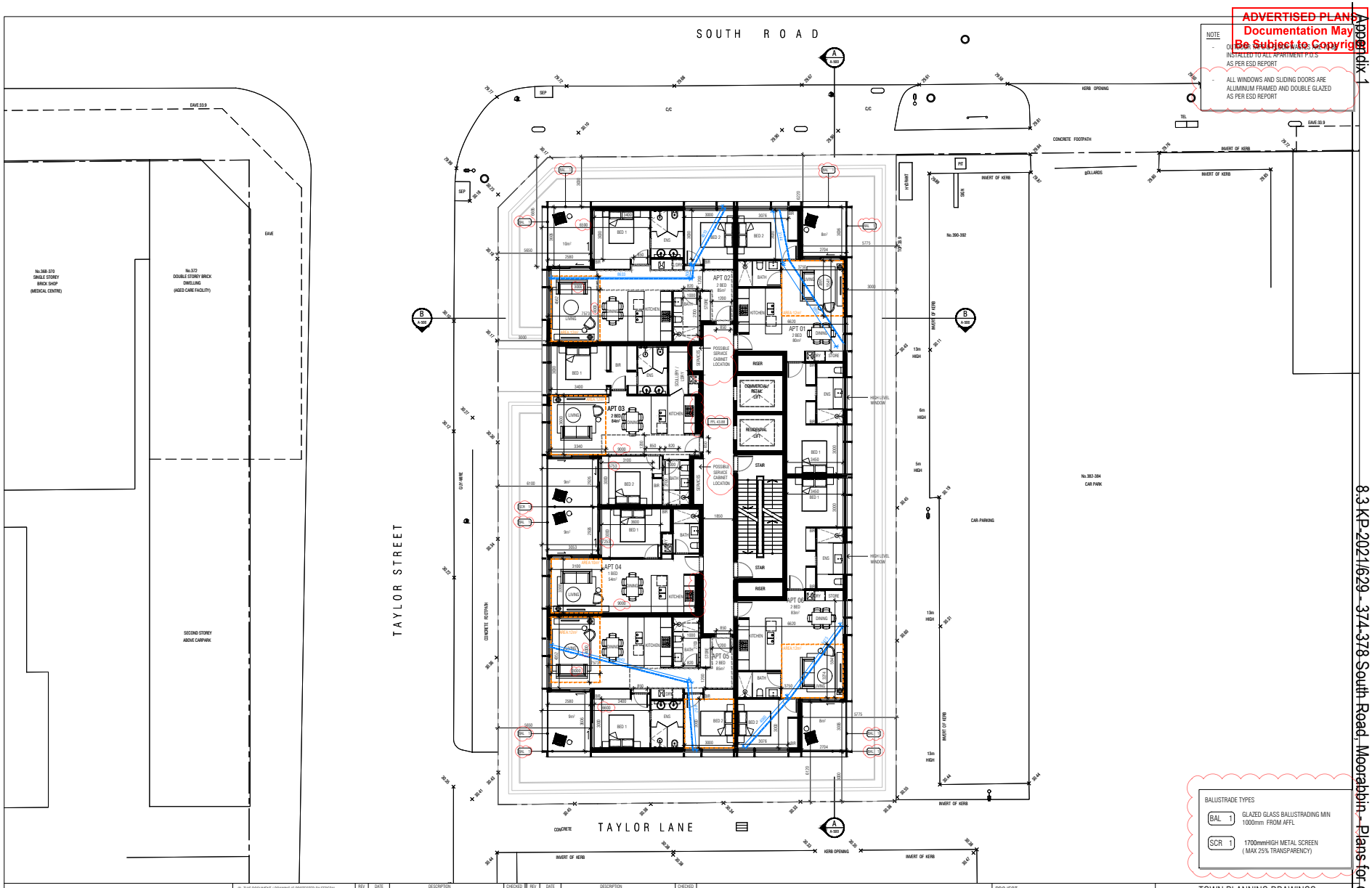

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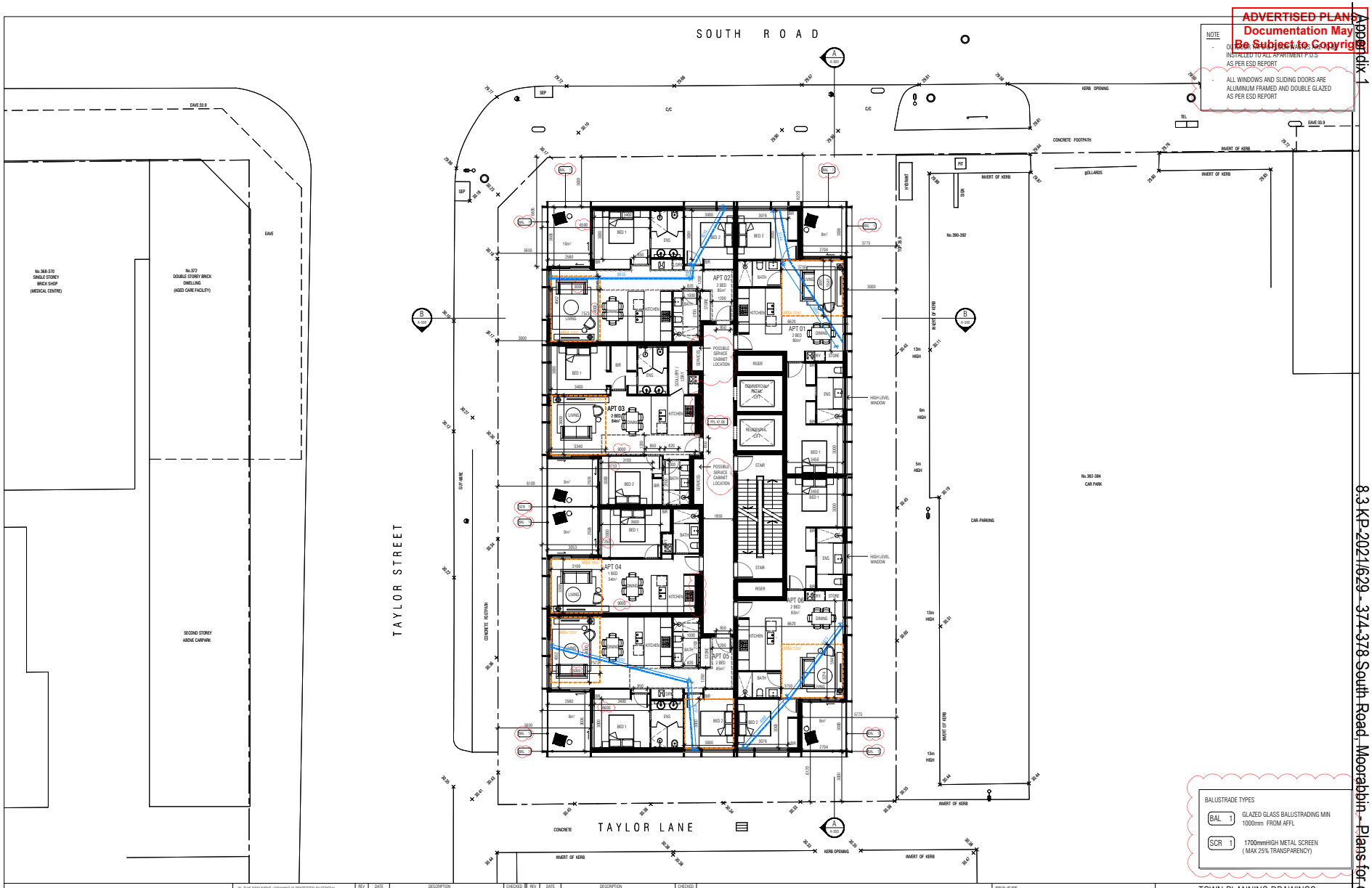

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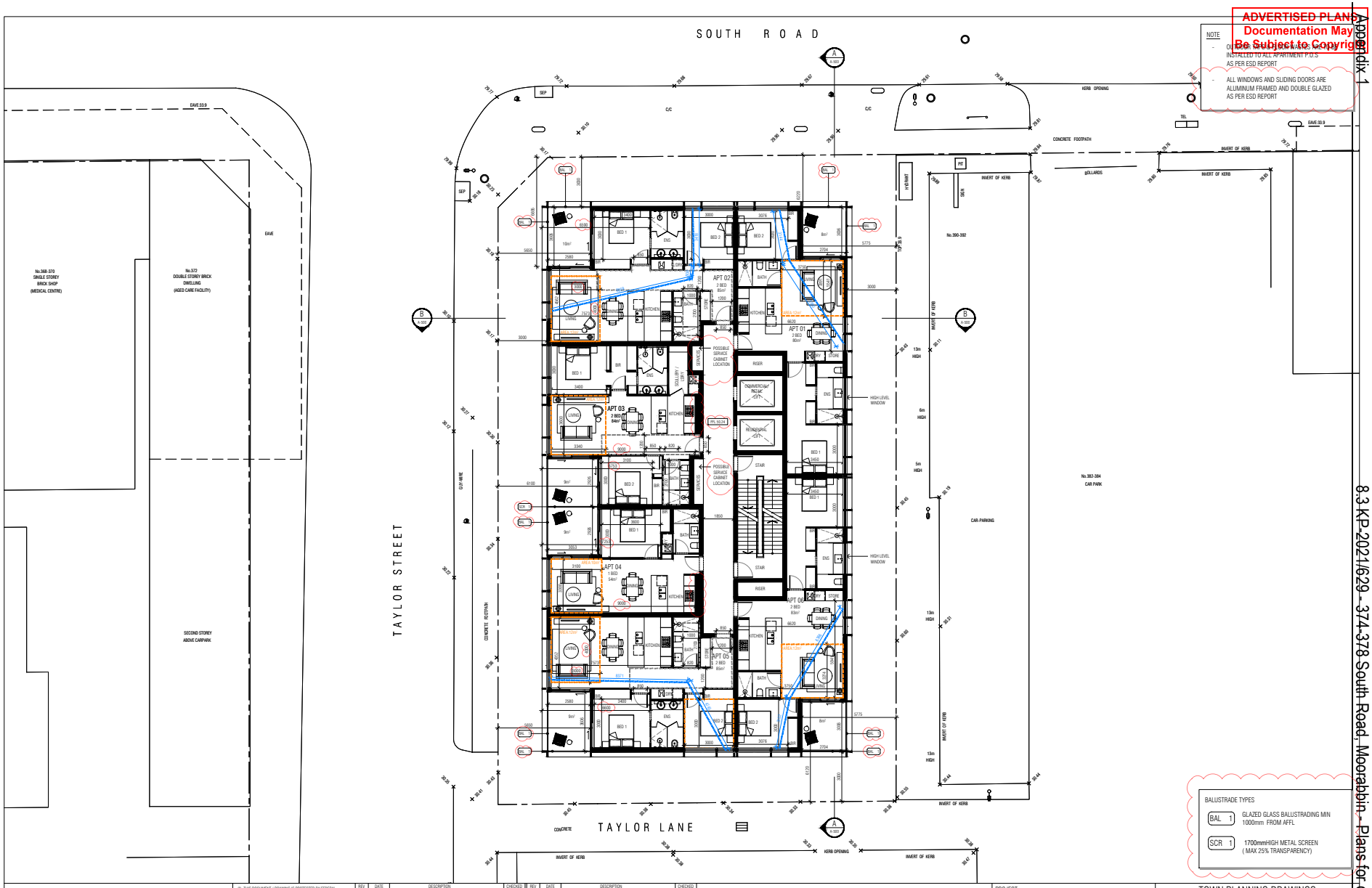

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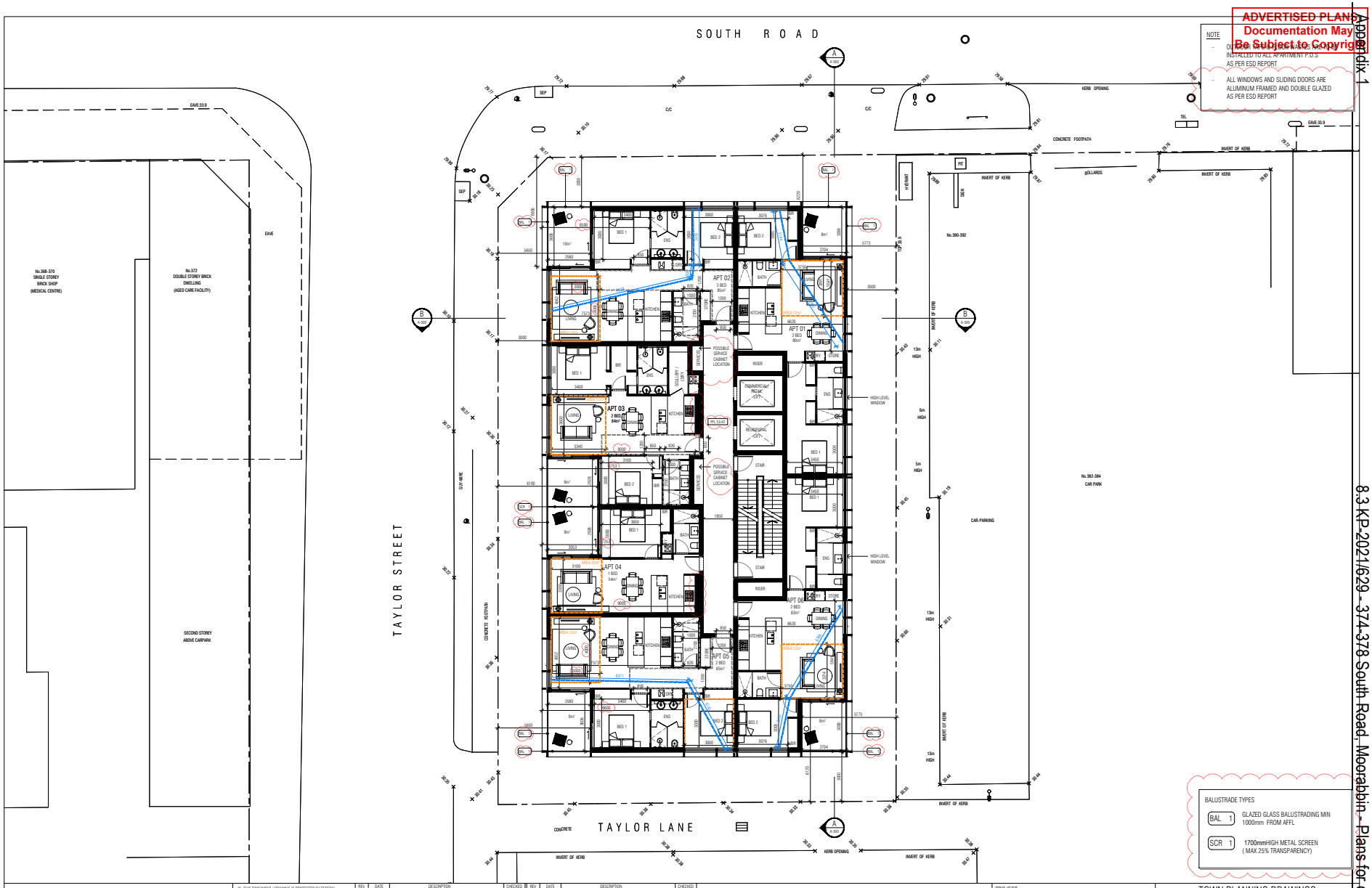

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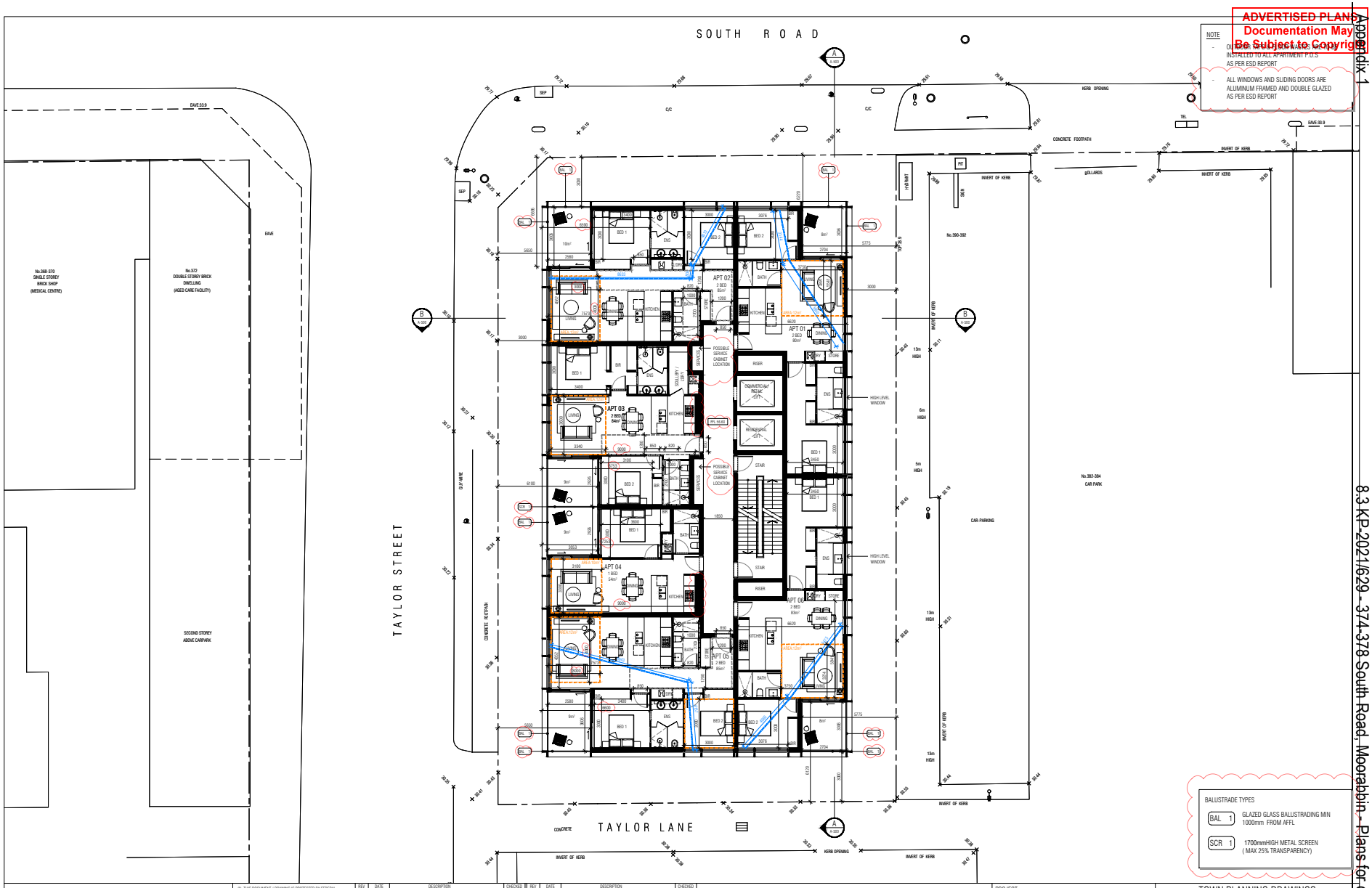

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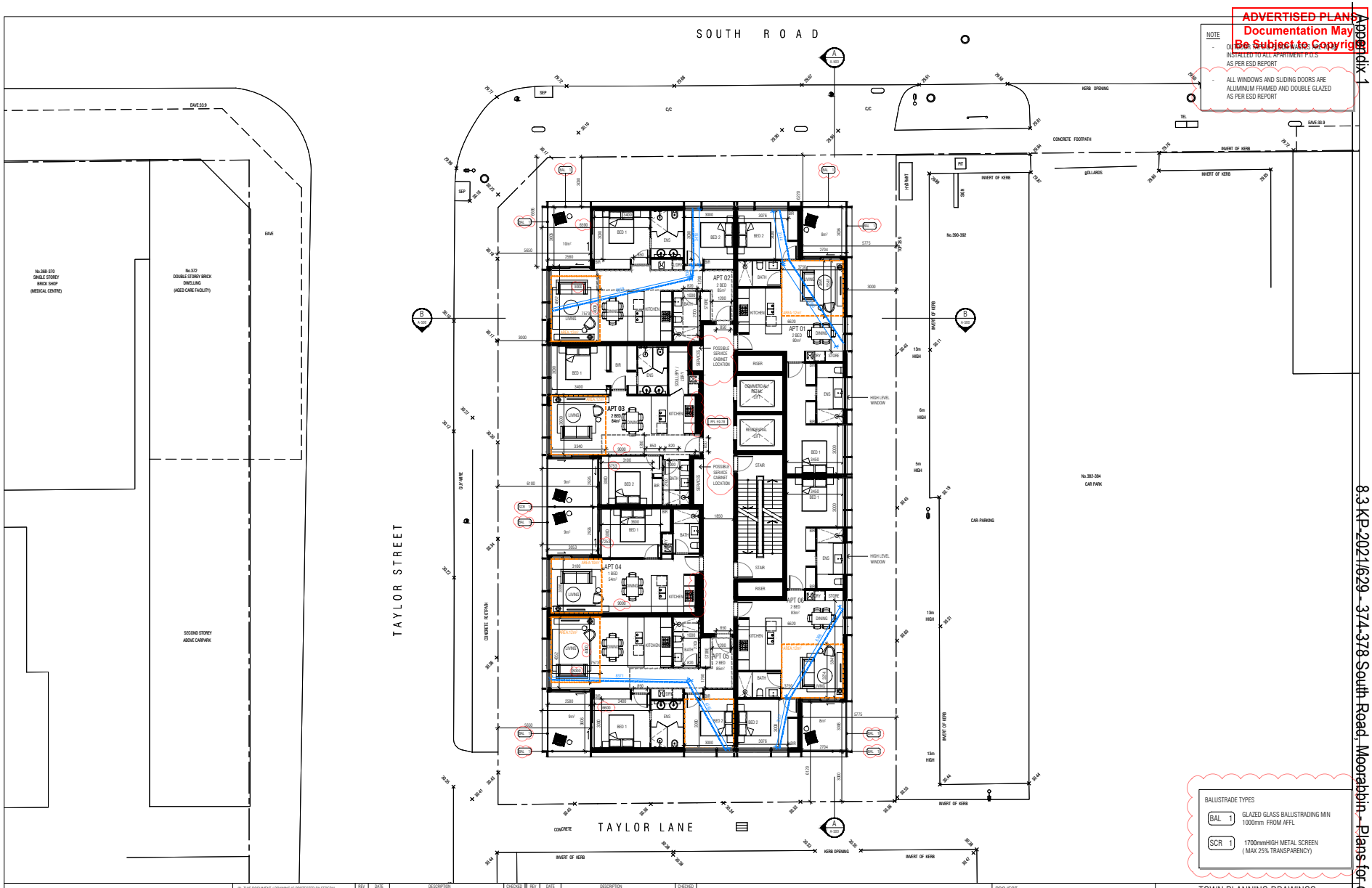

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B	05.11.2021	ISSUE FOR RFI	CT

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED NINTH FLOOR PLAN

SCALE: 1:100 DATE: AUG 2021
PAGE: A1 PROJECT NO: M21010
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DRAWING ISSUE
TOWN PLANNING

DRAWING No
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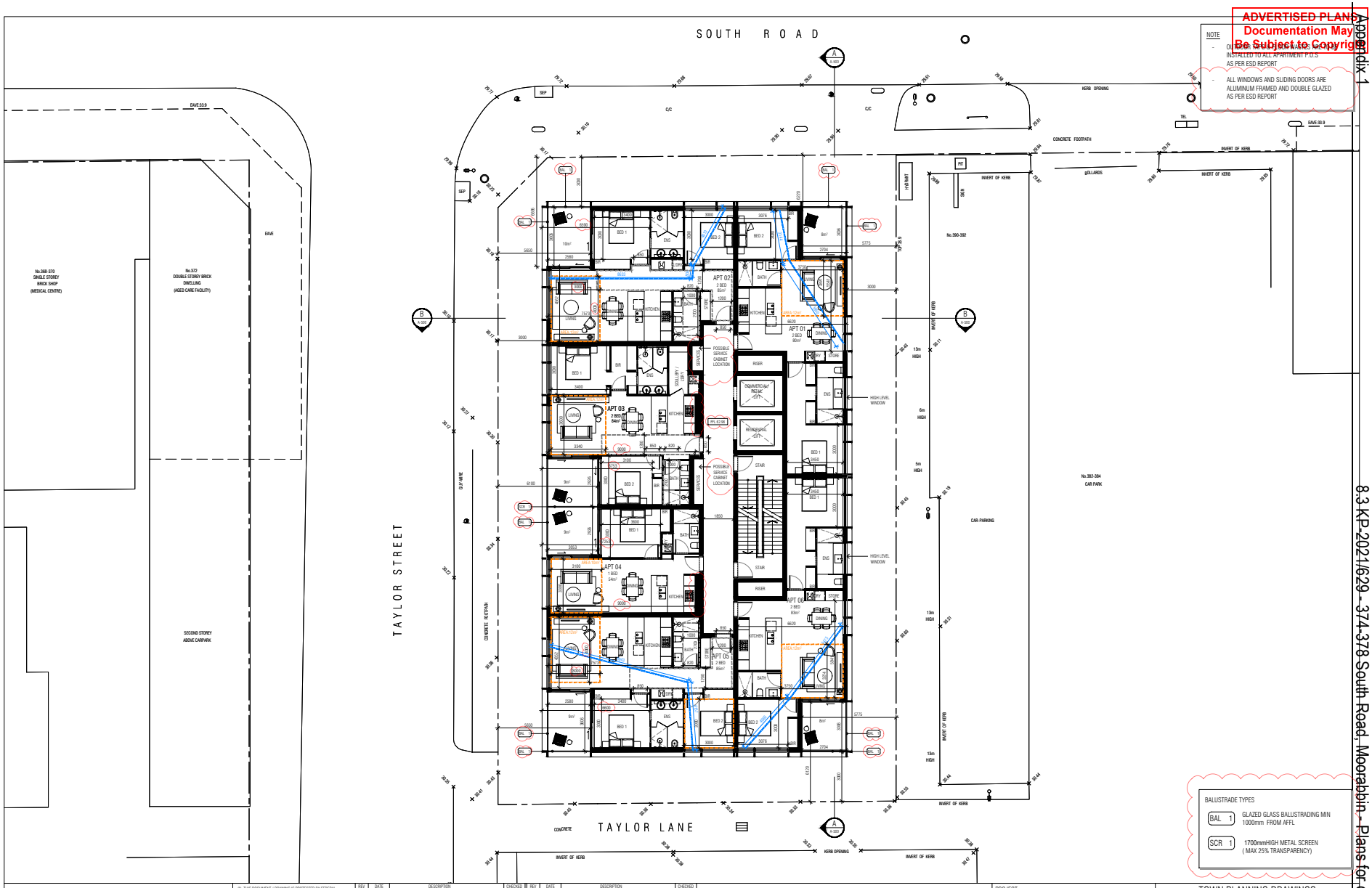

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PROJECT
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TOWN PLANNING DRAWINGS

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PROPOSED TENTH FLOOR PLAN

SCALE: 1:100 DATE: AUG 2021
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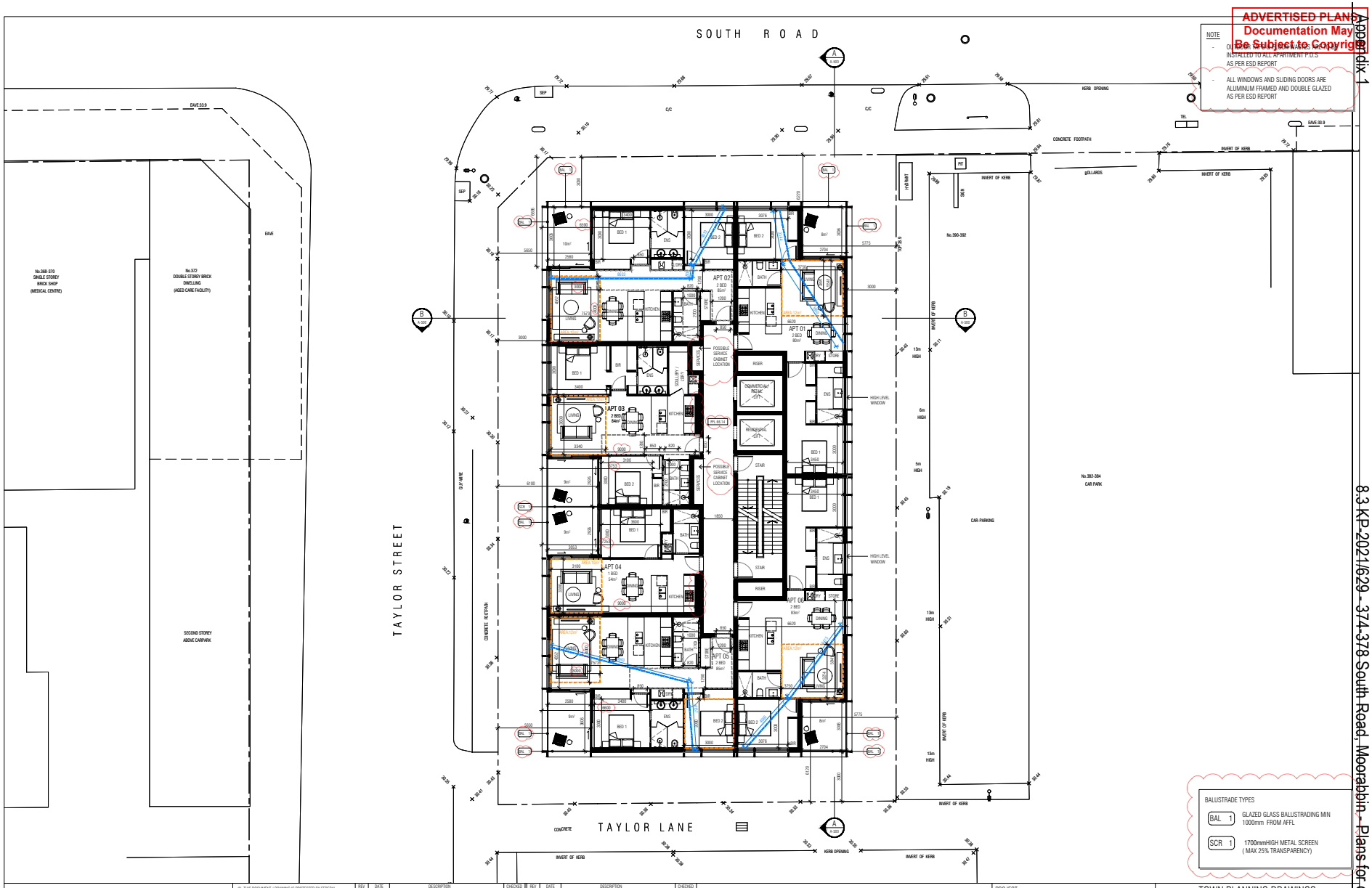

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TOWN PLANNING DRAWINGS
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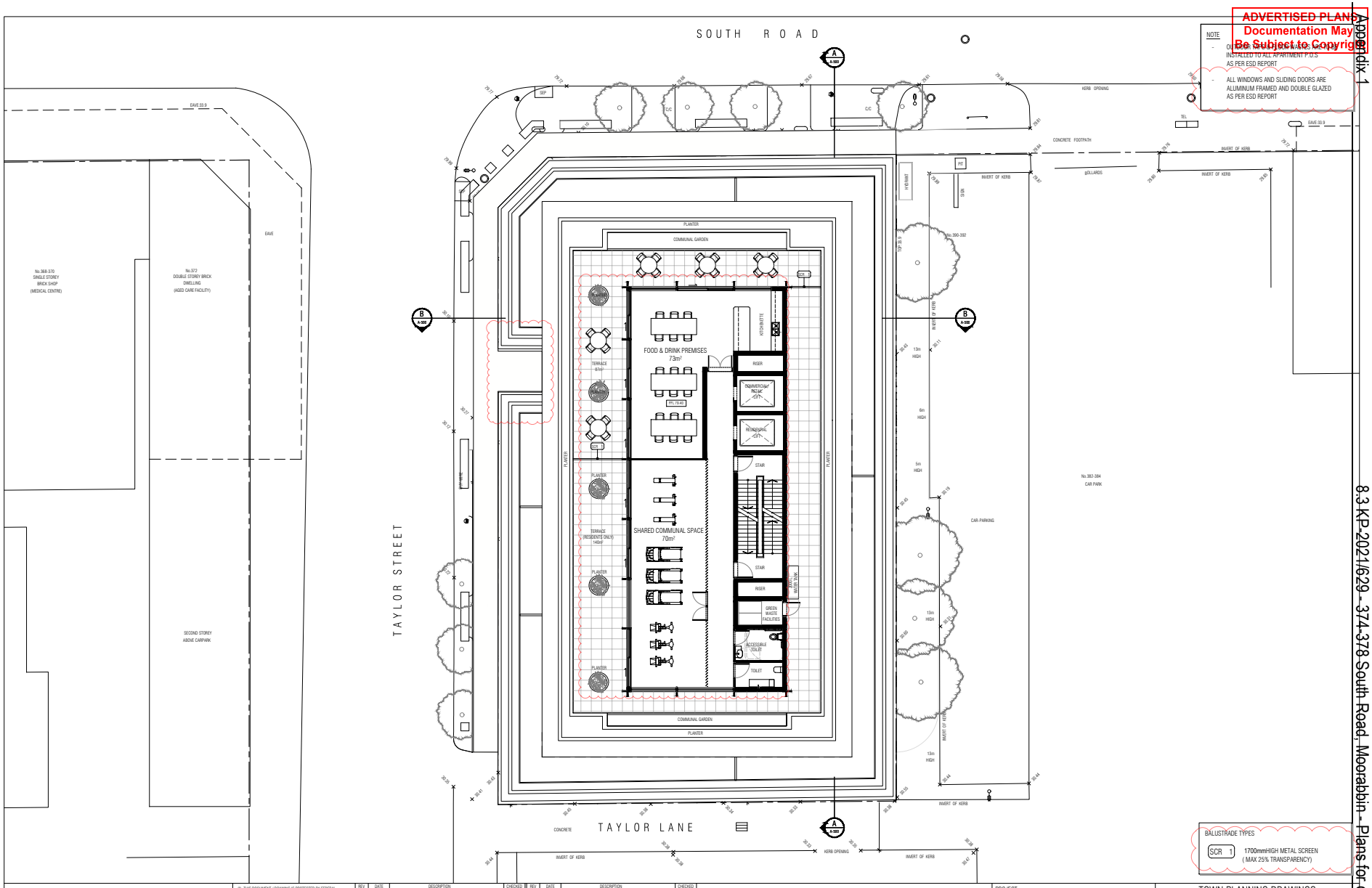

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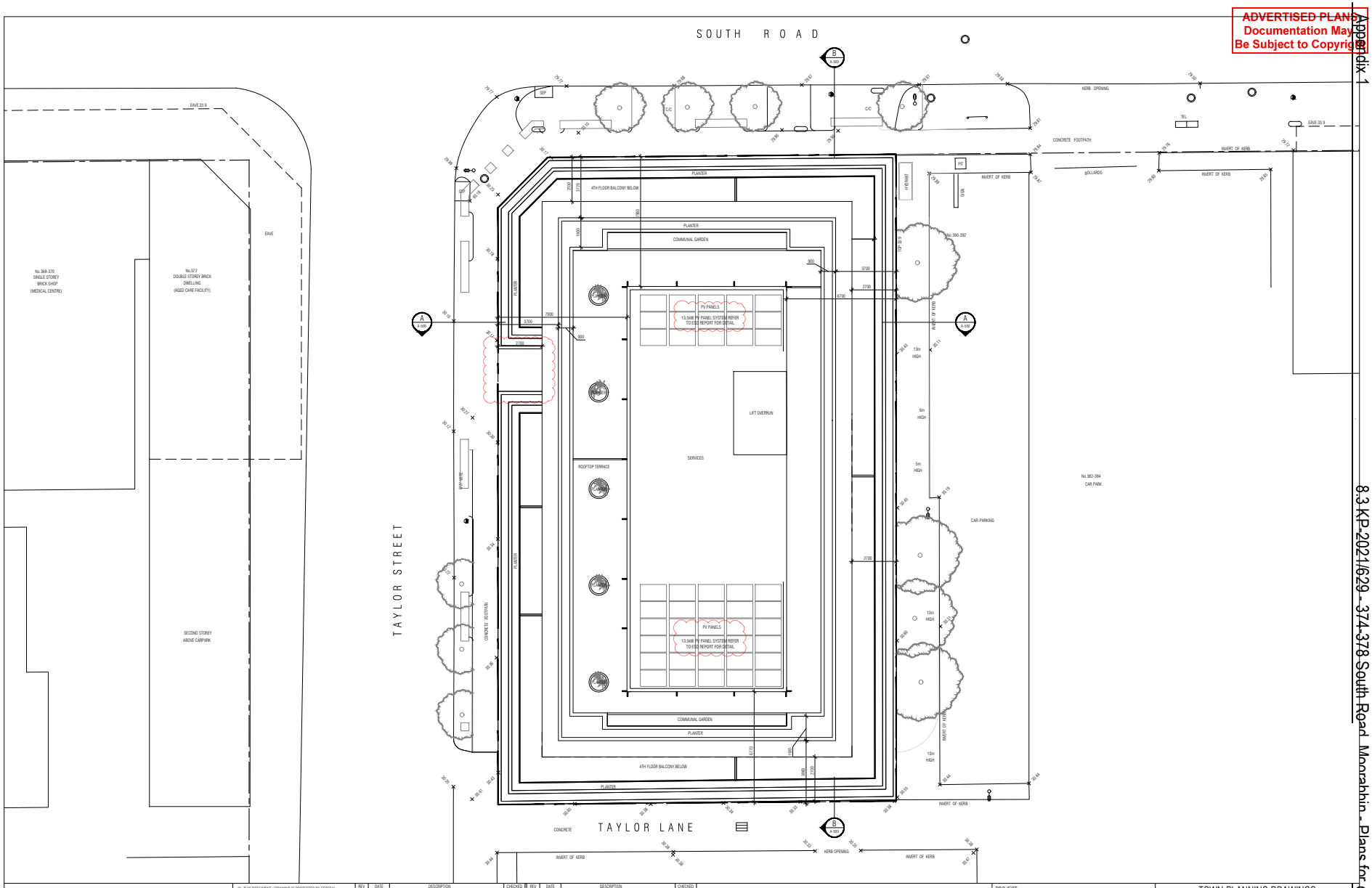

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PROJECT
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TOWN PLANNING DRAWINGS

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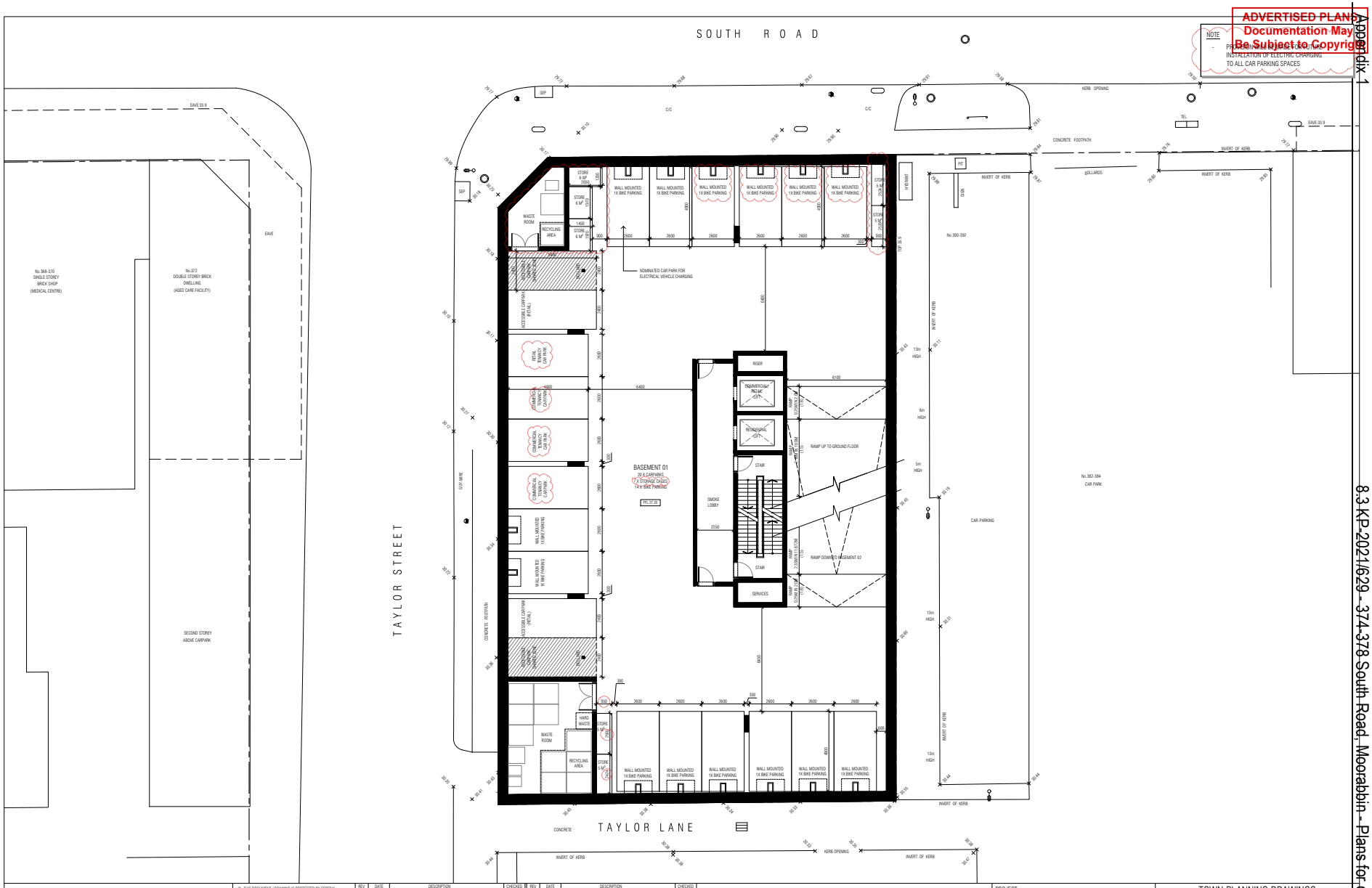

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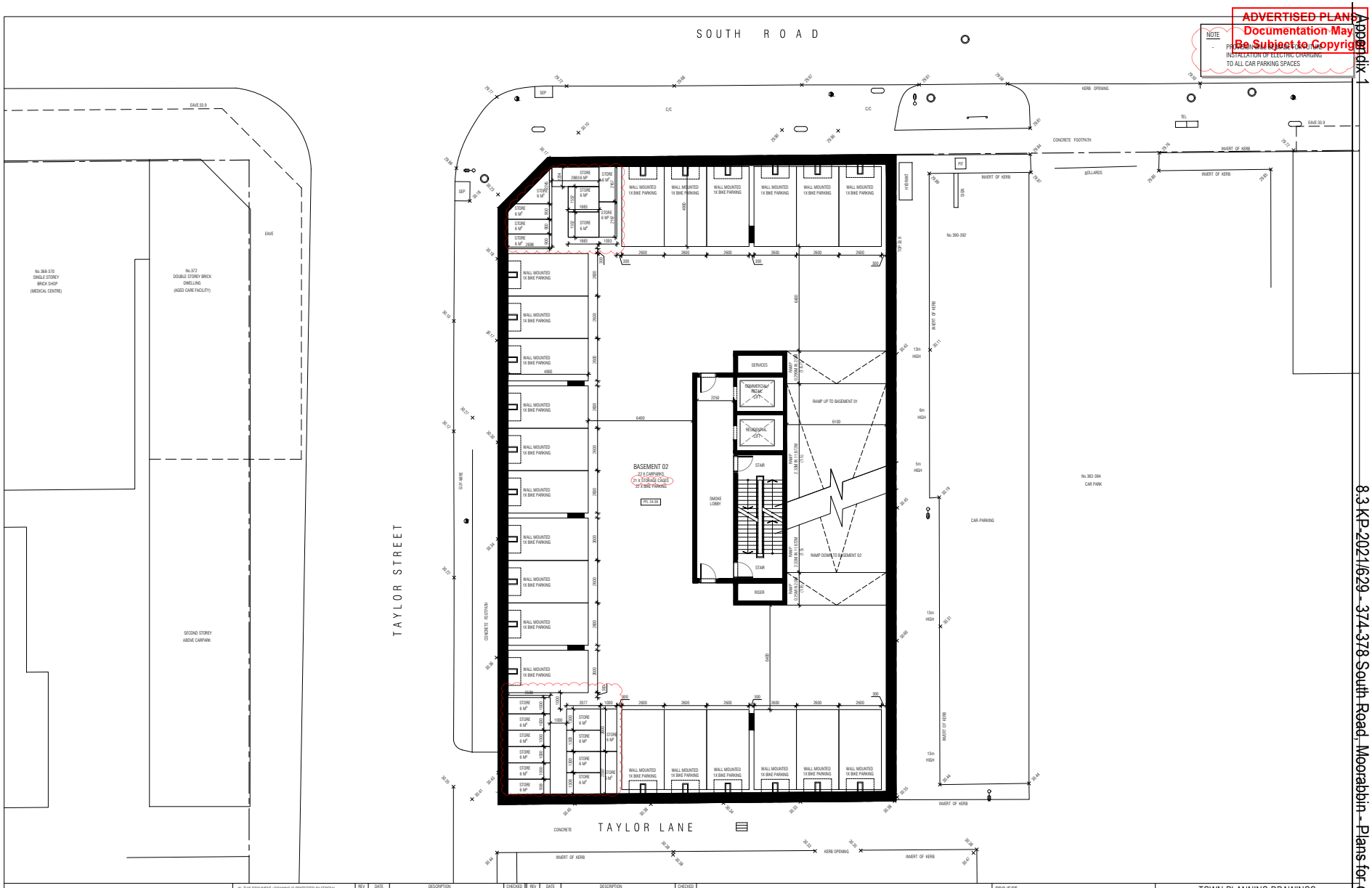

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PROJECT
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TOWN PLANNING DRAWINGS

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PROPOSED BASEMENT LEVEL 2 PLAN

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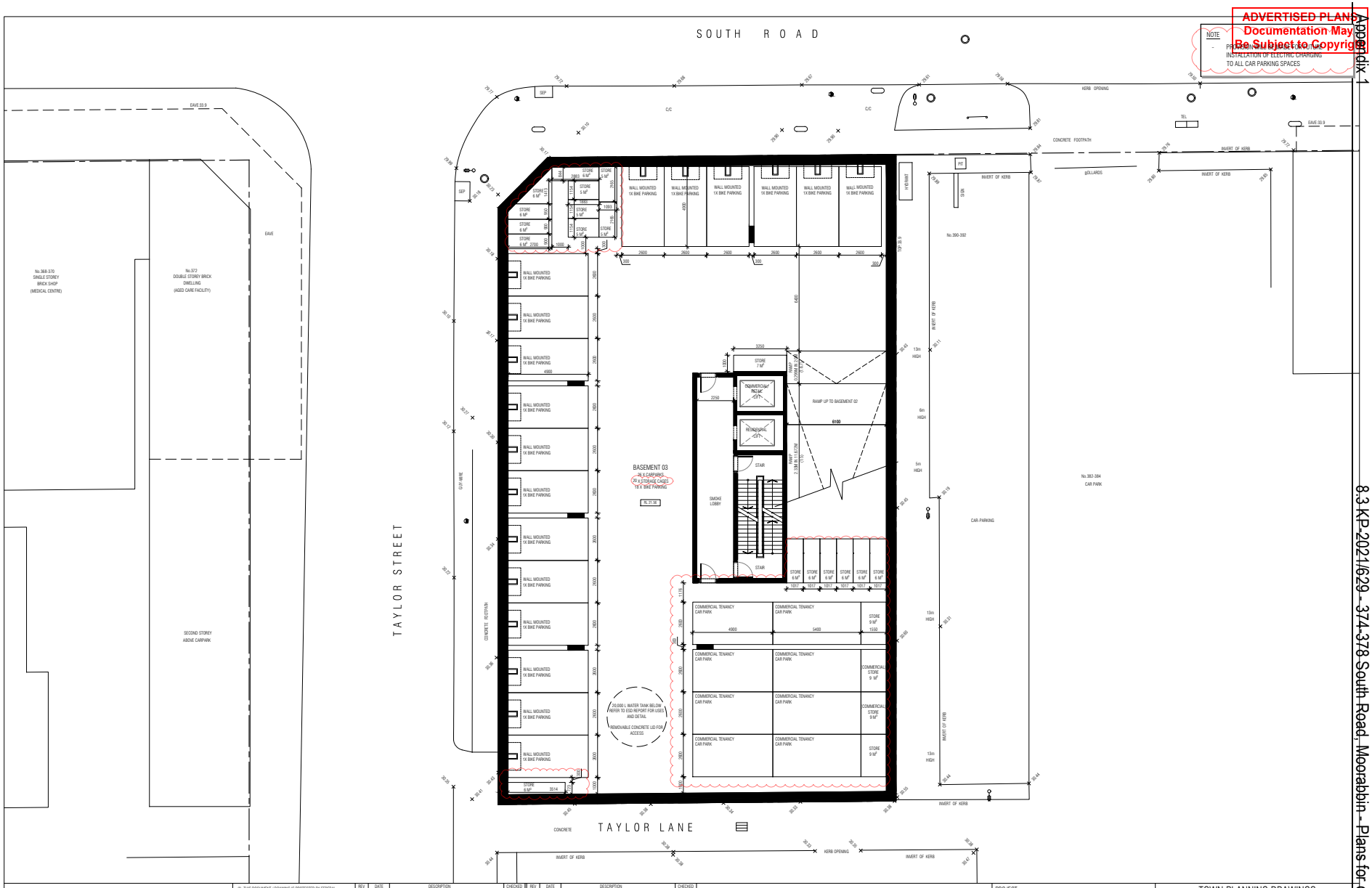

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TOWN PLANNING DRAWINGS

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SCALE: 1:100 DATE: AUG 2021
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DRAWING No
A-152.B

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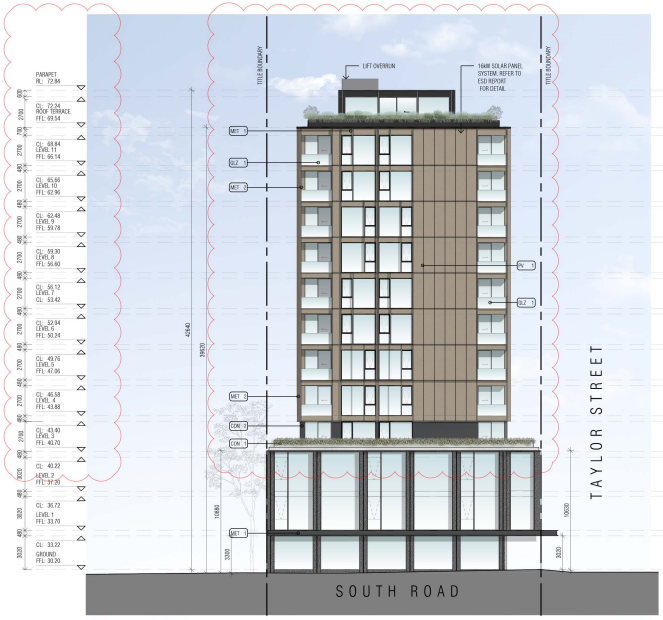
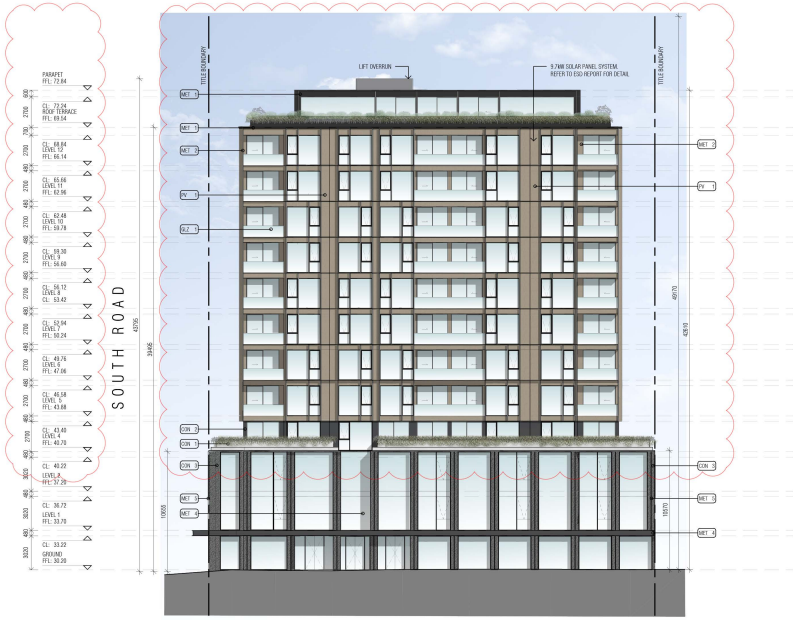
EXTERNAL FINISHES SCHEDULE

CON_1	CONCRETE (COLOUR:CHARCOAL)
CON_2	ROUGH CAST RENDER (COLOUR:MID GREY)
CON_3	PRECAST CONCRETE: RIBBED PROFILE (COLOUR:MID GREY)
MET_1	POWDER COATED METAL CLADDING (COLOUR: CHARCOAL)
MET_2	METAL CLADDING (COLOUR:BRONZE)
MET_3	POWDER COATED STEEL ANGLE TO GARAGE DOOR (COLOUR: CHARCOAL)
MET_4	METAL CLADDING (COLOUR: CHARCOAL)
MET_5	ALUMINIUM (COLOUR: NATURAL)
PV_1	50kW SOLAR PANELS (COLOUR:BRONZE)
GLZ_1	GLAZING

NOTE: ALL WINDOWS AND SLIDING DOORS ARE ALUMINIUM FRAMED AND DOUBLE GLAZED AS PER ESD REPORT



1 NORTH ELEVATION



2 WEST ELEVATION

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B	30.11.2021	ISSUE FOR RFI	CT

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED NORTH & WEST ELEVATION

SCALE: 1:200 DATE: AUG 2021
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DRAWING ISSUE: TOWN PLANNING
DRAWING No: A-400.B REV

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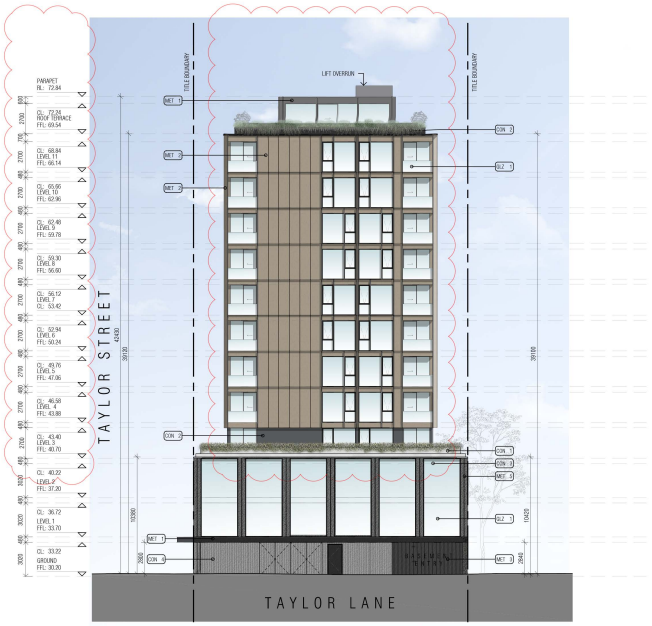
EXTERNAL FINISHES SCHEDULE

CON 1	CONCRETE (COLOUR: CHARCOAL)
CON 2	ROUGH CAST RENDER (COLOUR: MID GREY)
CON 3	PRECAST CONCRETE: RIBBED PROFILE (COLOUR: MID GREY)
MET 1	POWDER COATED METAL CLADDING (COLOUR: CHARCOAL)
MET 2	METAL CLADDING (COLOUR: BRONZE)
MET 3	POWDER COATED STEEL ANGLE TO GARAGE DOOR (COLOUR: CHARCOAL)
MET 4	METAL CLADDING (COLOUR: CHARCOAL)
MET 5	ALUMINIUM (COLOUR: NATURAL)
PV 1	SKALA SOLAR PANELS (COLOUR: BRONZE)
GLZ 1	GLAZING

NOTE: ALL WINDOWS AND SLIDING DOORS ARE ALUMINIUM FRAMED AND DOUBLE GLAZED AS PER ESD REPORT



1 SOUTH ELEVATION

2 EAST ELEVATION

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PROJECT

SOUTH LANE

374-380 SOUTH ROAD
MOORABBIN
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TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED SOUTH & EAST ELEVATION

SCALE: 1:200 DATE: AUG 2021
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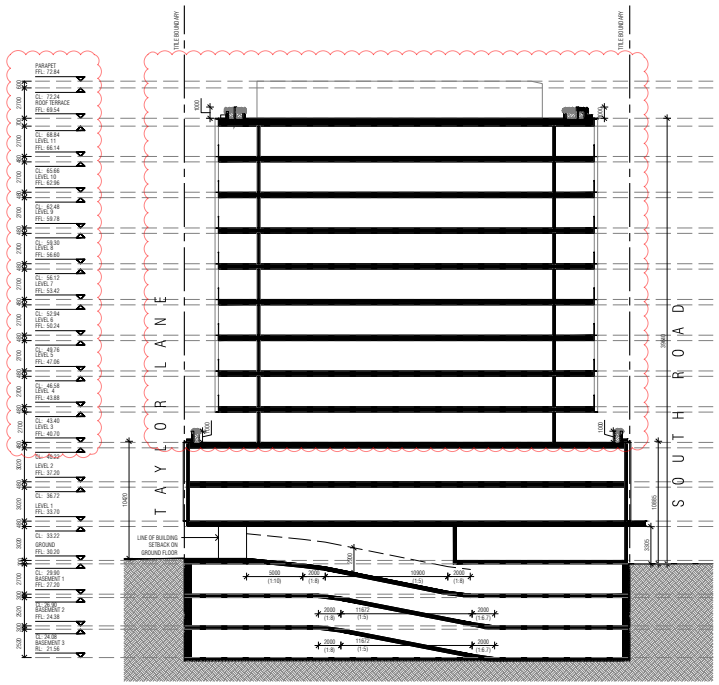
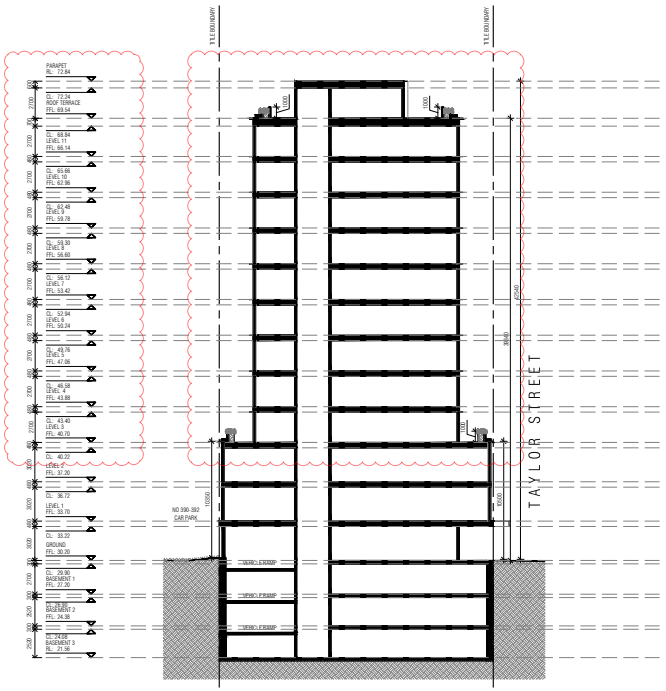


1 SECTION A-A 1:200



2 SECTION B-B 1:200

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374-380 SOUTH ROAD
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TOWN PLANNING DRAWINGS
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SCALE: 1:200 DATE: AUG 2021
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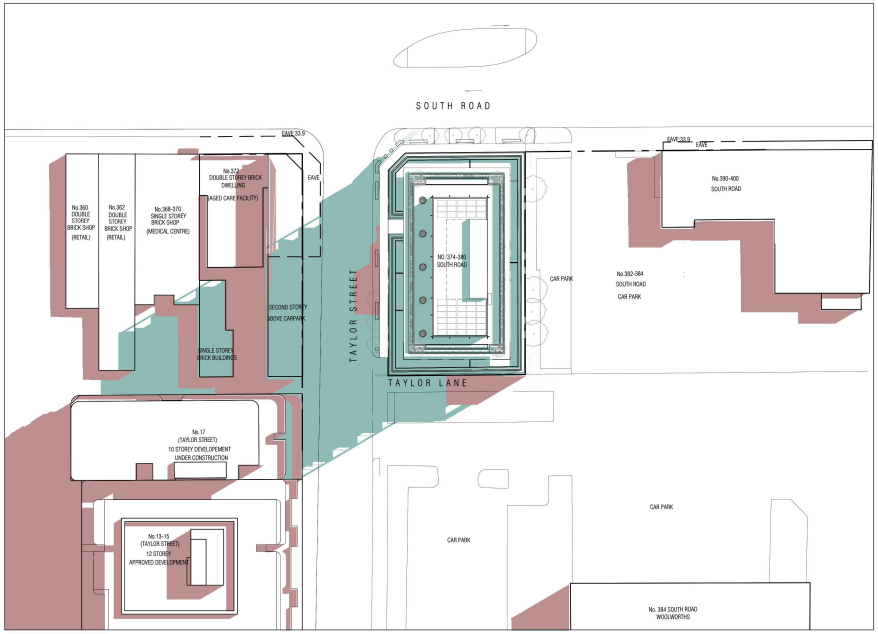
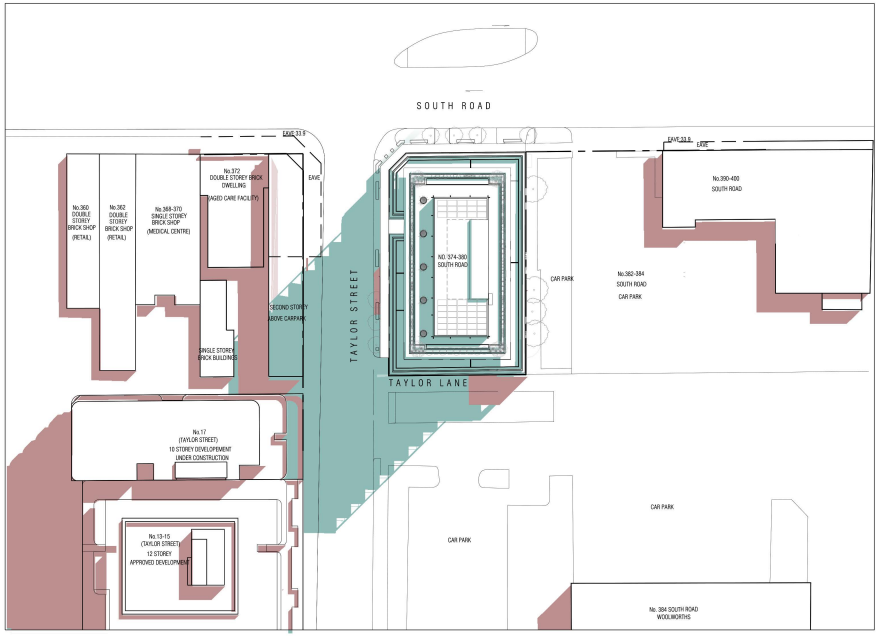


COMPARISON SHADOW DIAGRAM - 9AM, 22ND SEPTEMBER EXISTING PROPOSED



COMPARISON SHADOW DIAGRAM - 10AM, 22ND SEPTEMBER EXISTING PROPOSED

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PROJECT

SOUTH LANE

374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS

DRAWING TITLE
COMPARISON DIAGRAM 9 AM & 10 AM 22 SEPT

SCALE: 1:400 DATE: AUG 2021
PAGE: A1 PROJECT NO: M21010
DRAWN: SL

DRAWING ISSUE: TOWN PLANNING

DRAWING No A-900.B REV

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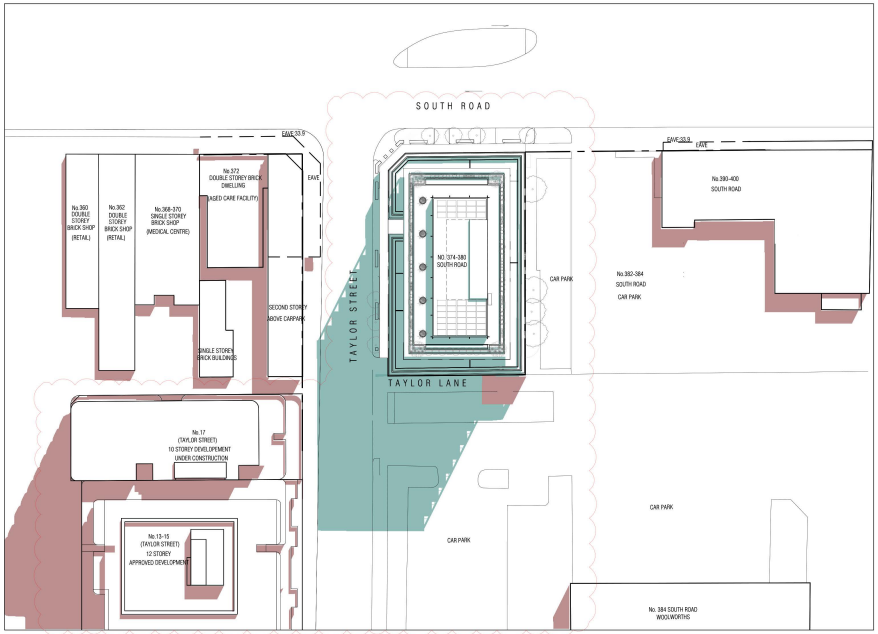
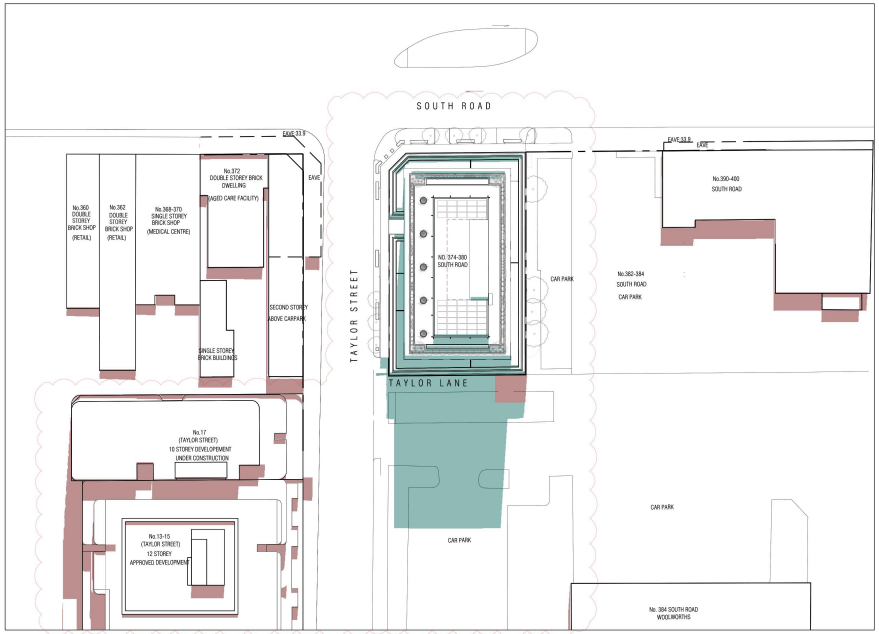


COMPARISON SHADOW DIAGRAM - 11AM, 22ND SEPTEMBER EXISTING PROPOSED



COMPARISON SHADOW DIAGRAM - 12PM, 22ND SEPTEMBER EXISTING PROPOSED

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REV	DATE	DESCRIPTION	CHECKED
A	26.06.2021	ISSUE FOR TOWN PLANNING	CT
B	30.11.2021	ISSUE FOR RFI	CT

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS
DRAWING TITLE
COMPARISON DIAGRAM 11 AM & 12 PM 22 SEPT
SCALE: 1:400 DATE: AUG 2021
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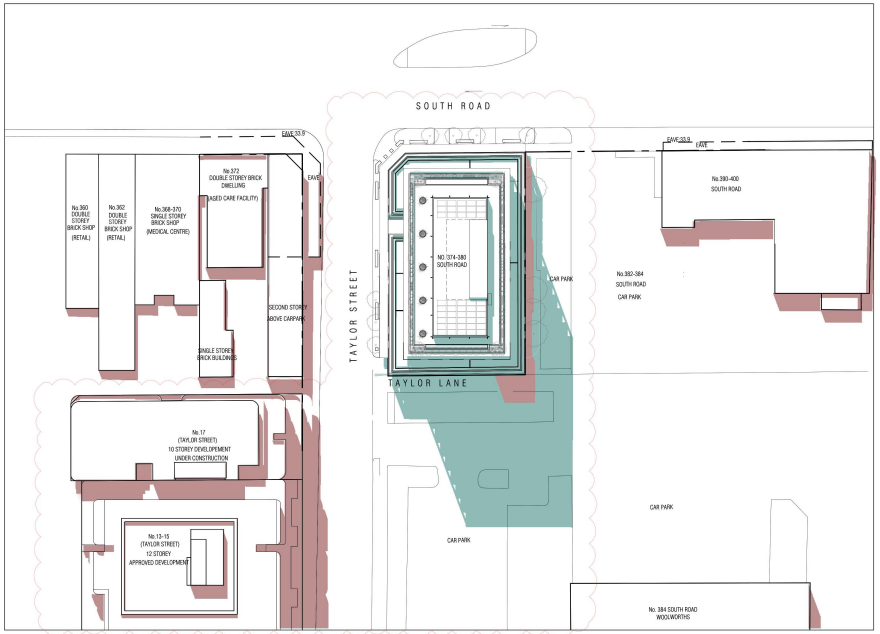
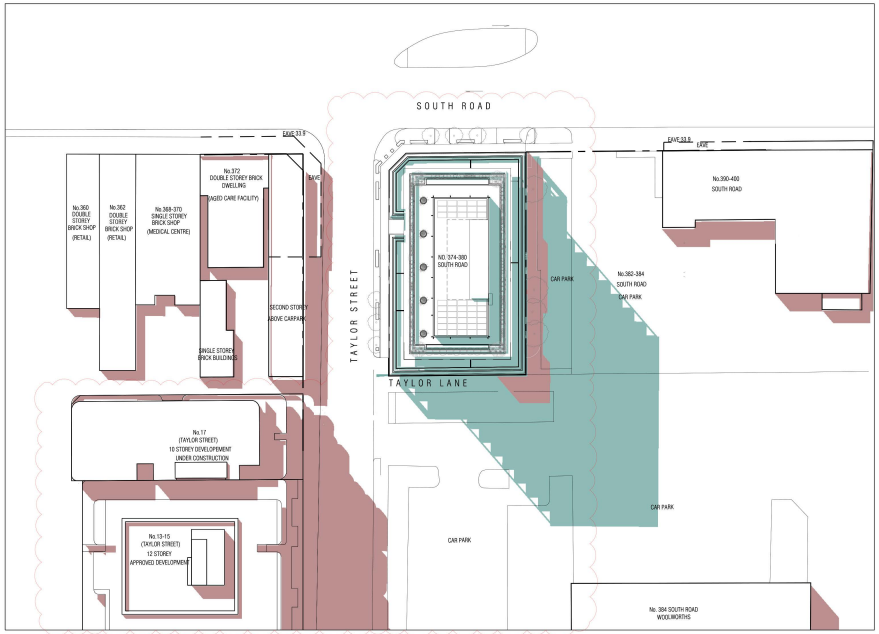


COMPARISON SHADOW DIAGRAM - 1PM, 22ND SEPTEMBER EXISTING PROPOSED



COMPARISON SHADOW DIAGRAM - 2PM, 22ND SEPTEMBER EXISTING PROPOSED

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PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS
DRAWING TITLE: COMPARISON DIAGRAM 1 PM & 2 PM 22 SEPT
SCALE: 1:400 DATE: AUG 2021
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DRAWING No: A-902.B REV

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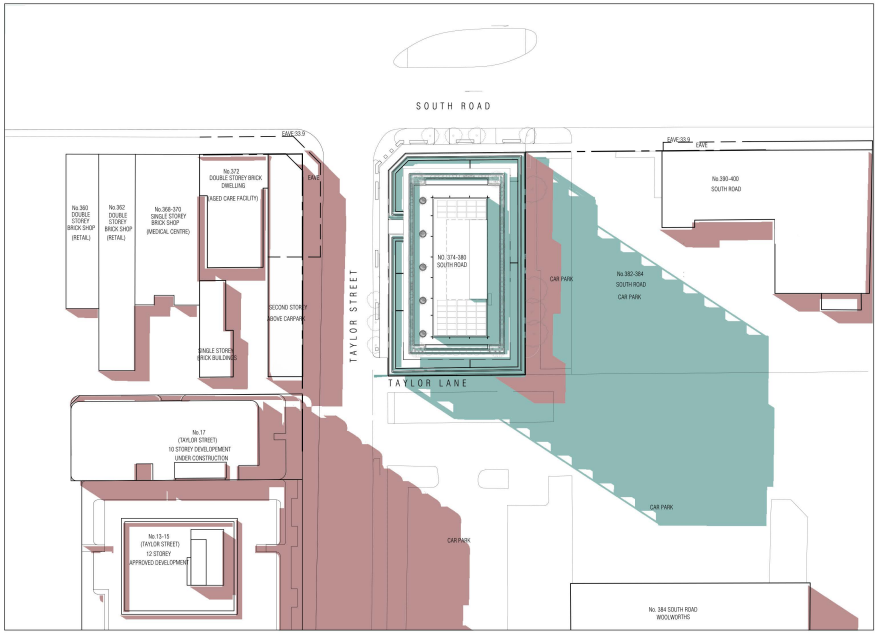

COMPARISON SHADOW DIAGRAM - 3PM, 22ND SEPTEMBER EXISTING PROPOSED

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PROJECT

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374-380 SOUTH ROAD
MOORABBIN
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TOWN PLANNING DRAWINGS

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DRAWN: SL

DRAWING ISSUE: TOWN PLANNING

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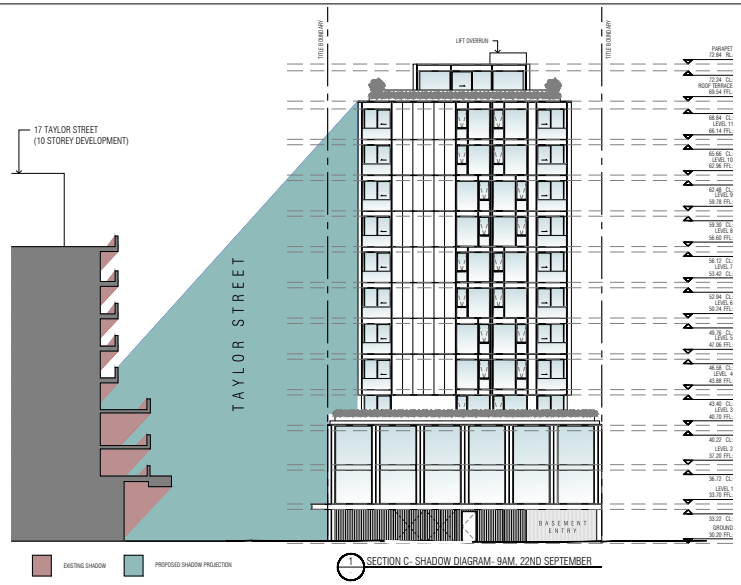
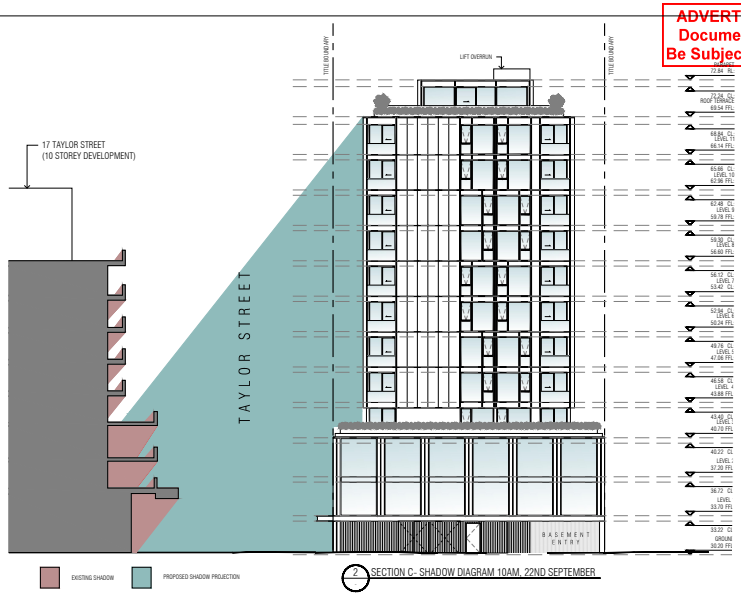
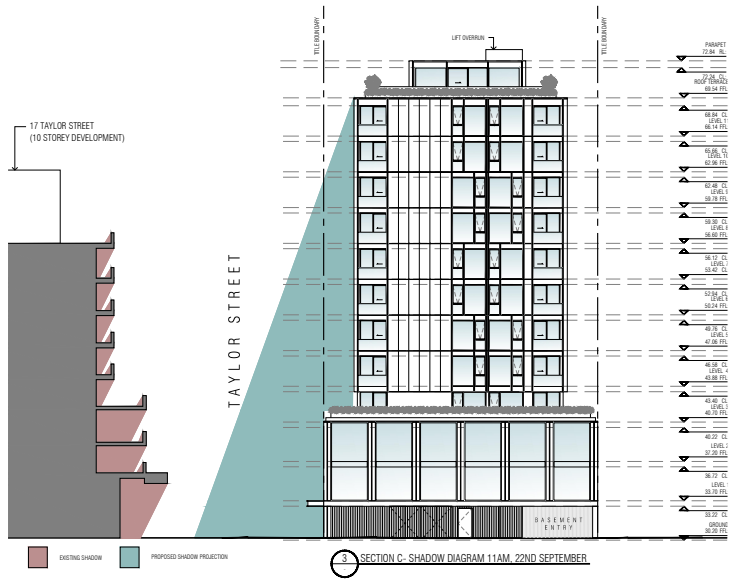


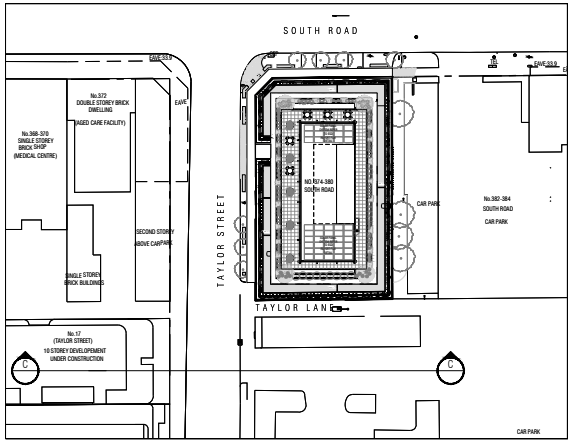
1 SECTION C- SHADOW DIAGRAM- 9AM, 22ND SEPTEMBER



2 SECTION C- SHADOW DIAGRAM 10AM, 22ND SEPTEMBER



3 SECTION C- SHADOW DIAGRAM 11AM, 22ND SEPTEMBER



4 KEY PLAN SCALE 1:400

PROPOSED DEVELOPMENT DOES NOT OVERSHADOW APARTMENT BALCONIES AT 17 TAYLOR STREET AFTER 10.35 AM

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PROJECT
SOUTH LANE
374-380 SOUTH ROAD
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TOWN PLANNING DRAWINGS

DRAWING TITLE
DESIGN RESPONSE- SECTIONAL SHADOW DIAGRAMS

SCALE: AS SHOWN DATE: AUG 2021
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Date:30.11.2021 | Issue: B | TOWN PLANNING

Area Schedule: 374-380 South Road, Moorabbin

	Commercial Area m²	Communal area for residents m²	Apartment NSA m²	Number of 1 Bedrooms	Number of 2 Bedrooms	Private Open Space m²	Total m²	Car Spaces Provided	Car Spaces Required	Car Space Rate	Internal Storage (m3)	External Storage (m3)	Total Storage per apartment (m3)	Residential external storage units provided	% of apartments with cross ventilation	%of accessible apartments
Basement 1							961	20								
Basement 2							961	22								
Basement 3							961	26								
Ground Floor																
Retail 1	229								2	*1 per 100m2						
Retail 2	164								1	*1 per 100m2						
1st Floor																
Commercial 1	811								5	*0.63 per 100m2						
2nd Floor																
Commercial 2	811								5	*0.63 per 100m2						
Rooftop Terrace																
Food & Drink Premises		73				87	160		1	*1 per 100m2						
Shared Communal Space for residents		70				140	210									
Third Floor																
1			*80*		*1*	*51*	*131*		*1*		*13*	*6*	*19*	*1*	*Y*	
2			*85*		*1*	*42*	*127*		*1*		*13*	*6*	*19*	*1*	*Y*	*Y*
3			*84*		*1*	*19*	*103*		*1*		*10*	*6*	*16*	*1*		*Y*
4			*54*	*1*		*20*	*74*		*1*		*6*	*5*	*11*	*1*		
5			*85*		*1*	*47*	*132*		*1*		*14*	*6*	*20*	*1*	*Y*	*Y*
6			*83*		*1*	*51*	*134*		*1*		*13*	*6*	*19*	*1*	*Y*	
Typical Floor Plate (4th -11th)																
1			*80*		*1*	*8*	*88*		*1*		*13*	*6*	*19*	*1*	*Y*	
2			*85*		*1*	*10*	*95*		*1*		*13*	*6*	*19*	*1*	*Y*	*Y*
3			*84*		*1*	*9*	*93*		*1*		*10*	*6*	*16*	*1*		*Y*
4			*54*	*1*		*9*	*63*		*1*		*6*	*5*	*11*	*1*		
5			*85*		*1*	*9*	*94*		*1*		*14*	*6*	*20*	*1*	*Y*	*Y*
6			*83*		*1*	*8*	*91*		*1*		*13*	*6*	*19*	*1*	*Y*	
Residential Floors Summary																
3rd Floor			471	1	5	230	524		6					6	4	3
4th Floor			471	1	5	53	524		6					6	4	3
5th Floor			471	1	5	53	524		6					6	4	3
6th Floor			471	1	5	53	524		6					6	4	3
7th Floor			471	1	5	53	524		6					6	4	3
8th Floor			471	1	5	53	524		6					6	4	3
9th Floor			471	1	5	53	524		6					6	4	3
10th Floor			471	1	5	53	524		6					6	4	3
11th Floor			471	1	5	53	524		6					6	4	3
				9	45				54					54	36	27

	Commercial (m²)	Communal area for residents m²	Apartment (m²)	1 Bed	2 Bed	Private Open Space (m²)		Car Spaces Provided	Car Spaces Required					Total number of Residential external storage units provided	% of apartments with cross ventilation	% of accessible apartments
Total	**2015**	**70**	**4239**	**9**	**45**	**881**		**68**	**68**					**54**	67%	50%

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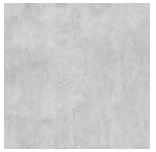
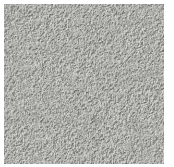
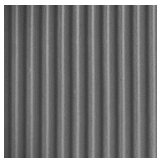
PROJECT:
374-380 South Road
Moorabbin, Vic 3189

REVISION: A | 26/08/2021

EXTERNAL FINISHES SCHEDULE
TOWN PLANNING

Description	Location / Level	Specification	Colour/Finish	Image
EXTERIOR FINISHES				
CON 1	External Walls Refer Elevations	Precast Concrete	Colour: Mid Grey	
CON 2	External Walls Refer Elevations	Render	Colour: Charcoal	
CON 3	External Walls Refer Elevations	Name: Rough Cast Render	Colour: Mid Grey	
CON 4	External Walls Refer Elevations	Name: Concrete Ribbed Profile	Colour: Mid Grey	

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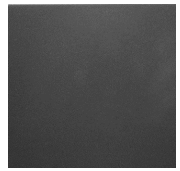
Moorabbin, Vic 3189

REVISION: A | 26/08/2021

MET 1	External Walls Refer Elevations	Powder-coated Metal Cladding	Colour: Charcoal	
MET 2	External Walls Refer Elevations	Metal Cladding	Colour: Bronze	
MET 3	Garage Door Refer Elevations	Powder-coated Steel Angle	Colour: Charcoal	
MET 4	Canopy Refer Elevations	Metal Cladding	Colour: Charcoal	

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Moorabbin, Vic 3189

REVISION: A | 26/08/2021

MET 5	Detail between feature columns	Brushed Aluminium	Colour: Natural	
PV 1	External Walls Refer Elevations	SKALA Solar Panels	Colour: Bronze	
Glazing	Generally	Glass	Clear	
Window Frames	Generally	Aluminium	Monument	

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Date:30.11.2021 | Issue: B | TOWN PLANNING (WITHOUT PREJUDICE)

Area Schedule: 374-380 South Road, Moorabbin

	Commercial Area m²	Communal area for residents m²	Apartment NSA m²	Number of 1 Bedrooms	Number of 2 Bedrooms	Private Open Space m²	Total m²	Car Spaces Provided	Car Spaces Required	Car Space Rate	Internal Storage (m3)	External Storage (m3)	Total Storage per apartment (m3)	Residential external storage units provided	% of apartments with cross ventilation	%of accessible apartments
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Basement 2							961	22								
Basement 3							961	22								
Basement 4							961	26								
Ground Floor																
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Retail 2	164								1	*1per 100m2						
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Commercial 2	811								16	*2 per 100m2						
Rooftop Terrace																
Food & Drink Premises		73				87	160		1	*1 per 100m2						
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Third Floor																
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2			*85*		*1*	*42*	*127*		*1*		*13*	*6*	*19*	*1*	*Y*	*Y*
3			*84*		*1*	*19*	*103*		*1*		*10*	*6*	*16*	*1*		*Y*
4			*54*	*1*		*20*	*74*		*1*		*6*	*5*	*11*	*1*		
5			*85*		*1*	*47*	*132*		*1*		*14*	*6*	*20*	*1*	*Y*	*Y*
6			*83*		*1*	*51*	*134*		*1*		*13*	*6*	*19*	*1*	*Y*	
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2			*85*		*1*	*10*	*95*		*1*		*13*	*6*	*19*	*1*	*Y*	*Y*
3			*84*		*1*	*9*	*93*		*1*		*10*	*6*	*16*	*1*		*Y*
4			*54*	*1*		*9*	*63*		*1*		*6*	*5*	*11*	*1*		
5			*85*		*1*	*9*	*94*		*1*		*14*	*6*	*20*	*1*	*Y*	*Y*
6			*83*		*1*	*8*	*91*		*1*		*13*	*6*	*19*	*1*	*Y*	
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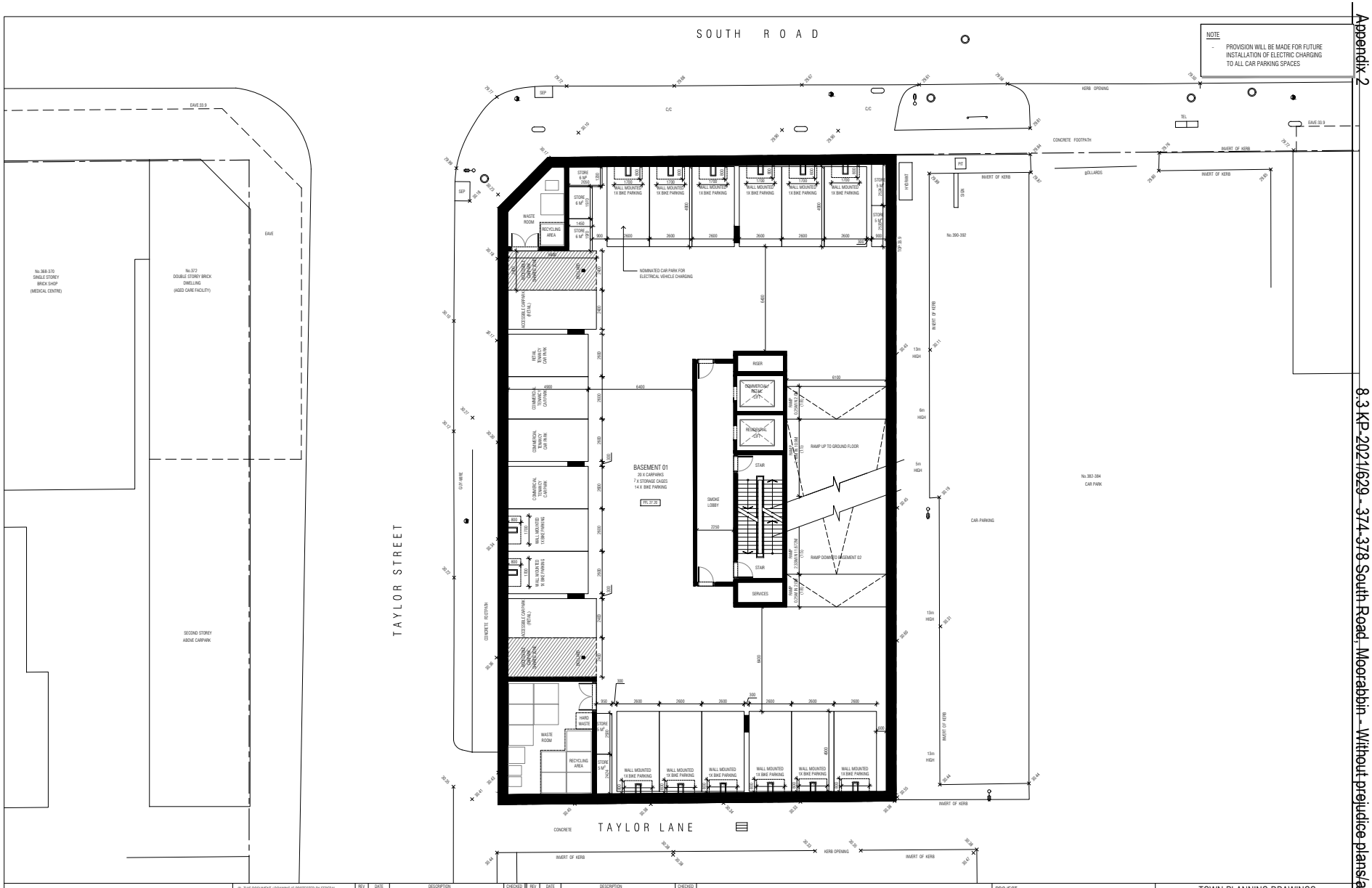
8th Floor			471	1	5	53	524		6					6	4	3
9th Floor			471	1	5	53	524		6					6	4	3
10th Floor			471	1	5	53	524		6					6	4	3
11th Floor			471	1	5	53	524		6					6	4	3
				9	45				54					54	36	27
	Commercial (m²)	**Communal area for residents m²**	**Apartment (m²)**	**1 Bed**	**2 Bed**	**Private Open Space (m²)**		**Car Spaces Provided**	**Car Spaces Required**					**Total number of Residential external storage units provided**	**% of apartments with cross ventilation**	**% of accessible apartments**
Total	**2015**	**70**	**4239**	**9**	**45**	**881**		**90**	**90**					**54**	67%	50%



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A	29.06.2021	ISSUE FOR TOWN PLANNING	CT
B	05.11.2021	ISSUE FOR RFI	CT
C	13.05.2022	ISSUE FOR REVIEW	TW

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED BASEMENT 01 PLAN

SCALE: 1:100 DATE: AUG 2021
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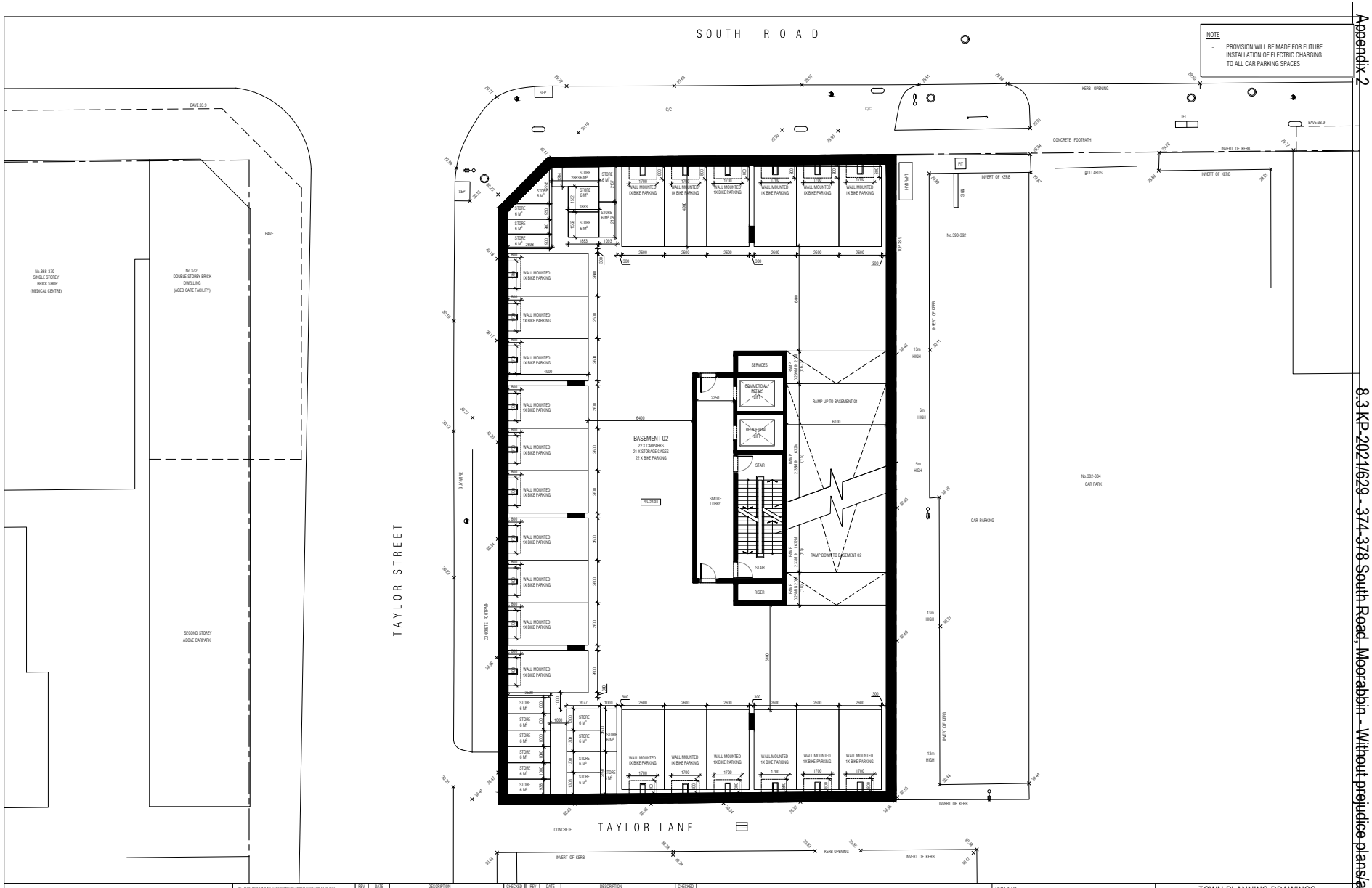
DRAWING No
A-150.0



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REV	DATE	DESCRIPTION	CHECKED
A	24.08.2021	ISSUE FOR TOWN PLANNING	CT
B	05.11.2021	ISSUE FOR RFI	CT
C	13.05.2022	ISSUE FOR REVIEW	TW

WITHOUT PREJUDICE

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

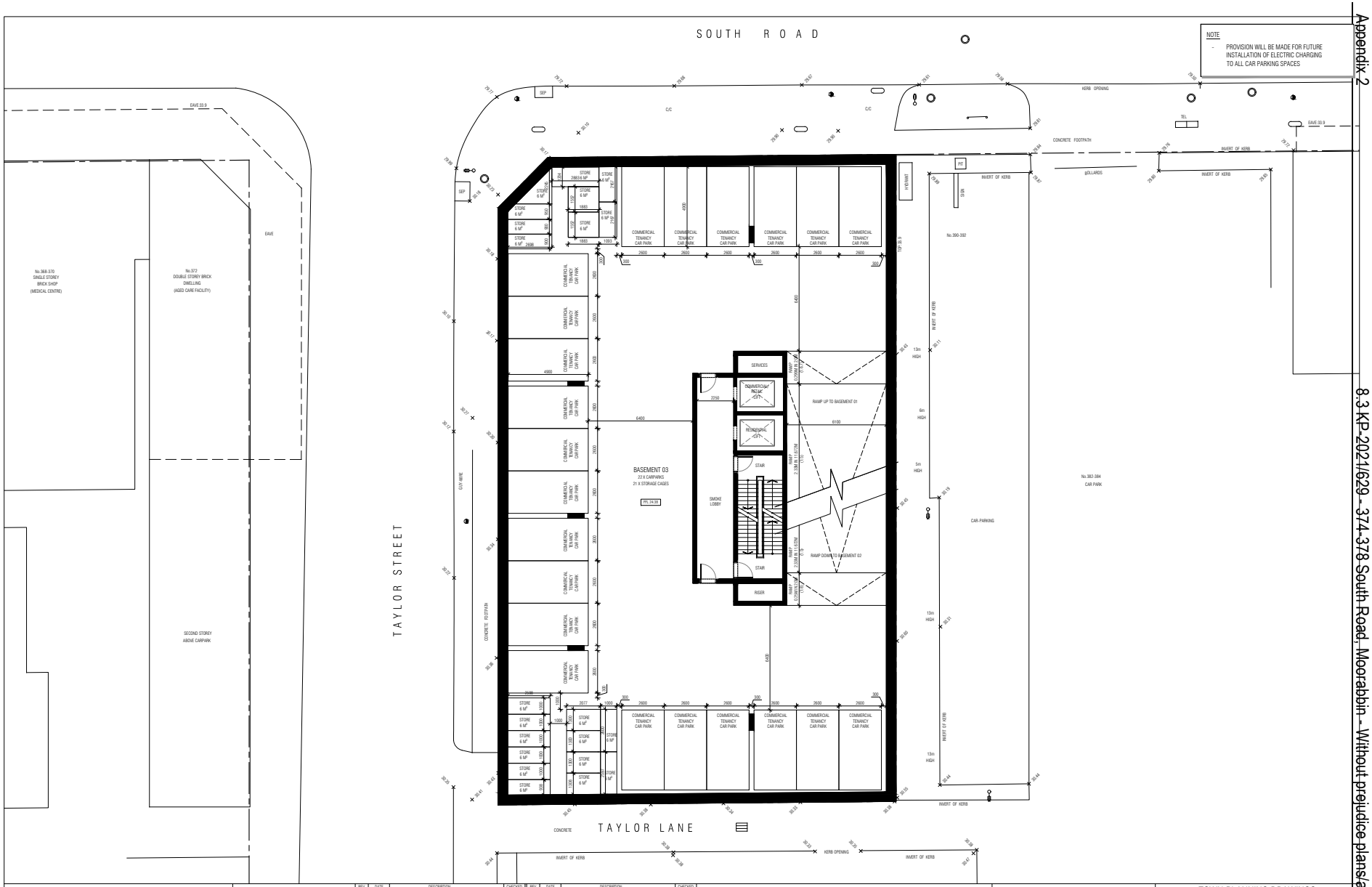
TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED BASEMENT LEVEL 2 PLAN

SCALE: 1:100 DATE: AUG 2021
PAGE: A1 PROJECT NO: M21010
DRAWN: SL

DRAWING ISSUE
TOWN PLANNING

DRAWING No
A-151.0



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LEVEL 3, 49-51 STEAD STREET, SOUTH MELBOURNE 3205, VICTORIA AUSTRALIA
T: +61(3) 9686 2100 E: architects@ewertleaf.com.au A.C.N. 141027241

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REV	DATE	DESCRIPTION	CHECKED
A	24.08.2021	ISSUE FOR TOWN PLANNING	CT
B	05.11.2021	ISSUE FOR RFI	CT
C	16.05.2022	ISSUE FOR REVIEW	TW
D	19.05.2022	ISSUE FOR REVIEW	TW

WITHOUT PREJUDICE

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

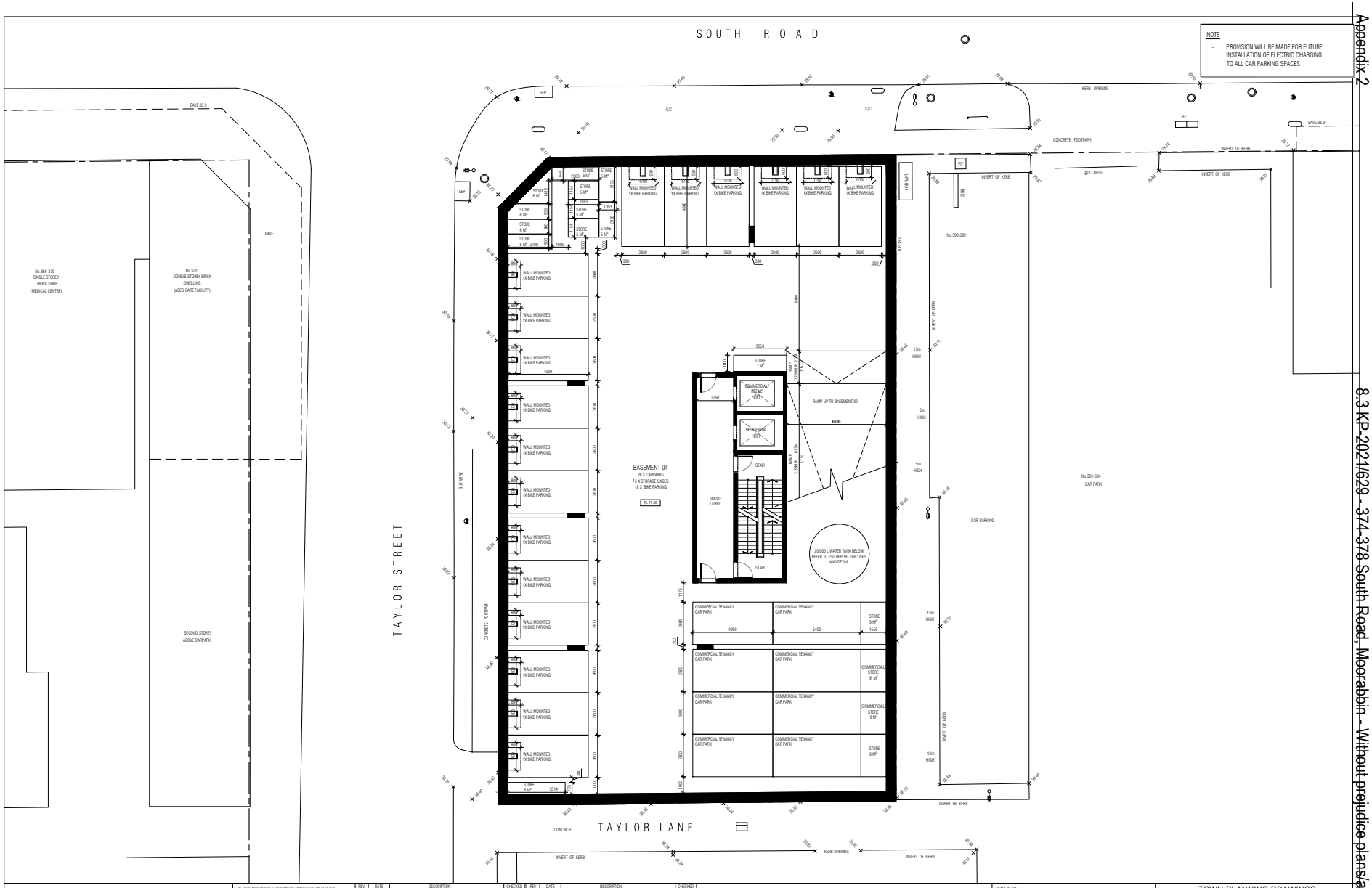
TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED BASEMENT LEVEL 3 PLAN

SCALE: 1:100 DATE: AUG 2021
PAGE: A1 PROJECT NO. M21010
DRAWN: SL

DRAWING ISSUE
TOWN PLANNING

DRAWING No. A-152.D REV



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REV	DATE	DESCRIPTION	CHECKED
A	16.05.2022	ISSUE FOR REVIEW	TW
B	19.05.2022	ISSUE FOR REVIEW	TW

WITHOUT PREJUDICE

PROJECT
SOUTH LANE
374-380 SOUTH ROAD
MOORABBIN
VIC 3189

TOWN PLANNING DRAWINGS

DRAWING TITLE
PROPOSED BASEMENT LEVEL 4 PLAN

SCALE: 1:100 DATE: AUG 2021
PAGE: A1 PROJECT NO: M21010
DRAWN: SL

DRAWING ISSUE
TOWN PLANNING

DRAWING No
A-153.B

Council Meeting

25 July 2022

Agenda Item No: 8.4

KP-2022/160 - 198 OLD DANDENONG ROAD HEATHERTON

Contact Officer: Rochelle Reinhardt, Senior Statutory Planner

Purpose of Report

This report is for the Council to consider Planning Permit Application No. KP-2022/160 - 198 Old Dandenong Road Heatherton.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

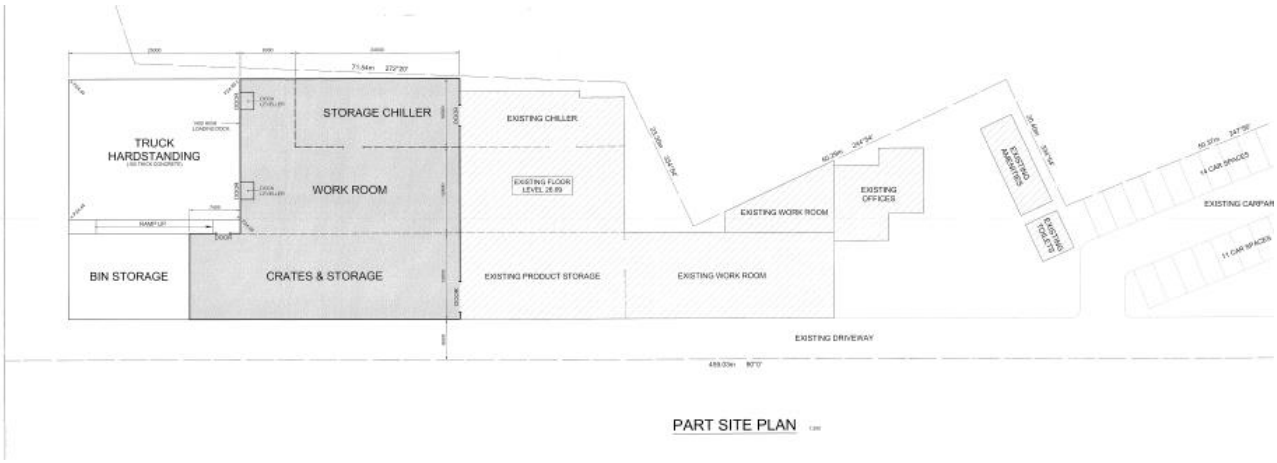
That Council determine to support the proposal and issue a Planning Permit for alterations and additions to the existing building within a Heritage Overlay in accordance with the endorsed plans at 198 Old Dandenong Road, Heatherton, subject to the conditions contained within this report.

This application requires a decision by Council, as the subject site is located in the Green Wedge and the cost of works exceeds $20,000.

EXECUTIVE SUMMARY			
Address	198 Old Dandenong Road, Heatherton		
Legal Description	Lot 3 on PS 725695S		
Applicant	Davis Naismith & McGovern		
Planning Officer	Rochelle Reinhardt		
PLANNING REQUIREMENTS			
Planning Scheme	Kingston		
Zoning	Clause 35.04 – Green Wedge Zone, Schedule 2		
Overlays	Clause 43.01 – Heritage Overlay, Schedule 56 Clause 43.02 – Design and Development Overlay, Schedule 5 Clause 44.04 – Land Subject to Inundation		
Particular Provisions	Clause 51.02 - Metropolitan Green Wedge Land: Core Planning Provisions Clause 52.06 – Car Parking		
Permit Trigger/s	Clause 43.01 – Construct or carry out Buildings or Works in a Heritage Overlay		
APPLICATION / PROCESS			
Proposal	The development of alterations and additions to the existing building within a Heritage Overlay in accordance with the endorsed plans		
Reference No.	KP-2022/160	**RFI Received**	N/A
App. Received	16 March 2022	**App. Amended**	N/A
Site inspection	Yes		
S.52 Advertising Commenced	27 April 2022	**Advertising Completed**	16 May 2022
S.55 Referrals	None		
Internal referrals	None		
Objection(s)	Nil (TRIM checked on 14/06/2022)		
Vegetation	**Trees > 8m** Yes	**No. of Trees to be removed (circumference 110cm)**	Nil
LEGISLATIVE			
Covenant/other Restriction	No	Complies: N/A	
Aboriginal Cultural Sensitivity Area	Yes	**CHMP**	Exempt
Considered Plans	Davis, Naismith & McGovern, Drawing No's. 22013 – TP01 to TP04, Revision B, dated 7 March 2022		

1.0 RELEVANT LAND HISTORY

1.1 Planning Permit KP-1996/296, KP-2010/632 and KP-2010/748 were issued by Kingston City Council on 1 July 1996, 14 February 2011 and 24 May 2011 respectively for the construction of buildings and works (sheds and storage buildings). An excerpt of the most recent endorsed plans under Planning Permit KP-2010/748 is included below.



1.2 Planning Permit KP-2008/442 was issued by Kingston City Council on 4 December 2008 to demolish the existing dwelling on the site.

1.3 Planning Permit was issued by Kingston City Council on 25 September 2013 to alter access to a road in a Road Zone Category 1 (widen the driveway and vehicle crossing).

2.0 SITE PARTICULARS

Subject site and built form	The site is located on the east side of Boundary Road in Heatherton. The site has a battle-axe shape and a total site area of 7 ha. Car parking and shed style buildings occupy the front portion of the site. The buildings are used for an office, workroom and storage. The rear portion of the site is occupied by vegetable and herb crops and a dam.
Existing Use	The site is used for agriculture (Butler Market Gardens).
Topography	The land has a slight slope of two (2) to three (3) metres that falls from the front to the rear of the site.
Fencing	A high timber paling fence is located along part of the northern boundary at the front of the site. Post and wire fencing aligns the remaining side and rear boundaries.
Vegetation	Scattered trees and bushes exist on the front and rear portions of the site.
Easement(s)	None.
Footpath assets / access	One (1) existing crossover is located adjacent to the north (side) common boundary. A power pole and street sign are located along the frontage.

3.0

4.0 SURROUNDING ENVIRONS

4.1 The following map illustrates the subject site in its surrounding context.

4.2 Land directly abutting the subject site and opposite is generally used for agricultural purposes including mixed farming and grazing as well as a variety of other uses, including:

- 196 Old Dandenong Road - Plant nursery;
- 200 Old Dandenong Road – Dwelling;
- 202-204 Old Dandenong Road - Place of assembly;
- 205 Old Dandenong Road – Market garden;
- 220-222 Old Dandenong Road - Vehicle store (currently under assessment);

- 224-226 Old Dandenong Road - Egg farm; and
- 234 Old Dandenong Road - Market Garden.

4.3 The Dunlops Creek (or Clayton South Drain) is located to the rear (east) of the site. Beyond the creek/drain exists other agricultural properties.

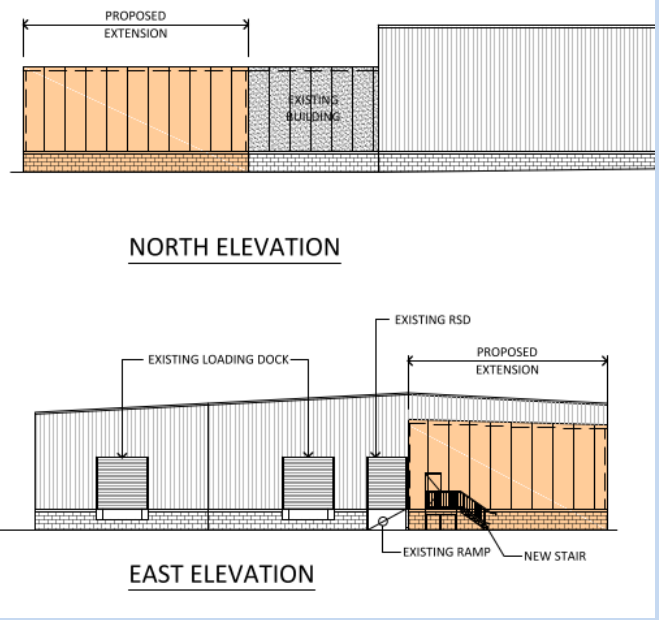
4.4 Other land uses in the area include paintball facilities, golf courses and recreational reserves.

4.5 The neighbourhood has an open semi-rural agricultural character with scattered significant vegetation.

5.0 PROPOSAL

5.1 A summary of the proposal is provided in the table below.

Description	It is proposed to extend the existing building on the subject site, as shown below. The extension is a 149.5 square metre cool room (13 metres x 11.5 metres) located at the rear (east side) of the main building, in place of an existing bin storage area as shown on the existing endorsed plans under Planning Permit KP-2010/748. The extension is proposed to have an overall height of 6.2 metres and is set back 6 metres from the closest boundary. The building is be constructed of insulated panel and block walls to match the existing. Location of building extension



Elevations of building extension

6.0 PLANNING PERMIT PROVISIONS

Zone

6.1 **Green Wedge Zone, Schedule 2 (GWZ2):** Pursuant to Clause 35.04-1 of the Kingston Planning Scheme, a planning permit is **not required** to use the site for Agriculture, as the use is within Section 1.

6.2 Pursuant to Clause 35.04-5 of the Kingston Planning Scheme, a planning permit is required to construct or carry out a building which is within any of the following setbacks:

- *100 metres from a Transport Zone 2 or land in a Public Acquisition Overlay if the Head, Transport for Victoria is the acquiring authority and the purpose of the acquisition is for a road.*
- *40 metres from a Transport Zone 3 or land in a Public Acquisition Overlay for a road if the Head, Transport for Victoria is not the acquiring authority.*
- *20 metres from any other road.*
- *5 metres from any other boundary.*
- *100 metres from a dwelling not in the same ownership.*
- *100 metres from a waterway, wetlands or designated flood plain.*

6.3 The proposed building extension is located over 150 metres from the closest road (Transport 2 Zone - Old Dandenong Road), 6 metres from the closest 'other' boundary, 150 metres from the closest dwelling not in the same ownership and over 200 metres from the LSIO area.

6.4 Therefore, given that the proposed building is not situated within any of the setbacks listed under Clause 35.04-5, a planning permit **is not required** for buildings and works under the zone.

Overlay

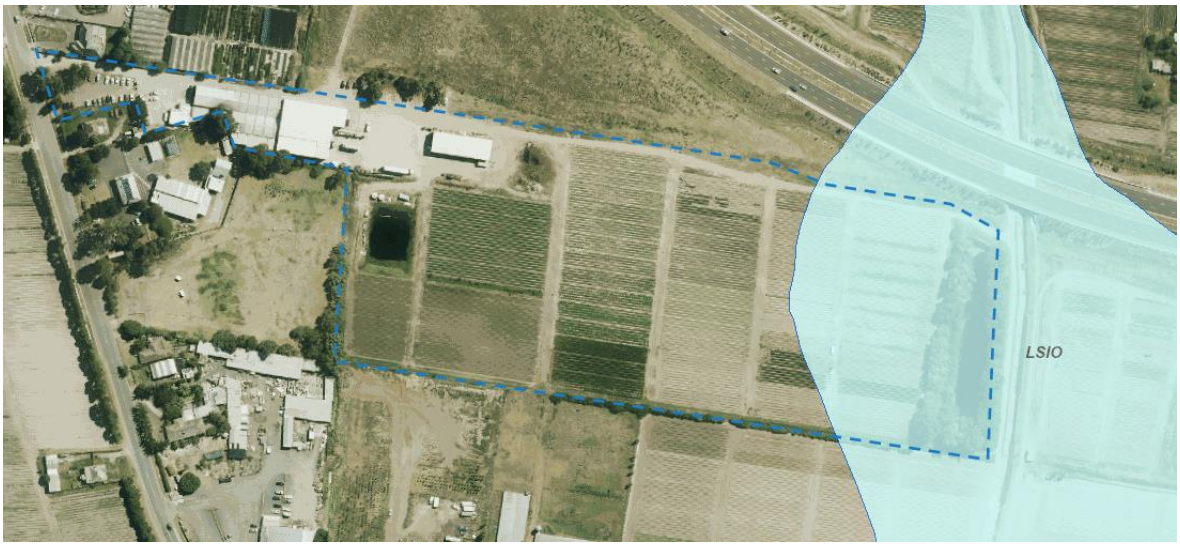
6.5 **Heritage Overlay, Schedule 56 (HO56):** Pursuant to Clause 43.01-1 of the Kingston Planning Scheme, a planning permit **is required** to construct a building or construct and carry out works.

6.6 **Design and Development Overlay, Schedule 5 (DDO5):** Pursuant to Clause 43.02-2 of the Kingston Planning Scheme, a planning permit is required to construct a building or construct and carry out works, unless the schedule states a permit is not required.

6.7 The land is affected by Schedule 5 to the DDO which relates to Aviation Obstacle Referral Height Area No 2. Given that the proposed buildings and works have an overall height of less than 25 metres, a permit **is not required** pursuant to Section 2.0 of Schedule 5 to the overlay.

6.8 **Land Subject to Inundation (LSIO):** Pursuant to Clause 44.04-2 of the Kingston Planning Scheme, a planning permit is required to construct a building or construct and carry out works.

6.9 As shown below, the building extension is not proposed to be located in the area affected by the LSIO. Therefore, the LSIO **is not required** to be considered as part of this application.



Particular Provisions

6.10 **Metropolitan Green Wedge Land: Core Planning Provisions:** Clause 51.02 provide overarching objectives for the use and development of land in the green wedge. The policy **does not prohibit** the use of the land for Agriculture.

6.11 **Car parking:** Pursuant to Clause 52.06-2 of the Kingston Planning Scheme, Clause 52.06 must be considered before there is an increase in the floor area of an existing use. Clause 52.06 does not contain the car parking rates for the use of agriculture. Therefore, pursuant to Clause 52.06-6, car parking spaces must be provided to the satisfaction of the responsible authority.

General Provisions

6.12 The Decision Guidelines of **Clause 65.01** of the Kingston Planning Scheme are relevant to this application and require consideration to be given to a variety of matters including planning scheme policies, the purpose of the zone, orderly planning and the impact on amenity.

7.0 RELEVANT POLICIES

7.1 Planning Policy Framework (PPF)

Clause 11 Settlement

Clause 14 Natural Resource Management

Clause 15 Built Environment and Heritage

Clause 17 Economic Development

Clause 18 Transport

7.2 Other

7.3 Kingston Green Wedge Plan (April 2012 – reference document within Clause 21.02 – Settlement). The document outlines the current use, conditions and issues effecting the green wedge land. The plan also outlines the future use of the green wedge land.

7.4 Kingston Heritage Study Stages 1 and 2 (July 2004 – reference document with Clause 22.08 – Heritage Policy). This document includes the Statements of Significance for Kingston's heritage places.

8.0 ADVERTISING

8.1 The proposal was advertised by sending notices to adjoining and opposite property owners and occupiers.

8.2 No representations for or against this application have been received.

8.3 As no objections to this application were received, no planning consultation meeting was required.

9.0 PLANNING CONSIDERATIONS:

Planning Scheme Amendment C200 was gazetted into the Planning Scheme on 30 June 2022. The amendment replaced the Municipal Strategic Statement and Local Planning Policy Framework with a New Municipal Strategic Statement at Clause 02 and modified the Planning Policy Framework through Clauses 11 to 19. The policy considerations outlined below are therefore reflective of the Amendment.

Planning Policy Framework

9.1 The Planning Policy Framework sets out the relevant state and local policies which relate to the proposal as discussed below. Essentially, the provisions within these clauses seek to achieve the fundamental objectives and policy outcomes sought by 'Plan Melbourne 2017-2050: Metropolitan Planning Strategy' (Department of Environment, Land, Water and Planning, 2017.

9.2 The settlement policies at **Clause 11 (Settlement)** seek to promote sustainable growth and development and deliver choice and opportunity through a network of settlements. Of particular relevance to the proposal, **Clause 11.01-1R (Green Wedges – Metropolitan Melbourne)** seeks to protect the green wedges of Melbourne from inappropriate development, whilst supporting development which provides economic and social benefits. Council's local policy at **Clause 11.01-1L (Green Wedge - Kingston)** essentially reinforces the state policy relevant to the green wedge and includes the following strategies:

- *Encourage developments within Kingston's green wedge areas (particularly in the Braeside area) to contribute to the enhancement and re-creation of pre-settlement landscapes including wetlands and open woodlands.*
- *Support major developments that address the significant rural role and function of Kingston's green wedge areas through their site layout, building design and landscape elements, particularly in the Heatherton area.*
- *Promote development that presents attractive, interesting vistas along the key gateways to green wedge areas including freeways and arterial roads.*
- *Protect open space landscapes and vistas between urban and green wedge land.*

9.3 **Clause 14 (Natural Resource Management),** in particular **Clause 14.01-1S (Protection of agricultural land) and Clause 14.01-1R (Protection of agricultural land - Metropolitan Melbourne),** seek to protect agricultural land within Melbourne's green wedges and permanent fragmentation of land.

9.4 **Clause 15 (Built Environment and Heritage),** in particular **Clause 15.01-5S (Neighbourhood character)** aims to ensure all new development appropriately responds to its landscape, valued built form and cultural context, and protect places and sites with significant heritage, architectural, aesthetic, scientific and cultural value. Furthermore, **Clause 15.01-6S (Design for rural areas),** extends on the aforementioned policy and promotes the protection and enhancement of existing rural areas.

9.5 **Clause 15.03-1S (Heritage Conservation)** encourages the protection of heritage places. **Furthermore, Clause 15.03-1L (Heritage conservation - Kingston)** provides detailed strategies which promote the protection of Kingston's local heritage places. These policies detail how new buildings and additions in heritage areas and places should be designed in terms of protecting the existing heritage fabric, avoiding visual dominance over heritage elements and adopting a contemporary character.

9.6 **Clause 15.03-2S (Aboriginal Cultural Heritage)** seeks to ensure the protection and conservation of places of Aboriginal cultural heritage significance.

9.7 The Subject Land **is** identified in an area of Aboriginal Cultural Heritage Sensitivity, however the Planning Officer has completed the Aboriginal Heritage Planning Tool on the Department of Planning and Community Development (DPCD) website and established that the proposed activity is **exempt** from requiring a Cultural Heritage Management Plan (CHMP) pursuant to section 3 of Regulation 46 of the *Aboriginal Heritage Regulation 2018.*

9.8 Section 3 of Regulation 46 states *despite sub-regulation (1), the construction of a building or the construction or carrying out of works on land is not a high impact activity if it is for, or associated with, a purpose listed under sub-regulation (1)(b) for which the land was being lawfully used immediately before 28 May 2007.*

9.9 Council's aerial images show the site has been used for agriculture since December 2004 as shown below and Council's planning records date back to 1996, therefore a CHMP is not required.

9.10 **Clause 17 (Economic Development)** includes various objectives and strategies relating to promoting employment and business.

9.11 **Clause 18 (Transport),** in particular **Clause 18.02-4S (Roads)** aims to ensure there is an adequate supply of car parking which is appropriately designed.

9.12 Furthermore, the **Moorabbin Airport** and **Noise abatement – Moorabbin Airport environs** policies under **Clause 18.02-7L-01 and 02** recognise the significance of the role played by Moorabbin Airport in the local and regional economy and seeks to ensure that the development of the surrounding land is sensitive to the long-term operation of the airport.

9.13 Whilst the site is included in the Moorabbin Airport Environs area shown on the map under **Clause 18.02-7L-02, i**t is noted that the existing use of Agriculture is not required to be considered pursuant to the policy guidelines. Therefore, it is not considered necessary to include any conditions pertaining to noise attenuation.

9.14 It is considered that the proposed development satisfies the aforementioned strategies and policy direction. No change is proposed to the existing use of the land and the proposed development will not result in the loss of agricultural land as it is proposed to occupy an area already used for open storage. The following sections of this report detail how the proposed building extension complies with the relevant heritage policies.

Overlay Provisions

9.15 The subject site is located within a **Heritage Overlay (Schedule 56).**

9.16 The purpose of this Overlay is to:

- *To conserve and enhance heritage places of natural or cultural significance.*
- *To conserve and enhance those elements which contribute to the significance of heritage places.*
- *To ensure that development does not adversely affect the significance of heritage places.*

9.17 Schedule 56 relates to a house at 198 Old Dandenong Road, as shown in the image below. Furthermore, the Statement of Significance for 198 Old Dandenong Road included in Kingston's Heritage Study reads:

'the House at 198 Old Dandenong Road Heatherton is of historical and architectural significance at a local level It is historically significant as an early farming site and retains the original or early farm dwelling. The site retains its significant use and is clearly legible as an early market gardening site'.

Heritage house which was situated at 198 Old Dandenong Road

9.18 As noted in section 1 of this report and as shown in the images below, Planning Permit KP-2008/442 was issued by Kingston City Council on 4 December 2008 to demolish the existing dwelling on the site.

9.19 The house was demolished between December 2008 and November 2009. Therefore, no consideration is required of how the proposed buildings and works respect the house portion of the heritage place.

Dec 2008

Nov 2009

9.20 It is noted that the Statement of Significance also refers to the 'significant use' of the site as an early market garden. With respect to this section of the Statement of Significance, the proposal complies with the Overlay's relevant Decision Guidelines and is deemed appropriate for the following reasons:

- The extension does not encroach the area of the site used for growing vegetables and herbs and maintains the significance of the heritage place.
- The proposed building height is sympathetic to the existing buildings on the property.
- The placement of the proposed building will not alter any views of the market garden from neighbouring properties and the street.
- The proposed building materials maintain the existing farm heritage character of the site but utilise contemporary shed materials.

Particular Provisions

Clause 51.02 - Metropolitan Green Wedge Land: Core Planning Provisions

9.21 The proposal complies with Clause 51.02 by maintaining the existing as-of-right use of the land for Agriculture.

Clause 52.06 – Car parking

9.22 As noted in the previous section of this report, Clause 52.06 does not contain a specified car parking rate for the existing use of the land. Therefore, pursuant to Clause 52.06-6, car parking spaces must be provided to the satisfaction of the responsible authority.

9.23 The proposal has been reviewed against the objectives of Clause 52.06-10 and it is considered that the existing car parking provided on the subject site is sufficient to meet the demand generated by proposed building extension.

9.24 It is unlikely that the proposed building extension will result in an increased demand for car parking beyond what is generated by the existing use, given that the output of vegetables and herbs from the subject site is unlikely to increase as there is no proposal alter the size of the farming area.

9.25 Furthermore, the proposal was discussed informally with Council's Traffic and Transport Office and no concerns were raised, nor was it deemed necessary to undertake a formal referral.

Kingston Green Wedge Management Plan

9.26 The Kingston Green Wedge Plan 2012 sets out future land uses for the Green Wedge land within the City of Kingston.

9.27 The site is located within the 'Green Wedge Low Intensity Area' which encourages agriculture, open space, recreational and sporting facilities, low site coverage community, commercial and education uses (pg. 79).

9.28 The building design guidelines at 7.5 of the Plan seek to achieve the following within Green Wedge Low Intensity:

- *Buildings should be subordinate visually to the spacious, rural landscape.*
- *Minimise building footprints and limit the overall presence of built form to enhance the rural character and maintain a sense of openness.*
- *Locate buildings and farming infrastructure such as sheds and machinery away from roads and where possible, within existing clusters of buildings/structures.*
- *Locate horticultural structures so that they are not highly visible from roads or other public places, or screen with substantial vegetation.*
- *Maintain wide spacing between groups/clusters of buildings.*
- *Avoid development on any property boundary.*
- *Limit building heights to a maximum of 8 metres (2 storeys) above natural ground level.*
- *Ensure development adopts best practice environmentally sustainable design and development principles.*
- *Ensure all buildings and structures are designed and oriented to utilise natural light and ensure optimal thermal performance.*
- *Avoid large areas of nonpermeable surfaces including yards, driveways and car parking areas.*
- *Utilise materials, colours and finishes that best immerse built form within the rural landscape (i.e. dark, natural colours, muted tones, matte finishes and nonreflective materials).*
- *Bright, bold, extravagant colour schemes are to be avoided.*
- *Use glazing and roofing materials of low reflectivity.*
- *Minimise the size and extent of signage and advertising, particularly internally illuminated signs.*
- *Locate signage on the building where possible, so that it complements the architecture.*
- *Encourage the removal of environmental weeds and other exotic vegetation and their replacement with appropriate native vegetation.*
- *Minimise native vegetation removal in new development.*
- *Development which requires native vegetation removal should aim to replace or rehabilitate with an equivalent vegetation cover using locally appropriate species.*

9.29 The proposed building extension aligns with the design guidelines of the Green Wedge Plan but utilising any area which is already used for the storage and maintaining the existing farming character of the site. The overall height, setbacks and materials of the proposed building match the existing built form on the subject site and ensure that the expanded building will not adversely impact the surrounding landscape character. Furthermore, the built form does not encroach the land use for farming, nor does it impact any native/significant vegetation.

10.0 CONCLUSION:

10.1 On balance, the proposal is considered to substantially comply with the relevant planning policy and therefore should be supported.

10.2 As outlined above, it has been determined that prior to deciding on this application all factors pursuant to section 60(1) of the Act have been considered. Further to this, the proposal does not give rise to any significant social and economic effects.

10.3 The proposed development is considered appropriate for the site, subject to conditions, as evidenced by:

- The compatibility of the design and siting with the surrounding area
- The mitigation of off-site amenity impacts
- A suitable level of compliance with all relevant policies

10.0 RECOMMENDATION

10.1 That Council determine to support the proposal and issue a Planning Permit for alterations and additions to the existing building within a Heritage Overlay in accordance with the endorsed plans at 198 Old Dandenong Road, Heatherton, subject to the following conditions:

1. The development as shown on the endorsed plans must not be altered without the prior written consent of the Responsible Authority.

General Amenity

2. The amenity of the area must not be detrimentally affected by the use, through the:
   a. Transport of materials, goods or commodities to or from the land.
   b. Appearance of any building, works or materials.
   c. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
   d. Presence of vermin.
   e. Any other way.

3. Noise levels emanating from the premises must not exceed those required to be met under the *Environment Protection Regulations 2021* under the *Environment Protection Act 2017* and the 'Noise limit and assessment protocol for the control of noise from commercial, industrial and trade premises and entertainment venues' (Publication 1826.4, Environment Protection Authority, May 2021) to the satisfaction of the Responsible Authority.

4. No goods or packaging materials shall be stored or left exposed outside the building so as to be visible to the public from a road or other public place.

5. All external surfaces of the building elevations must be finished in accordance with the schedule on the endorsed plans and maintained in good condition to the Responsible Authority's satisfaction.

Drainage and Water Sensitive Urban Design

6. Stormwater drainage of the site must be provided so as to prevent any overflows onto adjacent properties and be directed to the nominated point of discharge.

Completion of Works

7. Prior to the occupation of the buildings hereby permitted, all buildings and works and the conditions of this permit must be complied with to the satisfaction of the Responsible Authority, unless with the further prior written consent of the Responsible Authority.

Time Limits

8. In accordance with section 68 of the *Planning and Environment Act* 1987 (the Act), this permit will expire if one of the following circumstances applies:

   - The development is not started within two (2) years from the date of permit issue.
   - The development is not completed within four (4) years from the date of permit issue.

   In accordance with Section 69 of the Planning and Environment Act 1987, an application may be submitted to the responsible authority for an extension of the periods referred to in this condition.

Note: Environment Protection Authority (EPA) Victoria set out the requirements pertaining to site construction hours and permissible noise levels.

Note: Prior to the commencement of the development you are required to obtain the necessary Building Permit.

Note: The applicant/owner must provide a copy of this planning permit to any appointed Building Surveyor. It is the responsibility of the applicant/owner and Building Surveyor to ensure that all building development works approved by any building permit is consistent with the planning permit.

Note: The applicant/owner must provide a copy of this planning permit and any endorsed plans to any external contractor to ensure that all trees to be retained on site are protected during any works.

Note: Before removing / pruning any vegetation from the site, the applicant or any contractor engaged to remove any vegetation, should consult Council's Vegetation Management Officer to verify if a Local Laws Permits is required for the removal of such vegetation.

Appendices

Appendix 1 - KP-2022/160 - 198 Old Dandenong Road, HEATHERTON VIC 3202 - Plans considered for Council Meeting (Ref 22/163542)

Author/s:	Rochelle Reinhardt, Senior Statutory Planner
Reviewed and Approved By:	James Leonard, Planning Appeals Coordinator
	Jaclyn Murdoch, Manager City Development

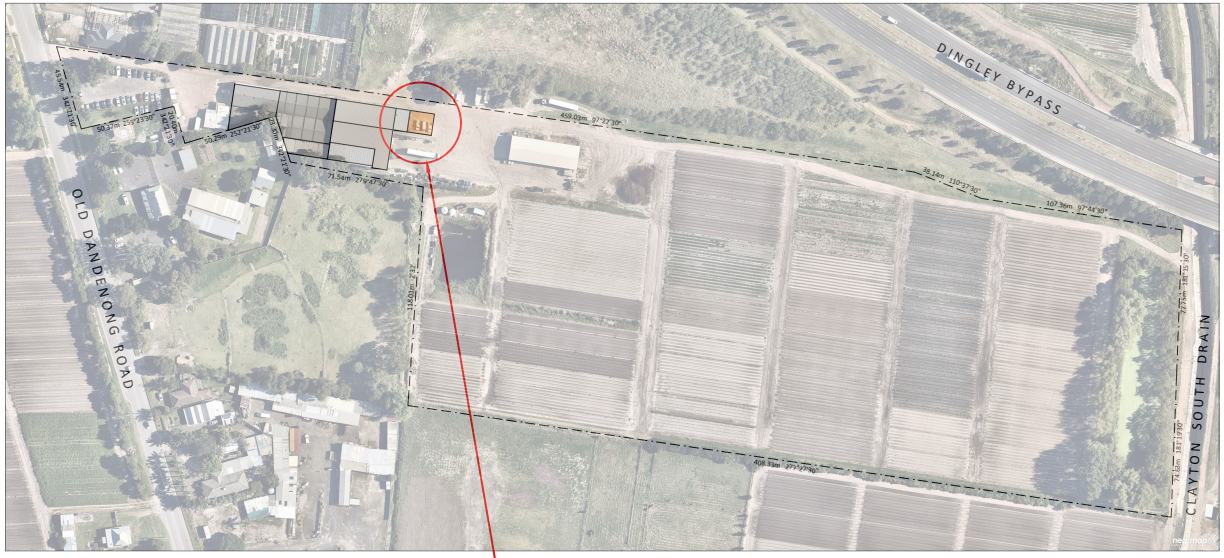
8.4

KP-2022/160 - 198 OLD DANDENONG ROAD HEATHERTON

1 KP-2022/160 - 198 Old Dandenong Road, HEATHERTON VIC 3202 - Plans considered for Council Meeting 203

ADVERTISED PLANS
Documentation May
Be Subject to Copyrig

PROPOSED COOLROOM EXTENSION
198 OLD DANDENONG ROAD, HEATHERTON 3202
FOR: C & G COOLROOMS



LOCATION PLAN
NOT TO SCALE

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

No	DESCRIPTION	DATE	BY
B	ISSUED FOR INFORMATION	07.03.22	AM
A	ISSUED FOR INFORMATION	01.03.22	AM

REVISIONS

ALL DIMENSIONS TO BE CHECKED ON THE JOB BEFORE COMMENCING ANY WORK OR SHOP DRAWINGS

DAVIS, NAISMITH & McGOVERN
Consulting Structural and Civil Engineers
Tel 613 9870 3022
Fax 613 9870 2827
Email dnm@dnmconsulting.com
Web www.dnmconsulting.com
43 Wantirna Road, Ringwood, Victoria, Australia 3134
A.B.N. 12 130 395595

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C & G COOLROOMS

CLIENT

PROPOSED COOLROOM EXTENSION
198 OLD DANDENONG RD, HEATHERTON

PROJECT

SITE PLAN

TITLE

JOB NUMBER	22/013
SCALE	1:1 @ B1 SHEET
DATE	FEB '22
DRAWN	TMB
DESIGNED	AM
CHECKED	JMcG

22013 - TP01
DRAWING NUMBER

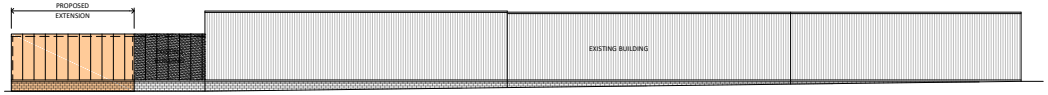
B
REV

ADVERTISED PLANS
Documentation May
Be Subject to Copyrig

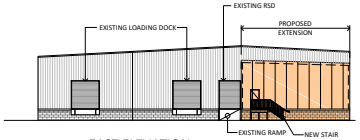
OVERALL LAYOUT PLAN

LEGEND:

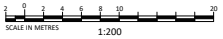
- NEW COOLROOM EXTENSION
- EXISTING BUILDING



NORTH ELEVATION



EAST ELEVATION



SCALE IN METRES

1:200

PRELIMINARY ONLY
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No	DESCRIPTION	DATE	BY
B	ISSUED FOR INFORMATION	07.03.22	AM
A	ISSUED FOR INFORMATION	01.03.22	AM

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DAVIS, NAISMITH & McGOVERN
Consulting Structural and Civil Engineers

Tel 613 9870 3022
Fax 613 9870 2827
Email dnm@dmmconsulting.com
Web www.dmmconsulting.com
43 Wantirna Road, Ringwood, Victoria, Australia 3134
A.B.N. 12 130 395595

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C & G COOLROOMS

CLIENT

PROPOSED COOLROOM EXTENSION
198 OLD DANDENONG RD, HEATHERTON

PROJECT

OVERALL LAYOUT PLAN & ELEVATIONS

TITLE

JOB NUMBER	22/013
SCALE	1:200 @ B1 SHEET
DATE: FEB '22	DRAWN: TMB
DESIGNED: AM	CHECKED: JMcG

22013 - TP02

DRAWING NUMBER

B

REV

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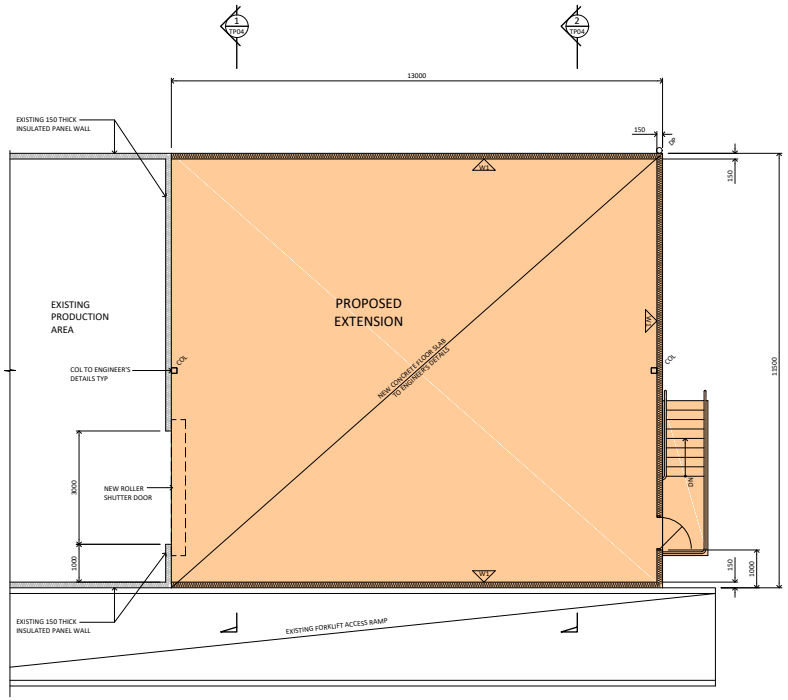
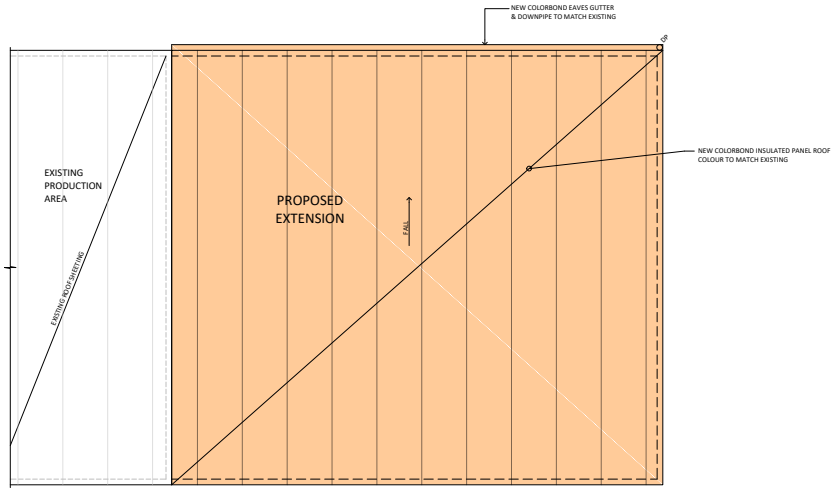
Documentation May
Be Subject to Copyright



GROUND FLOOR PLAN



ROOF PLAN

PRELIMINARY ONLY
NOT FOR CONSTRUCTION

No	DESCRIPTION	DATE	BY
B	ISSUED FOR INFORMATION	07.03.22	AM
A	ISSUED FOR INFORMATION	01.03.22	AM

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Consulting Structural and Civil Engineers
Tel 613 9870 3022
Fax 613 9870 2827
Email dnm@dnmconsulting.com
Web www.dnmconsulting.com
43 Wantirna Road, Ringwood, Victoria, Australia 3134
A.B.N. 12 130 395595

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C & G COOLROOMS

CLIENT

PROPOSED COOLROOM EXTENSION
198 OLD DANDENONG RD, HEATHERTON

PROJECT

COOLROOM EXTENSION
FLOOR & CEILING PLANS

TITLE

JOB NUMBER	22/013		
SCALE	1:50 @ B1 SHEET		
DATE FEB '22	DRAWN TMB	DESIGNED AM	CHECKED JMcG

22013 - TP03 — DRAWING NUMBER
B — REV

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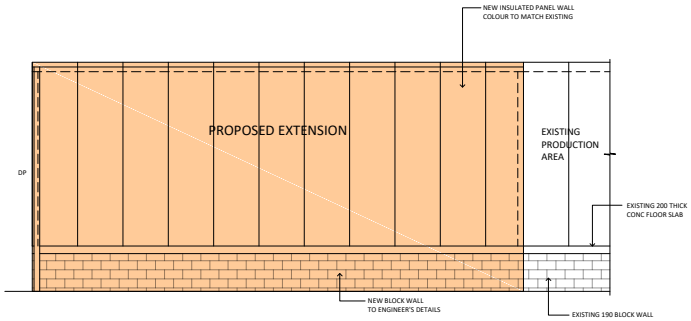
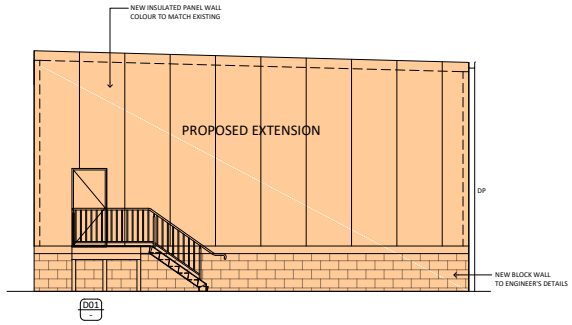
1:50

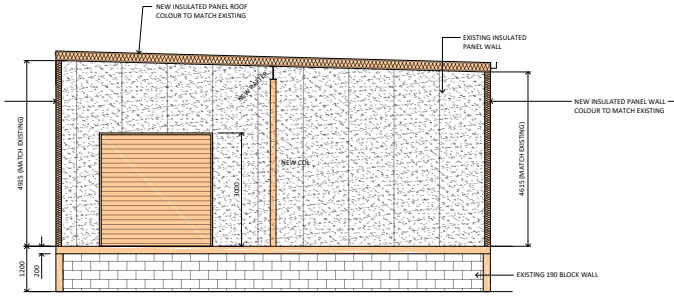
ADVERTISED PLANS
Documentation May
Be Subject to Copyrig



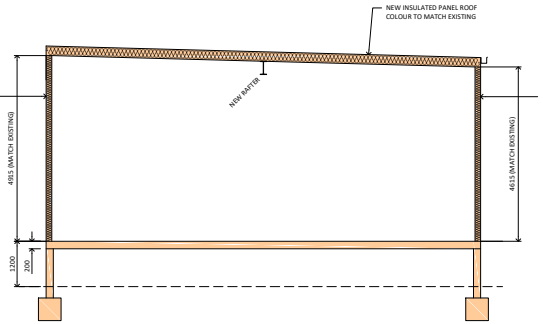
NORTH ELEVATION
(SOUTH ELEVATION SIMILAR)



EAST ELEVATION



SECTION 1 TP03



SECTION 2 TP03

PRELIMINARY ONLY
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No	DESCRIPTION	DATE	BY
B	ISSUED FOR INFORMATION	07.03.22	AM
A	ISSUED FOR INFORMATION	01.03.22	AM

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C & G COOLROOMS

CLIENT

PROPOSED COOLROOM EXTENSION
198 OLD DANDENONG RD, HEATHERTON

PROJECT

COOLROOM EXTENSION
ELEVATIONS & SECTIONS

TITLE

JOB NUMBER	22/013
SCALE	1:50 @ B1 SHEET
FEB '22 DATE	TMB DRAWN / AM DESIGNED / JMcG CHECKED

22013 - TP04 — DRAWING NUMBER
B — REV

Council Meeting

25 July 2022

Agenda Item No: 8.5

NO DOG ZONE - 19 TARELLA ROAD, CHELSEA

Contact Officer: Neil Sheppard, Team Leader Local Laws

Purpose of Report

This report requests Council to consider making Council's new reserve at 19 Tarella Road, Chelsea a no dog zone.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Receive the results of the consultation undertaken to seek public opinion on introducing a no dog zone in the reserve at 19 Tarella Road, Chelsea; and
2. Declare the reserve at 19 Tarella Road Chelsea to be a no dog zone pursuant to Section 26 of the Domestic Animals Act 1994.

1. Executive Summary

This report requests Council to consider the creation of a no dog zone in the new reserve located at 19 Tarella Road, Chelsea. This site is located in a Public Park and Recreation Zone with Environmental Significance Overlay under the Kingston Planning Scheme. In order to safeguard and protect the native flora and fauna found on the site it is recommended to introduce a no dog zone. This can be done by creating an Order under Section 26 of the Domestic Animals Act 1994.

This request is prepared in collaboration with the Open Space Department. It is not uncommon for Councils to restrict dog access to flora and fauna sensitive areas.

Benchmarking with other councils shows that due to the sensitive nature of some of their reserves, the City of Frankston prohibits cats and dogs from 5 reserves and bushland areas. Similarly, to maintain and protect significant environmental values, the City of Whitehorse prohibits dogs from entering 11 reserves. Macedon Ranges Shire Council also has 6 environmentally sensitive areas where dogs are not permitted and the City of Greater Geelong has 17 areas where dogs are prohibited.

Kingston currently prohibits dogs from Peter Scullin Reserve, Mordialloc and the Grange Heathland, Clayton South.

Consultation was undertaken from 1 May 2022 to 24 June 2022 via the Your Kingston Your Say platform advertised through social media, signage at the site and direct invitations to interested individuals and community groups. Results of the consultation show that restricting dogs from entering the reserve is supported by the majority of respondents.

Consultation sought to understand if the community supported Council's proposal to make 19 Tarella Road, Chelsea a no dog zone.

62 people visited the survey with 39 responded, outcome as below:

32 (82.1%) supported the proposal.
7 (17.9%) did not support the proposal.

This request does not include restricting cats as Kingston currently has a night-time cat curfew. Predation on wildlife by cats often occurs (but is not restricted to) night-time.

The proposed area for the new no dog zone would need advisory signage to be installed to clearly indicate that no dogs are permitted within the park. Council will also need to do statutory advertisements to formalise its resolution and undertake promotional and educational advertising using social media and Council's website.

The reserve will be patrolled regularly by Local Laws Officers to ensure compliance.

2. Background

On 9 December 2021 Cr Oxley submitted a Notice of Motion (NOM) regarding Tarella Road Reserve. This NOM recommended that 19 Tarella Road be rezoned from residential land to be able to create a new public park.

Notice of Motion No. 26/2021

That:

1. *Council note the following.*
    a. *In February 2021 Council was informed at the Councillor workshop that the park at 19 Tarella Road would be open and accessible to the public by September 2021. Council was informed of the following "Vegetation assessment almost complete which will be followed by structure demolition, then fence and path construction before opening in September 2021.*
    b. *In June 2021 Council was informed as part of the Councillor Priority Projects Spreadsheet that the park at 19 Tarella Road would be open and accessible to the public by September 2021. Council was informed the following: - "Vegetation assessment almost complete which will be followed by structure demolition, then fence and path construction before opening. Formal opening due September 2021".*
    c. *In August 2021 Council was informed of the following "In July 2021, 19 Tarella Road, Chelsea was officially rezoned from Residential to Public Park and Recreation zone. The Environmental Significance Overlay (ESO) which assisted in protecting the vegetation from development means that any works conducted by Councill also require a planning permit. The requirements of the ESO mean that all vegetation that is required to be City of Kingston Council Meeting Minutes 13 December 2021 31 removed or lopped (including dead vegetation - but not noxious weeds) needs to be assessed and documented by an independent ecologist and arborist and included with the planning permit application. The Open Space Department is currently in the process of seeking approval to replace the boundary fences adjoining neighbouring properties, installing new fences along the road frontages, and formalising the path. Community Buildings are awaiting the planning permit to demolish the house. Officers are working towards opening the Reserve this calendar year (pending the impact of restrictions on works). We are aware of the community interest in the Reserve they fought so hard to protect and will develop a range of engagement*

opportunities to ensure the community play a helping hand in its ongoing maintenance."

d. In September 2021 Council was informed at a Councillor Information Session that the park at 19 Tarella Road would be open by the end of 2021 as there were delays due to COVID-19 restrictions.

e. In December 2021 the new revised date for the opening of the park at 19 Tarella Road is mid-late 2022.

2. Council stick to its original promise to the community to open the park at Tarella Road to the community as soon as possible.

3. Council engage the necessary consultants to manage and oversee the establishment of the park at 19 Tarella Road as soon as practically possible.

4. The necessary planning application is submitted no later than the 10th of January.

5. Council aim to open the park to the community no later than April/May 2022.

In July 2021, 19 Tarella Road, Chelsea was officially rezoned from Residential to Public Park and Recreation zone. This site is affected by the Environmental Significance Overlay – Schedule 5 (ESO5). The ESO5 is specific to the subject site and is intended to protect rare and native coastal vegetation.

Eleven species have local significance within the City of Kingston (City of Kingston Biodiversity Strategy 2018).

Two plant species are endangered in the City of Kingston, two plant species are vulnerable in the City, two species are rare in the City and five species are poorly known in the City.

In order to protect the significant vegetation at this site, it is proposed to introduce a no dog zone to restrict dog access to the site.

Section 26 of the Domestic Animals Act 1994 states that a Council may, by resolution, make an order under this section which may prohibit the presence of dogs and cats in any public place of the municipal district of the Council.

The closest dog off leash area is located in Bicentennial Park approximately 1.5 kms away or 15 to 20 minutes walking distance. Current data shows just over 2,000 dogs are registered within 1.5 km radius from the site. Dog walkers may consider exercising their dogs in Tarella Road reserve due to the distance to the closest dog off leash area, unless an Order is created to restrict dog access.

At present Kingston has one gazetted no dog zone located in the Peter Scullin Reserve, Mordialloc. This has been in place for over twenty years. There are signs and ground stencils at the location to make people aware that dogs are not permitted.

This area was gazetted as a no dog zone due to the high usage of the reserve by families utilising the on-site barbeques and children's play areas.

Dogs are also restricted from entering the Grange Heathland, Clayton South. This is a 6.6 hectare reserve which is highly valued as a conservation area due to the relative intactness and diversity (some 230 species, including a number of regionally rare species) of "heath" vegetation spread across four different - Ecological Vegetation Classes - (EVC's).

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Liveable - Our city will be a vibrant, enjoyable, and easy place to live.

Strategy: Provide accessible, quality public open spaces for passive and active recreation

Creating a no dog zone in the new reserve at 19 Tarella Road will help to preserve the significant vegetation in the reserve helping to make this space a haven for flora and fauna and a peaceful place for residents to enjoy.

This will provide health and wellbeing benefits to community members who are not dog owners and who want spaces to enjoy without the presence of dogs. Some community members have been victims of dog attacks and others have allergies and phobias relating to dogs.

3.2 Consultation/Internal Review

The land at 19 Tarella Road was purchased and re-zoned due to advocacy by local conservation groups, one being Mordialloc Beaumaris Conservation League as well as members from Kingston's 'Friends Of' groups and other individuals concerned with protecting the biodiversity of this land.

Consultation was undertaken from 1 May 2022 to 24 June 2022. Results of the consultation show that restricting dogs from entering the reserve is supported by the majority of respondents.

Consultation sought to understand if the community supported Council's proposal to make 19 Tarella Road, Chelsea a no dog zone.

62 people visited the survey with **39** people responded to the survey:

32 (82.1%) supported the proposal.
7 (17.9%) did not support the proposal.

The majority of comments supporting the proposal commend Council for wanting to preserve the environment and provide a safe space for residents of all ages to enjoy. They also believe that Council provides numerous open spaces for dog owners to enjoy.

Comments from respondents against the proposal live near the reserve and want to be able to take their dogs into the reserve even if on a lead and under control.

The full survey results can be viewed in Appendix 1.

Should Council determine to introduce the no dog zone, statutory advertisements will need to be published in the Victorian Government Gazette and the local Leader newspapers with further promotion and education through Council's website and social media.

3.3 Benchmarking

Due to the sensitive nature of some of their reserves, the City of Frankston prohibits cats and dogs from 5 reserves and bushland areas.

To maintain and protect significant environmental values the City of Whitehorse prohibits dogs from entering 11 reserves that have environmentally sensitive areas.

Other Victorian Councils also prohibit dogs from environmentally sensitive reserves.

3.4 Operation and Strategic Issues

3.4.1 Placement of advisory signage

The proposed area for the new no dog zone would need advisory signage to be installed to clearly indicate that no dogs are permitted within the park. Council would need to undertake some community advertising using social media and Council's website to promote the fact that dogs are not permitted in the park.

3.4.2 Officer Patrols

The park will need to patrolled by Local Laws Officers to ensure compliance with the requirements of the park and to ensure that dog owners comply with the no dog zone. The initial focus of Officers would be on educating members of the local community.

Should this reserve become a problem with dogs being taken into the reserve then Council officers would be able to escalate from education to enforcement and issue infringement notices.

4. Conclusion

4.1 Environmental Implications

Officers believe that there would be significant environmental implications if dogs were permitted in the reserve. Dogs could dig up rare species of plants and dog faeces and urine can be harmful to vegetation. Dogs may also impact on local fauna.

Restricting dogs from the reserve will provide further protection to the significant vegetation at this site.

4.2 Social Implications

The no dog zone will provide a quiet peaceful park for residents and visitors to the area to enjoy without the risk of dog walkers not having their dogs under effective control. Families will be able to enjoy the space in a fully relaxed manner.

The opportunity to consult with the community has assisted Council in understanding the expectations and wishes of the community in relation to this proposal.

4.3 Resource Implications

The cost of statutory advertising will be approximately $600. There will be an approximate cost of $1,500 to create appropriate signage in the area.

Regular patrols by Local Laws Officers will be required to ensure compliance with the Order which will be absorbed within existing resources.

4.4 Legal / Risk Implications

The legislation places the responsibility on the dog owner to comply with any Orders made by Council under the Domestic Animals Act 1994. Any dog owner entering the park once Council has placed a restriction on dogs entering the park, could risk receiving an infringement or prosecution.

Appendices

Appendix 1 - Tarella Road - Chelsea - No Dog Zone - Consultation Report (Ref 22/176167)

Author/s:	Neil Sheppard, Team Leader Local Laws
Reviewed and Approved By:	Yenni Lim, Manager Compliance and Amenity
	Jonathan Guttmann, General Manager Planning and Place

8.5

NO DOG ZONE - 19 TARELLA ROAD, CHELSEA

1 Tarella Road - Chelsea - No Dog Zone - Consultation Report . 215

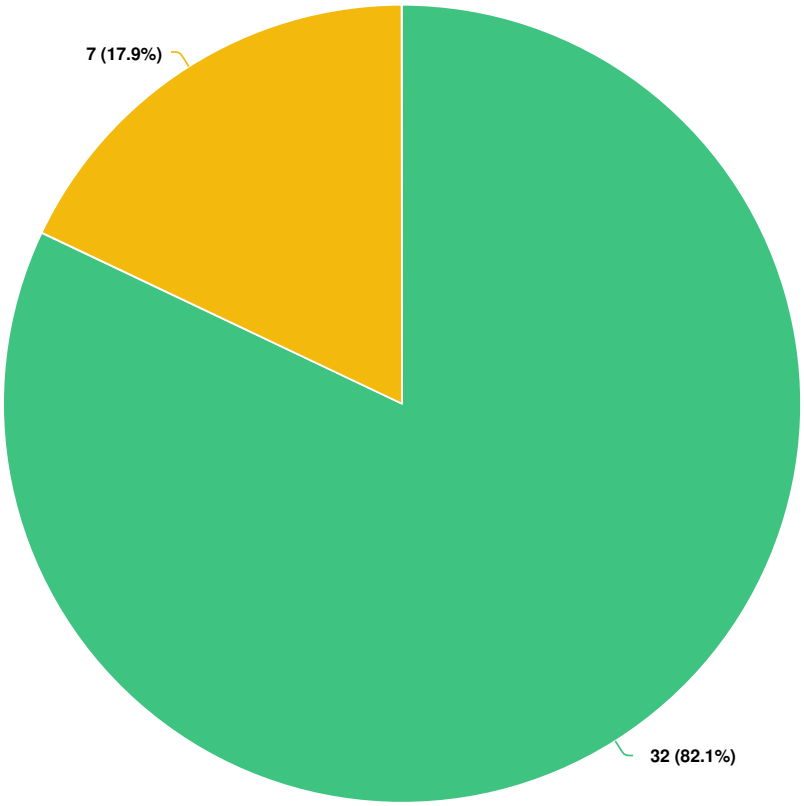
Tarella Road Reserve, Chelsea 'No Dog Zone'

SURVEY RESPONSE REPORT
01 May 2022 - 24 June 2022

PROJECT NAME:
Tarella Road Reserve, Chelsea 'No Dog Zone'

SURVEY QUESTIONS

Q1 **Do you agree with Council's proposal to make Tarella Road Reserve, Chelsea a 'No Dog Zone'**



Question options

Yes No

Mandatory Question (39 response(s))
Question type: Radio Button Question

Q2 Why, or why not?

[redacted]
5/24/2022 11:28 AM

Heritage value is simply too important to allow careless and irresponsible dog owners to have access to this land.

[redacted]
5/24/2022 09:52 PM

I believe the Native reserve would be greatly devalued in many ways relating to the introduction of dogs due to their habit of attaching native animals & generally causing an imbalance to native flora & fauna. There are numerous alternative local parklands & public spaces where dogs can roam either on or off leash. We need to preserve this hard fought battle to retain the last remnants of native bushland in Chelsea.

[redacted]
5/24/2022 10:43 PM

It is wonderful that this last native coastal patch in Chelsea has been saved for a bushland reserve - community and council worked hard for this. We must now protect this beautiful small reserve. Dogs are detrimental in nature reserves - their sounds and activity disturb wildlife, including ground dwelling reptiles such as skinks. Nutrient rich dog poo is toxic to native vegetation but invasive weeds love it and soon out-compete native plants. The impact of dogs on natural bushland reserves directly undermines the integrity of them and the bushcare of council volunteers and rangers. Some nature reserves require dogs-on-leash, but the reality is that dogs are often off leash, despite clear signs, for example, at the entrance of Bradshaw Bushland Reserve in Mordialloc. Dog poo is often not picked up (as observed at Bradshaw Bushland Reserve and in Mordialloc Catchment reserves). The Grange Heathland Reserve is a No Dog Zone to maintain the integrity of this native heathland for local biodiversity, whilst Peter Scullin Reserve at Mordialloc is dog-free for the benefit of children. Council's report (Agenda 23 May) says, a dog-free zone would enable enjoyment of nature without the presence of dogs. People will have different reasons for wanting to visit dog-free reserves, but there are so few dog-free green spaces they can visit in Kingston - I am one of these people. Please make this reserve a true land for wildlife by making it a dog-free zone. Thank you.

[redacted]
5/25/2022 08:50 AM

I am a local and was part of local involvement in saving this reserve. There was no discussion of making this a no dog zone. We were looking forward to walking to this reserve with our dog on leash to enjoy the remaining native bush. As we are older, we cannot walk to bicentennial park and have heard of aggressive dogs there. I am dismayed that there is a move to ban dogs altogether. Surely we can allow them if they are on a leash. Please do not penalize us. May i

	suggest better cat control as I see cats allowed out in this area that are more of a danger to the wildlife. Thank you,[redacted]
[redacted] 5/25/2022 11:28 AM	this is a relatively small heavily vegetated area and KCC are to be commended for preserving it. It is very appropriate to make this a NO DOG park... a) to protect the special flora & fauna. b) to provide a park for people who do NOT Like dogs (for a variety of reasons, eg. previous attack, allergies, droppings NOT collected by irresponsible owners) c) It is an entirely consistent balance for KCC to provide a dedicated NO DOG area, just as it has done for its beach reserve. d) there are already MANY dog friendly parks already in KCC, with more planned. e) It is not a LARGE area, which would have been better suited to multiple use ie incl dogs.
[redacted] 5/25/2022 01:59 PM	In nature reserves dogs can disturb vulnerable wildlife and flora. As well, their droppings are toxic to native vegetation, whilst encouraging the growth of weeds. In dogs-on- leash zones dogs are often let free and then their droppings can be out of sight or their owners sometimes fail to pick up droppings
[redacted] 5/25/2022 09:54 PM	Dogs have a negative impact on flora and fauna.
[redacted] 5/25/2022 10:49 PM	protecting native vegetation is important, and there are many other options for dog owners around the council.
[redacted] 5/26/2022 02:54 AM	Some dog owners do not pick up after their dog. Dog faeces bad for environment
[redacted] 5/26/2022 10:21 AM	because dog excreta is high in nutrients that favours weed proliferation not regeneration of the indigenous plants present that a 'no Dog Zone' can promote.
[redacted] 5/26/2022 10:57 AM	The are plenty of spaces already available for dogs (like the beach). It would be lovely to have a space that is relaxing with my young kids and not having to worry about dogs approaching them (and not having to deal with owners that don't pick up their dog's poo) and it will protect the biodiversity there.
[redacted] 5/26/2022 09:35 PM	To protect the historically significant vegetation and general enjoyment of walkers and residents to appreciate

[redacted] 5/27/2022 02:31 PM	To preserve the indigenous flora and to provide a rare dog-free zone for people (like me) who are allergic to dogs.
[redacted] 5/27/2022 07:41 PM	As a local to the area and resident of tarella road it would be nice to have the reserve available for dogs as long as they are under control/on lead and not impacting wildlife and the environment.
[redacted] 5/29/2022 08:22 PM	Great idea for it to be a NO dog space. Looking after all the wildlife and trees etc that can live here
[redacted] 5/30/2022 03:00 PM	There are many nearby open space alternatives for dog owners to walk their pets including the foreshore. There are fewer and fewer open spaces for non pet owners to enjoy open space with out being harried/harrassed by poorly controlled dogs and having to avoid the mess left by careless pet owners.
[redacted] 5/31/2022 09:56 AM	It's super important to protect our rare, indigenous vegetation so I fully support this move.
[redacted] 5/31/2022 10:27 AM	Plenty of other space for dogs
[redacted] 5/31/2022 11:52 AM	There are plenty of other places you can take your dogs to walk. If there are rare and endangered flora species there then they need to be protected.
[redacted] 5/31/2022 05:46 PM	Keep vegetation safe, space is too small for dogs, let others enjoy it, enough dog parks already
[redacted] 5/31/2022 05:47 PM	Vital we protect endangered and rare species, even if some inconvenience.
[redacted] 5/31/2022 07:40 PM	There are areas for dogs, it's also important to protect areas in danger.
[redacted] 5/31/2022 08:11 PM	We should protect endangered species including plants - this is a small change to make to do so.

[redacted] 5/31/2022 08:43 PM	The foreshore area is disgusting with dog poo everywhere. I welcome a dog free zone that will remain clean and safe for all who use it.
[redacted] 5/31/2022 09:06 PM	Native flora and fauna should be protected.
[redacted] 5/31/2022 09:47 PM	Too few public spaces that are free from dogs
[redacted] 6/01/2022 03:01 PM	Not many parks close by that allow that. I live on the street and feel it would be a great addition.
[redacted] 6/02/2022 11:11 AM	I prefer a community that welcomes pets and pedestrians.
[redacted] 6/05/2022 10:16 PM	A 'No Dog Zone' for Tarella Road Reserve would help to consolidate this natural asset, improve the integrity of this patch of native coastal bush, and enjoyment of it, because: - The presence of dogs (smell, sounds, activity) disturbs wildlife, and nutrient rich dog poo is toxic to native vegetation but invasive weeds love it; - Nature reserves with dogs-on-leash signage is unreliable in protecting native vegetation and habitat, as dogs are often let free to leave their droppings in inaccessible spots or owners fail to pick up droppings; - There are very few dog-free reserves in Kingston where people can go who are allergic to dog-dander or wish to enjoy nature without the presence of dogs; and there are nearby reserves that dogs and their walkers can enjoy; - A 'No Dog Zone' for this new reserve would support the indigenous plants and animals here and assist natural regeneration, thus consolidate the community and Council's remarkable efforts to secure this last coastal bush habitat in Chelsea into the future. Thank you, with much appreciation.
[redacted] 6/07/2022 12:07 AM	to preserve the vegetation to provide a dog free park for those who worry about dogs eg elderly and those with young children
[redacted] 6/07/2022 02:01 PM	We have already done so much damage to the natural environment. We need to preserve and restore as much as we can.
[redacted] 6/08/2022 09:02 AM	This would help to protect the delicate vegetation at ground level if a dog goes off the path.

[redacted]
6/10/2022 06:13 AM

Remnant vegetation. Dog owners already have other places. Peace for non dog owners.

[redacted]
6/11/2022 10:28 PM

To protect the indigenous flora and fauna

[redacted]
6/12/2022 09:05 PM

As a local Tarella rd resident. It would be great to access the area with a dog on lead

[redacted]
6/13/2022 03:29 PM

There are plenty of other places for dogs to go, we need to protect our native wildlife and vegetation somewhere...

[redacted]
6/14/2022 10:44 AM

Access should not be limited for pet owners, we pay pet registration and should have more spaces that reflect that, as mentioned 2000 dogs live within 1.5km of this public park and need more spaces to play. It will also get much more use if dogs were allowed and would form areas for community socialisation.

[redacted]
6/15/2022 08:03 PM

Police the people doing the wrong things in Kingston. Just creating another area to fine residents and collect revenue

Optional question (38 response(s), 1 skipped)
Question type: Essay Question

Council Meeting

25 July 2022

Agenda Item No: 8.6

PROPOSED COMMUNITY ENGAGEMENT - PERSONAL WATERCRAFT (JET SKI BOATS)

Contact Officer: **Yenni Lim, Manager Compliance and Amenity**

Adrian Hyland, Foreshore Coordinator

Purpose of Report

To request Council support community consultation regarding the use of Personal Watercraft

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Undertake community consultation regarding the use of Personal Watercraft; and
2. Receive a further report at the conclusion of community consultation

1. Executive Summary

Personal Watercraft (PWC) are engine powered vessels with a fully enclosed hull, don't retain water and are operated by sitting astride, kneeling or standing. Examples of PWC includes jet skis and wave runners.

PWC registrations have consistently increased each year with issues of safety and compliance becoming high on the agenda of bay interfacing councils.

Council records suggest the issue of PWC compliance and safety has not received significant community feedback through its recent consultation for the Coastal and Marine Management Plan (the Plan) in 2021. As a strategic document, it provides a direction to advocating and working with relevant state agencies for implementation and enforcement to monitor, review and update boating zones, as well as to improve education and enforcement.

The proposed community consultation seeks better understanding directly from the community regarding PWC usage. The proposed community consultation will be conducted via Your Kingston Your Say website promoted through various social media, Kingston e-newsletter and invitation to interested groups and or individuals.

2. Background

Personal Watercraft (PWCs which include jet skis and wave runners), are engine powered vessels with a fully enclosed hull, don't retain water and are operated by sitting astride, kneeling or standing.

Maritime Safety Victoria (MSV) is the agency responsible for PWC regulation, whilst Parks Victoria is the agency responsible for implementing and enforcing boating and swimming zones within Port Phillip Bay. Victoria Police also play a role in compliance of PWC regulations through the Water Police branch.

Council has advocated to Parks Victoria, as part of their zone review and through the Association of Bayside Municipalities (ABM), for improvements to water safety regulation including improvements to PWC legislation, regulation, compliance, and education.

In 2016/2017, Parks Victoria Boating Zone review covering all areas of Port Phillip Bay determined changes in Kingston as follows:

- Expansion of 'Vessels Prohibited - Swimming Only' zones at Showers Avenue, Chelsea; Williams Grove, Bonbeach; and Gnotuk Avenue, Aspendale
- New 'Vessels Prohibited - Swimming Only' zones at Coleman Road, Aspendale
- Expansion of the 'Vessels Prohibited - Swimming Only' zone south of the Patterson River at Carrum
- Retention of the 'No Personal Watercraft' zones (NPWCZs) immediately north and south of the Patterson River, Port Phillip

Recognising the positive outcome, Council supports the ABM's continued advocacy to Maritime Safety Victoria, Parks Victoria and Water Police.

Minimal feedback was received relating to PWCs when undertaking consultation for the Coastal and Marine Management Plan in 2021, however an action was developed in response, as below:

> *Advocate and work with Parks Victoria to monitor, review and update zoning (watercraft including jet skis), improving promotion, communication and enforcement of zoning regulations. Includes enforcement support from Parks Victoria, Maritime Safety Victoria (MSV) and Victorian Water Police Squad (WPS).*

Ownership data of PWC is indicating an increase as is the level of interest from some bayside Councils and community groups. As such, a well promoted community consultation to invite direct feedback is warranted to inform Council's policy position in this matter. The community consultation will be conducted via Your Kingston Your Say with promotions across various social media platforms, newsletter and invitation to interested groups and or individuals.

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Sustainable - We prioritise our environment and reduce our impact on the earth.
Strategy: protect and enhance our foreshore, marine environment, waterways and wetlands

Council recognises a wide range of recreational and lifestyle opportunities offered by its foreshore and waterways that it seeks direct community feedback in relation to PWC usage and compliance of current regulations.

3.2 Consultation/Internal Review

The community consultation is designed by the Advocacy, Engagement and Communications Department with assistance from Open Space and Local Laws as subject matter experts in coastal management and enforcement.

3.3 Operation and Strategic Issues

3.3.1 Community Engagement Policy

Undertaking community consultation is aligned with Council's Community Engagement Policy enabling the community's contribution to contemporary issues such as PWC usage, compliance and safety related matters that affect our community.

3.4 Options

3.4.1 Undertake Community Consultation - **This is the recommended option**

Council supports undertaking the community consultation with a further report at its conclusion to determine the degree to which a more formalised position of the Council is required.

3.4.2 Do no undertake community consultation

Council does not support officer's recommendation of a community consultation.

This option should not be pursued on the basis Council wishes to further consider advocating on issues associated with the operation of PWC's on behalf of its community.

4. Conclusion

4.1 Environmental Implications

The consultation and its promotion will be largely done via electronic platforms limiting any significant environmental implications. The engagement process will provide the community with an opportunity to highlight any concerns relating to environmental impacts associated with the use of Personal Watercraft (PWC).

4.2 Social Implications

The opportunity to consult with the community will assist Council in understanding how Personal Watercraft (PWC) issues positively or negatively impact the Kingston community. This will also provide the Council with guidance on the degree to which it should consider further strengthening its view in relation to regulation of PWC's.

4.3 Resource Implications

The consultation is promoted through social media platforms with estimate cost of $600.

4.4 Legal / Risk Implications

There is no identified legal or risk implications and such community engagement is encouraged through the Local Government Act 2020.

Author/s:	Yenni Lim, Manager Compliance and Amenity
	Adrian Hyland, Foreshore Coordinator
Reviewed and Approved By:	Jonathan Guttmann, General Manager Planning and Place

Council Meeting

25 July 2022

Agenda Item No: 8.7

LEVEL CROSSING REMOVAL PROJECT - PARKDALE MENTONE URBAN DESIGN FRAMEWORK ADOPTION

Contact Officer: **Tara Bell, Place Manager**

Justin Kelly, Urban & Sustainable Design Advisor

Purpose of Report

This report seeks to update Council on the community feedback received on the draft Parkdale and Mentone LXRP Urban Design Framework (UDF) and seeks adoption of the UDF, which has been updated to respond to this feedback.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Receive the community feedback on the Draft Parkdale to Mentone Urban Design Framework;
2. Adopt the final Parkdale to Mentone Urban Design Framework and use this as the basis for Council's position if the Victorian Government pursues the rail over road design solution;
3. Request that the Level Crossing Removal Project investigate the need for a new vehicle crossing point, considering the matters discussed at Section 3.3.2 of this report; and
4. Write to the Chief Executive Officer of the Level Crossing Removal Project and the Minister for Transport Infrastructure advising of the adoption of the Urban Design Framework and seeking commitments to key elements including provision of an elevated shared user path to Mordialloc, Level Crossing Removal Project funded streetscape upgrades on both sides of Como Parade East and Como Parade West, retention and refurbishment of the heritage station building, undergrounding of powerlines and provision of a safe crossing point at Elm Grove.

1. Executive Summary

In July 2021 the Level Crossing Removal Project (LXRP) announced that it would be grade separating Warrigal Road, Mentone and Parkers Road, Parkdale. In response to the announcement Council sought community feedback. Overwhelmingly, the community favoured rail under road and this sentiment was further emphasised through organised rallies and feedback to the Victorian Government.

Whilst continuing to reiterate the community position to the Victorian Government, Council recognises the likelihood of the elevated rail proposal proceeding and the short window of opportunity to influence the project prior to designs, contracts and budgets being locked in. On this basis, Council adopted key objectives in January 2022 identifying key principles that must be embedded into the project.

On 2 June 2022 the LXRP released its proposed concept plan for elevated rail (Appendix 1) to the community for feedback.

Building on the key objectives adopted in January, Council has also prepared its own Draft Urban Design Framework (UDF) for the proposed level crossing removals in Parkdale and Mentone. The purpose of the UDF is to provide a clear community informed position, apply a local and precinct wide lens, address local needs and influence the scope of the State Government project. Similar approaches have been successful for Cheltenham, Mentone and Chelsea level crossing removals where, as a result of Council led work, the project scope was expanded and community benefits increased.

Community feedback was sought between 8 June and 8 July on the Draft UDF with surveys on the Your Kingston Your Say (YKYS) platform used as the main avenue. To support this, officers undertook a series of online and face to face activities including in-centre promotion, business drop-ins, schools' workshop, direct mail to the local catchment, social media posts and direct email engagement.

The general community sentiment opposing rail over road was still apparent through consultation, however a considerable number of submitters noted the opportunities that a raised rail solution presents in providing for new open space. In both cases the community generously gave feedback on Council's Draft UDF with survey outcomes indicating:

- Retention of trees / provision of greener landscapes and a project that blends well with the character / village feel were considered the most important elements if elevated rail proceeds.
- Over 60% of the community supported the preservation of the station with survey results showing a low level of disagreement with this request.
- The community overwhelmingly identified a climate responsive design with lots of landscaping as an important issue to them with 88.1% considering it important
- There was strong support for LXRP funded streetscape upgrades by the community with 68.9% in support
- Whilst provision of sufficient car parking is important to the community, it should not occur at the expense of investment in active connections and places for people (eg. outdoor dining and open space). Only 15.4% suggested sacrificing open space for more parking.
- A high level of support for improving pedestrianisation of the precinct with 48.3% definitely supporting the use of raised and easier to navigate pedestrian crossings and 32.5% somewhat supporting.
- Significant support for a shared user path between Mentone and Mordialloc.

Taking on board feedback from the community, the draft UDF was modified (Appendix 2) to incorporate a series of changes including more active elements, additional (but smaller) conversation areas, greater focus on the value of existing vegetation, details of toilets and furniture and a potential location for additional car parking within the rail corridor.

This report seeks Council adoption of the final UDF to allow a clear community informed position to be advanced through a series of channels including the LXRP's Open Space Advisory Panel and Urban Design Advisory Panel, future meetings with the LXRP, Local Members, relevant Ministers and State Government agencies.

2. Background

In July 2021 the State Government announced, as part of its Level Crossing Removal Program, that a further 10 level crossings would be removed. In the City of Kingston this would include the crossings at Warrigal Road in Mentone and Parkers Road in Parkdale. It was announced that this would be delivered through a preferred elevated rail solution and would include a new station (replacement) at Parkdale.

Following this announcement, Council undertook consultation with the local community. This consultation found broad support for removal of the identified level crossings but indicated strong objection to the State Government's proposed elevated rail design.

Acknowledging the community's strong preference for a lowered rail solution, the LXRP has since confirmed that the only option being considered for the level crossing removal in Parkdale is 'rail over road'. This is reflected in the communications material provided by LXRP and more recently concept plans and imagery which is the subject of current LXRP led community engagement. This engagement also provides answers to a series of questions put forward by the community https://engage.vic.gov.au/lxrp-mentone-and-parkdale

Recognising the State Government is pressing ahead with an elevated rail solution, it is critical that Council is able to put forward a cohesive position on behalf of the community, for outcomes that maximise opportunities and mitigate impacts of the project. A key purpose of the UDF is to influence the LXRP's project specifications and to ensure that key ideas and desired infrastructure outcomes are embedded in the Project Requirements Specification (PRS). Finalisation of the UDF is extremely time sensitive and has been prepared to meet key dates for LXRP procurement, something which Council is unable to influence the timing of.

The UDF builds on key objectives adopted by Council in early 2021, setting overarching principles critical to the future success of the project:

- **Sustainability:** Create the greenest, most sustainable level crossing removal corridor in Australia
- **Character:** Preserve and enhance Parkdale's village character
- **Public Realm:** Upgrade the surrounding streetscapes
- **The New Station:** Optimise the station entrance + platform location
- **Traffic integration:** Create integrated intersections and crossings that are attractive + accessible
- **Car Parking:** Optimise carparking provision
- **Heritage:** Retain & repurpose heritage structures
- **Active Transport:** Create new active transport connections to Mentone, Mordialloc and beyond

Maps within the draft UDF include a series of zones, informed by Council's first round of engagement and findings of the Recreation and Open Space Needs Assessment. From Mentone to Mordialloc the UDF sets up the following zones to cater for our diverse community:

- **Bouldering and pump track zone**, utilising the structure of the ramp wall and pump track for skate, scooters and bikes
- **Heavy planting zones** on both sides of Warrigal Road softening the presence of elevated rail
- **Conversation zone** for quieter activities, complementing the more active spaces
- **Seniors' area** with exercise equipment targeted to an older demographic and people who choose to move at their own pace
- **Garden Zone** with pathways and seating opportunities
- **Parkdale Station and Village** precinct that connects both side of the railway line with plazas and public realm improvements that extend to the shop fronts
- **Nature Zone** which supports biodiversity and extends the values of Bradshaw Park whist providing for connections, nature play and outdoor exercise
- **Shared User Path connection to Mordialloc Station** extending along the edge (but not within) Bradshaw Park and over Nepean Highway.

2.1 Prior Resolutions of Council

Council has previously voiced its opposition to elevated rail within the municipality and on the 23 May 2016, Council resolved:

> *That Council write to The Hon Jacinta Allen, Victorian Minister for Public Transport advising her that as a result of an extraordinary level of public disquiet and concern, together with an untimely and unsatisfactory response to earlier Council requests for action and information, we are unable to support an elevated rail line as an option to be considered in the removal of level crossings along the Frankston line, where it is within the City of Kingston municipal boundaries.*
>
> *The City of Kingston will continue to work cooperatively with the LXRA in determining which of the remaining options should be selected in order to fulfil the Andrews Government election commitments in relation to level crossing removal.*

Council further considered its position on the Frankston Line level crossing removal projects at Council meetings on the 19 September 2016 and 28 November 2016. On the 27 March 2017, Council resolved to participate in urban design workshops for the elevated rail project at Carrum and to commence urban design work at the remaining level crossing removal sites. More specifically, it was resolved that Council:

1. *Note the announcements of the design outcomes for all of the grade separations along the Frankston Line within Kingston and note the discussion report (Appendix Two) provided in response to Notice of Motion 54/2016.*
2. *Commence a review of the Cheltenham Structure Plan, and preparation of a Framework Plan for Mentone Station to be informed by the design solutions for Cheltenham and Mentone as announced by the Level Crossing Removal Authority.*
3. ***I**nform the Level Crossing Removal Authority that Council now wishes to be a participant in the process established with the Urban Design Advisory Panel and Victorian Government Architect to look at issues of design of the grade separations along the Frankston line following the recent determinations on the separations within the City of Kingston.*
4. *Advises the Level Crossing Removal Authority that Council seeks to participate in the community workshops held for the Carrum Level Crossing Removal.*

5. *Receive a further update once a decision has been made by the Minister for Planning on the need for an environmental approvals process for the level crossing removals proposed at Edithvale and Bonbeach.*
6. *Subject to the Minister for Planning's decision in relation to the need for an environmental approvals process, seek appropriate assistance to commence an appropriate urban design exercise to influence the grade separations at Edithvale and Bonbeach.*
7. *Welcomes the decision to remove the level crossings at Cheltenham, Mentone Edithvale and Bonbeach with rail under road solutions.*
8. *Write to the LXRA requesting the following information:*
   - *Detailed findings if any on how McLeod Road rail under road crossings cannot be achieved. These findings would include CAD models, calculations and the original survey.*
   - *What is the steepest 'as constructed' gradient for the Ormond crossing.*

Following consultation undertaken by Council following the Government's announcement that the level crossings at Warrigal and Parkers Roads would be removed, Council resolved at its Council Meeting on the 27 September 2021 to:

1. *Immediately write to the Minister for Transport Infrastructure, the Chief Executive Officer of the Level Crossing Removal Project and the Local Member for Mordialloc to:*
   a) *Outline the significant community concerns reflected through survey work in relation to the proposed grade separation at Warrigal Road, Mentone and Parkers Road, Parkdale;*
   b) *Reinforce our disappointment that Council was not consulted prior to the Warrigal Road, Mentone and Parkers Road, Parkdale crossing removal announcements;*
   c) *Highlight the importance of conducting a robust community consultation process to inform the eventual design for the Parkers Road, Parkdale and Warrigal Road, Mentone level crossing removals;*
   d) *Reinforce the importance of early engagement with Council and the community on decision making regarding future Level Crossing Removal Projects to build an early collaborative relationship with local communities;*
   e) *Express Council's significant concern over the lack of genuine community consultation thus far for the proposed level crossing removals at Parkers Road and Warrigal Road. Noting, for this reason, Council condemns the lack of consultation and the decision-making process which led to the elevated rail solution proposed by the LXRP;*
   f) *Request that the government and the LXRP detail their plans for meaningful consultation for the proposed level crossing removals at Mentone and Parkdale and indicate on the International Association of Public Participation (IAP2) spectrum, the type of consultation which will be undertaken with local residents, traders and schools at each stage;*
   g) *Ask for an explanation why the proposed level crossing removals at Parkers Road and Warrigal Road have been handled so differently to level crossing removals at Balcombe Road, Charman Road and Park Road, where extensive community consultation and engineering and technical analysis was undertaken prior to announcing the chosen solution for the removal of those crossings;*

h) *Ask what information the government has to support the claim on the level crossings website that "Initial engineering and technical assessments have determined a rail bridge over the road to be the best solution at Warrigal Road and Parkers Road", given the close proximity of the Warrigal Road crossing to Balcombe Road where rail under road was deemed to be the best solution;*

i) *Highlight the need for the rail under road solution to be thoroughly investigated and the detailed report including indicative designs to be made public;*

j) *Request detailed written responses to the questions contained in the preamble to Item 14.1 in the agenda;*

k) *Request a formal briefing of Council from the Chief Executive Officer of the LXRP once responses to the above questions have been collated; and*

l) *Invite the Minister for Transport Infrastructure to Parkdale for a meeting with the Mayor and Councillors at the proposed site of the crossing removal.*

m) *Express Council's significant concern over the lack of genuine community consultation for the removal of the pedestrian crossing at Birdwood Street Aspendale. Noting, for this reason, Council categorically opposes the closing of this vital community access and connection point.*

2. *Commence a procurement process to appoint a consultant team to support Council's work in responding to the Parkdale / Mentone level crossing removal projects;*
3. *Seek funding assistance from the Level Crossing Removal Project to cover required Council support resources, as well an allowance to cover materials associated with trader support and placemaking initiatives within the Parkdale community;*
4. *Consider the scope of streetscape improvements and local area traffic management to Parkdale Shopping Centre once the design has been confirmed for the level crossing removal in Parkdale; and*
5. *Write to the Department of Jobs, Precincts and Regions to determine whether it can reallocate the Neighbourhood Activity Centre Renewal Fund Agreement - Improving Parkdale Shopping Village given the Level Crossing Removal announcement.*

Council received independent heritage advice regarding the significance of the existing Parkdale Railway Station and Council has resolved at its Council Meeting on 25 October 2021 to:

1. *Request the Minister for Planning to use his power under Section 20(4) of the Planning and Environment Act 1987 to prepare, adopt and approve Amendment C194 to the Kingston Planning Scheme, to apply an interim Heritage Overlay to the Parkdale Station buildings.*
2. *Seek authorisation from the Minister for Planning to immediately prepare an amendment to apply a permanent Heritage Overlay to the Parkdale Station buildings if an interim heritage control is granted, and that once authorisation is received, prepare and exhibit the amendment.*
3. *Advocate through UDAP and to the State Government for the restoration of the station buildings and their full repurposing by the relevant State Government Agency within the new station precinct.*
4. *Engage a suitably qualified heritage consultant to investigate the potential State Heritage significance of Parkdale Station and subject to the findings of that assessment, prepare:*

a) *The necessary justification to inform a Nomination for an Interim Protection Order and Permanent Listing on the Victorian Heritage Register;*
b) *Write to Heritage Victoria and/or the Heritage Council of Victoria requesting an Interim Protection Order be applied Parkdale Station and subject to this process;*
c) *Write to Heritage Victoria and/or the Heritage Council of Victoria nominating Parkdale Station be included on the Victorian Heritage Register on a permanent basis.*

5. *Write to LXRP to advise them of this resolution.*

Council resolved at its Council Meeting on the 30 January 2022 to:

1. *Adopt the attached early objectives report that will be followed by the development of a more detailed draft Urban Design Framework that will form part of a community consultation process to be conducted later this year; and*
2. *Write to the Level Crossing Removal Project advising of its resolutions.*
3. *Coordinate a meeting with the Local Member of Parliament to reinforce the early objectives it has identified for the crossing removals at Mentone and Parkdale.*

On 25 May 2022 Council resolved to:

1. *Endorse the Mentone to Parkdale Level Crossing Removal – Urban Design Framework for the purpose of community consultation;*
2. *Include in the consultation direct notification via letter to all properties located between Nepean Highway, Beach Road, Bay Road, George Street, Rogers Street, Lucerne Street and Palermo Street and reinforce community feedback is sought on items including the level of traffic calming (speed cushions), parking and the potential for a vehicle crossing point between Como Parade East and West together with other items covered in the Draft Urban Design Framework;*
3. *Receive a further report at the conclusion of the consultation phase considering any feedback received;*
4. *Send an advocacy letter on behalf of our Parkdale and Mentone communities to the Minister for Transport Infrastructure and copy the Chief Executive Officer of the Level Crossing Removal Project and the Local Member for Mordialloc:*
    a) *Reiterating our disappointment that Council was not consulted prior to the announcement of the Warrigal Road, Mentone and Parkers Road, Parkdale level crossing removals;*
    b) *Asking for an explanation why the announcement of the proposed level crossing removals at Parkers Road and Warrigal Road was handled so differently to level crossing removals at Balcombe Road, Charman Road and Park Road;*
    c) *Requesting that the government and the LXRP detail their plans for meaningful community consultation and indicate on the International Association of Public Participation (IAP2) spectrum, the type of consultation which will be undertaken;*
    d) *Asking the government to substantiate the statement on the level crossings website that "Initial engineering and technical assessments have determined a rail bridge over the road to be the best solution at Warrigal Road and Parkers Road";*

e) Highlighting the need for the rail under road solution to be thoroughly investigated;

f) Requesting a formal briefing of Council from the Chief Executive Officer of the LXRP once responses to the above questions have been collated;

5. Include in the letter to the Minister, a summary of the survey results from Council's community survey which ran for four weeks, closing on the 7th September 2021 and was amongst the most popular surveys ever conducted by Council

- *1150 completed the survey with 833 new participants registering on Council's Your Kingston Your Say platform to participate in the survey. Nearly 900 of the respondents were from the suburb of Parkdale.*
- *1086 (94.4%) of the participants were residents.*
- *951 (82.7%) stated they used one or the other crossing daily predominantly as a car driver 854 (74.3%).*
- *975 (84.8%) of participants were supportive of the crossing removal at Warrigal Road, whilst 721 (62.7%) were supportive of the crossing removal at Parkers Road.*
- *876 (76.2%) supported a Rail under road solution (similar to Cheltenham and Mentone), with 129 (11.2%) supporting a Rail over road solution (similar to Carrum) and the next highest being 78 (6.8%) not supporting any of the above solutions.*

This report responds to resolution point 3 from 25 May 2022, to *receive a further report at the conclusion of the consultation phase considering any feedback received.*

3. Discussion

3.1 Council Plan Alignment

The Urban Design Framework project seeks to advance all strategic directions of the Council plan, placing emphasis on the following strategies:

Liveable - Provide accessible, quality public open spaces for passive and active recreation, preservation and enhancement Kingston's character and heritage and managing movement to make community activities accessible.

Sustainable – Optimise outcomes for sustainable transport options and advocate for outcomes that actively address climate and ecological emergency and encourage use of emerging technologies such as EV chargers.

Prosperous – Support local businesses through upgrades to streetscapes and trading areas and improve connections around and between activity centres and at the Parkdale Station.

Healthy and inclusive - supporting the community's physical and mental wellbeing through a cooler environment, active and passive recreation opportunities and opportunities for social connection.

Safe – Advocating for the design of the environment, infrastructure and transport that promotes better safety

3.2 Consultation/Internal Review

Internal engagement

Officers have established an internal working group across relevant Council departments including Traffic and Transport, Strategic Planning, Active Kingston, Open Space and the Project Management Office. Regular briefings have been provided to Councillors on the work being completed in formulating the draft Urban Design Framework.

Community engagement

Community consultation on the draft UDF commenced on 8 June 2022 including the following activities:

- Online survey, open from 8 June to 8 July 2022
- Local schools' workshop on 21 June (students from MGSC) and workshop at Mentone Grammar on 15 July
- Drop in discussions with local businesses on 24 June
- In-centre pop up, held on 25 June, providing information and encouraging community to complete the online survey
- Conversations with key stakeholders throughout the engagement period.

Survey Feedback

A total of 251 surveys were completed on the YKYS platform with 1600 visits and 742 extended page views (Appendix 3). Eight written submissions were also received (Appendix 4). The survey sought feedback on the following 14 issues:

1. Zones most likely to be used

The Station / Village precinct and the green zones (Garden and nature zones) were selected as the areas most likely to be used. The likely usage of the boulder and pump track was quite low, however this is likely reflective of the limited survey participants under the age of 18 (2%).

Participants at the school's workshop said that they would be likely to use the garden and green areas as well as the conversation zone and the Shared User Path (SUP) to Mordialloc. They also suggested that the conversation zone could be closer to the station.

Whilst the designated active areas ranked lower in potential usage, feedback received through recent consultation informing development of Council's Open Space Strategy survey found that there are major gaps in catering for different age groups including:

- Not enough for teenager/ adults: skate parks, performing arts, BMX tracks, half courts, tennis walls, Ninja Warrior courses, hang out spaces
- Not enough for seniors: seating, safe crossing, even footpaths
- Not enough for young children/ toddlers

2. Strongest issues if elevated rail proceeds

Retaining trees / providing greener landscapes (143 selected) and a project that blends well with the character / village feel (146 selected) were clear frontrunners in the eyes of the community. The chance to extend the shared user path to Mordialloc was also strongly supported (74 selected).

3. Support for the preservation and relocation of the station *and;*

4. How should the station buildings be used?

In relation the heritage station buildings, over 60% of the community supported the preservation of the station with survey results showing a low level of disagreement with this request (18%).

The community offered a range of ideas for the future use of the station building including a food and beverage (café), community-based uses (including gathering and art spaces), a shelter within the open space or incorporated as part of the station redevelopment.

Interestingly 28 respondents were not supportive of investment in the station buildings, with responses concerned with it could detract from other investment, impacting broader design objectives. Some cited the disused Mentone Station as a concern, highlighting the need to design and plan for immediate re-use once the station is complete.

5. Importance of a climate responsive outcome with lots of planting and landscaping

The community overwhelmingly identified climate resilience, planting and landscaping as an important issue with 88.8% considering it important (73.1% very important and 15.7% somewhat important.)

This reflects broader feedback received in relation the critical importance of village character, trees and greening as well as the community's recognition of the Climate and Ecological emergency. In this regard there is a clear mandate from the community towards ensuring the project contributes to a more resilient community and landscape.

6. Does Parkdale need a similar approach to Carrum in relation to streetscape upgrades to blend the design?

There was strong support for the project to include LXRP funded streetscape upgrades with 68.9% in support (50.2% strongly support and 18.7% support), 11.2% neutral and only 20% not thinking it is necessary.

7. Approach to balancing car parking

As shown in the table below, providing sufficient car parking is important to the community, however the feedback suggests that investment in active connection and place should not be compromised. This is reflected in the low percentage of responses that support the loss of some open space areas in order to provide additional parking (15.4%)

Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.	43.1%
I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible	15.0%
I fully support no net loss and don't mind some parking being moved as per the Framework Plan	14.6%
Other	12.2%
I think we should sacrifice some open space in the proposed design to increase parking spaces	8.9%
I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design	6.1%

8. Support for the use of raised crossings and easier to navigate pedestrian crossings *and;*

9. Number of pedestrian crossings

Results show a high level of support for improving pedestrian crossings, with 49.4% 'definitely supporting' the use of raised and easier to navigate crossings, 32% 'somewhat supporting'. By contrast only 18.6% of responses suggested there were too many.

From 251 responses, 160 people were comfortable with the number of raised crossings with 23 respondents asking for additional crossings. 68 or 27% suggested that the number of crossings should be reduced.

10. Support for a new safe bike / active transport connection from Mentone to Mordialloc (across Nepean Highway)

There was significant support or this proposal with 162 yes responses, 49 somewhat and 35 not supporting this option.

11. Support for some loss of car parking to support streetscape upgrades including for outdoor dining and parklets

Noting the success of Council's parklet program through COVID and their presence in centres across the municipality, around 60% of respondents were strongly (34.3%) or somewhat supporting (28.3%) of this concept with 12.7% neutral. 24.7% of respondents did not support, with only 3.6% having a view of strong opposition to the concept.

12. Support for an additional vehicle crossing point between Como Parade East and west to provide for car circulation

Feedback about this concept was slightly in favour of supporting the concept with 47.1% support, 32.6% don't support with 20.3% neutral.

Further matters for consideration in relation this issue are discussed at section 3.3.2 of this report.

13. Which principles matter the most to you from most to least important (lowest number is the highest importance)

The table below shows, from most important to least important, of the principles contained within the UDF. The survey findings again illustrate the importance of maintenance of village character and the importance of canopy tree planting and landscaping.

	Option	Average Rank
1	Preserve and enhance Parkdale's village character	2.57
2	Create the greenest, most sustainable level crossing removal corridor in Australia	3.63
3	Upgrade the surrounding streetscape	4.38
4	Create intersections and pedestrian crossings that are attractive and accessible	4.39
5	Optimise the station entrance and platform location	5.01
6	Create new active transport connections to Mentone, Mordialloc and beyond	5.14
7	Retain and repurpose heritage structures	5.21
8	Optimise car parking	5.66

14. Comfort with council advocating the UDF if the State proceeds with elevated rail

Only 14.8% of respondents did not support the Council advocating for the outcomes in the UDF if the project proceeds, with 68.1% supporting continued advocacy (43.4% strongly and 24.7% somewhat) and 17.1% having a neutral position.

3.3 Operation and Strategic Issues

3.3.1 Changes to the Draft UDF to address community feedback

Based on the feedback from the community and needs identified within ROSNA and relevant survey data, the following changes have been made to the UDF:

- Inclusion of additional active play facilities including multiuse half court, skate and children's playground
- Provision of smaller conversation zones including a new space closer to the station / village precinct
- Greater specificity on safety elements including lighting design and errant vehicle management through integrated design
- Nomination of toilet location within the station precinct in accordance with Council's Toilet Strategy
- Notations for drinking fountains, bike maintenance and waste facilities
- Further commentary of the value of existing vegetation and specifications to protect vegetation within Bradshaw Park in response to feedback from the Friends of Bradshaw Bushland Reserve
- Specification of graffiti resistant materials
- Provision of a potential additional parking area to the south of Parkers' Road so as to balance parking provision within the centre with the provision of safe and enjoyable spaces for people.

A few participant comments indicated debate around the use of Seventh Street / Antibes Street or Eighth Street / Birdwood Street for the proposed pedestrian and cycling priority route. The change to Eighth and Birdwood is proposed to link with the end of the wider section of the Queen Street path and the Ti-Tree Grove Reserve.

3.3.2 Considering a new access point between Como Parade East and West

This concept was included within the survey as a potential means of addressing an existing traffic issue whereby cars complete a u-turn on Como Parade West as they look for car parking proximate to the shopping strip. It is noted that at this stage neither Council nor the LXRP have undertaken the detailed traffic analysis required to assess the merits of such an outcome.

Survey responses indicate marginal support for considering a new access between Como Parade East and West beneath the elevated rail. Given the spread of responses on this question, and lack of technical analysis undertaken to date, it is proposed that the need, benefit and implications of this concept be further tested and explored by LXRP.

Any such further investigation progressed by LXRP would need to:

- Ensure that the crossing does not result in an unreasonable increase in traffic movements and circulation, creating more congestion on the roads around the village and residential area.
- Determine the most appropriate location for a crossing and include consultation with residents proximate any proposed crossing location.

- Maintain the valued 'village character' and critical pedestrian connection between the station and village plazas.
- Avoid conflict with principles for safer places for people, pedestrians, and cyclists
- Consider the extent to which benefits that arise from more convenient and accessible parking on Como Parade East as a result of the raised rail design may reduce the need for traffic to circulate post project completion.
- Identify and address potential unintended consequences of a vehicle crossing point including rat running and any associated impacts on nearby residential side streets.

3.3.3 Priority advocacy items

The LXRP plans and establishment of the Open Space Advisory Panel shows their commitment to delivering improvements within the rail corridor. Items of critical importance to Council and the community which may require stronger focus and advocacy given their cost and expansion of scope include:

- Streetscape improvements outside of the rail corridor, within the Station / Village precinct on both sides of Como Parade East and West.
- Provision of a safe and separated SUP to Mordialloc Station.
- Provision of a safe crossing at Elm Grove to connect the residential precinct to the primary schools to the east of Nepean Highway. Currently the viaduct ends approximately 120m north of the current crossing location, with the ramp to obstruct crossing at this point.
- Investigations into use and design of the existing Parkdale Station to consider feasible uses and to support its immediate usage following the opening of the station precinct.

4. Conclusion

It is recommended that Council note the community feedback on the draft UDF and adopt the final version. Acknowledging there is still strong opposition within the community, Council must also recognise the likelihood of the project proceeding. Adopting the UDF provides the strongest and most credible position if we are required to engage in the design and development processes with the LXRP.

4.1 Environmental Implications

The Urban Design Framework is critical to convey Council's expectations for the project to deliver a design that is resilient, respectful and responsive to the valued village and landscape character, mitigates impacts on biodiversity, provides for significant replanting and canopy coverage and embraces opportunities to respond proactively to the Climate and Ecological Emergency.

4.2 Social Implications

Benefits of the project will include improved public transport connections and provision of open space. The UDF seeks to provide for further benefits and mitigation strategies to provide for a community that is resilient to climate change, socially connected through provision of social spaces and active through the provision of diverse informal / formal recreational spaces and quality connections that meet the communities' needs.

4.3 Resource Implications

As with other level crossing removal project sites, Council will be required to enter discussions with the LXRP regarding the future maintenance of assets.

4.4 Legal / Risk Implications

While the community and Council have conveyed clear positions on the elevated rail solution, there is a significant risk of not having a 'fallback' position that responds to the design solution proposed by LXRP.

Appendices

Appendix 1 - LXRP Consultation Concept Plan (Ref 22/190755)

Appendix 2 - Parkdale Level Crossing Removal - draft UDF for adoption (Ref 22/202528)

Appendix 3 - Combined consultation report (Ref 22/192052)

Appendix 4 - Parkdale Level Crossing Removal - Combined Redacted Community Submissions (Ref 22/192917)

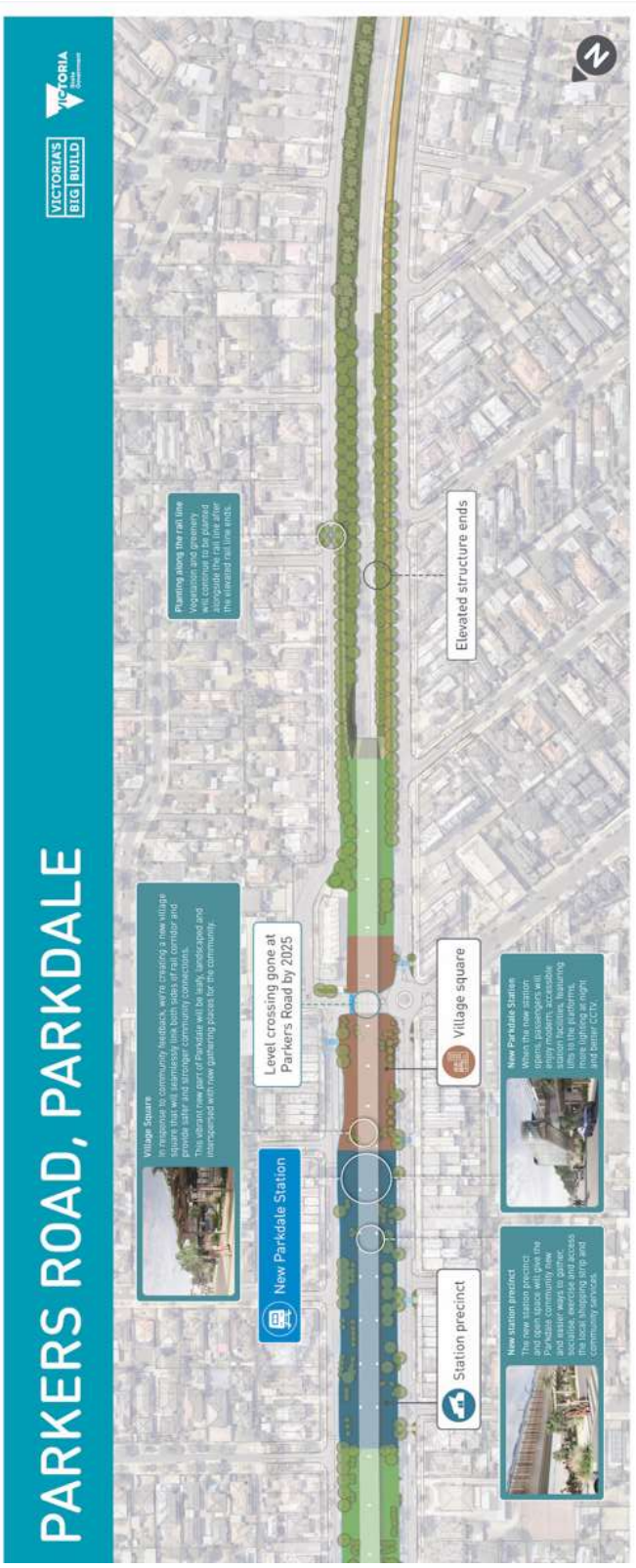
Author/s:	Tara Bell, Place Manager
	Justin Kelly, Urban & Sustainable Design Advisor
Reviewed and Approved By:	Paul Marsden, Manager City Strategy
	Jonathan Guttmann, General Manager Planning and Place

8.7

LEVEL CROSSING REMOVAL PROJECT - PARKDALE MENTONE URBAN DESIGN FRAMEWORK ADOPTION

1 LXRP Consultation Concept Plan 243
2 Parkdale Level Crossing Removal - draft UDF for adoption.... 247
3 Combined consultation report 285
4 Parkdale Level Crossing Removal - Combined Redacted Community Submissions..... 809

WARRIGAL ROAD, MENTONE AND
LEVEL CROSSING REMOVAL PROJECT
Station precinct
Village square
Linear park precinct
Initial diagram - subject to change.
Elevated structure begins
Level crossing gone at Warrigal Road by 2025
Linear park precinct
Linear park precinct
We will create a green linear park under the elevated rail for the community to enjoy. New landscaping, trees and greenery will be interspersed with community gathering spaces and recreational facilities.
More green space
Planting of native and indigenous species, including flowering gums, will create a leafy corridor in Parkdale's lower zone.
Better local connections
We'll create a new walking and cycling path as well as better connections between the station precinct, local streets and the schools.


PARKERS ROAD, PARKDALE
VICTORIA'S BIG BUILD
VICTORIA
Village Square
In response to community feedback, we're creating a new village square that will connect Parkdale's new station precinct and provide safer and stronger community connections.
This vibrant new part of Parkdale will be leafy, landscaped and interspersed with new gathering places for the community.
Planting along the rail line
Vegetation and greenery will continue to be planted alongside the rail line after the elevated rail line ends.
Level crossing gone at Parkers Road by 2025
New Parkdale Station
Station precinct
Village square
Elevated structure ends
New station precinct
The new station precinct and open space will give the Parkdale community new and easier ways to gather. New public spaces and the iconic shelters will host community services.
New Parkdale Station
When the new station opens, passengers will enjoy modern, accessible station facilities, featuring lifts to the platforms, improved lighting and better CCTV.
N

Mentone to Parkdale Level Crossing Removal

Urban Design Framework

July 2022

Prepared for

City of KINGSTON

Prepared by

OCULUS ARUP

OCULUS

Melbourne
Level 2, 33 Guildford Ln
Melbourne, VIC
+61 3 9670 0699

Sydney
Level 1, 5 Wilson St,
Newtown, NSW
+61 2 9557 5533

Canberra
Room 2, Pavilion Studios,
14 Kendall Lane,
Canberra, ACT
+61 2 9557 5533

Washington DC
Level 3, 1611 Connecticut Ave
+1 202 588 5454

ACN 074 882 447
ABN 34 074 882 447

oculus.info

Parkdale LXRP Urban Design Framework

Cover image: Parkdale Station

Project Number: M-2142

Project Address: Parkdale VIC 3195

Rev	Issue	Date	By	Checked
A	Draft	01.04.22	RR	CG
B	Draft	13.05.22	RR	CM
C	Draft	17.05.22	CG	CM
D	Final	08.07.22	CG	CM

The City of Kingston & OCULUS proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respect to their Elders, past and present and emerging.

Council acknowledges the Bunurong's continuing relationship to the land and waterways and respects that their connection and spiritual identify is maintained through ancient ceremonies, songlines, dance, art and living culture.

Council pays tribute to the invaluable contributions of the Bunurong and other Aboriginal and Torres Strait Island elders who have guided and continue to guide the work we do.

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Preamble

The City of Kingston has been vocal with its concerns about the Victorian Government's decision to progress an elevated rail solution for the Warrigal and Parkers Road level crossing removal project.

Since the project was announced in mid 2021 Council has written to the Minister for Transport Infrastructure and the CEO of the Level Crossing Removal Project (LXRP) expressing its opposition to the proposed elevated rail structure in Mentone and Parkdale and advocating for State Government to explore an alternative design solution. This follows significant community feedback indicating 76.2% (876 survey participants) favoured a rail under road design solution.

Council has actively sought an open and productive dialogue with State Government and LXRP and has highlighted its concerns with the lack of community engagement and analysis of alternative design options available. Council has also recently met with the Minister for Transport Infrastructure to again reinforce the depth of feeling expressed within the community through Councils earlier survey work.

Despite the above Council and community sentiment the LXRP have proceeded to actively engage with the community and its Open Space Advisory Panel on an elevated rail design solution and have further advanced its project planning on this basis. Council plays an important role in ensuring that if the LXRP progress the project, it is able to maintain a high level of influence over ensuring that the feedback it has received from the community is used to constructively reinforce the appropriate design outcomes that recognise Parkdale's unique and much-loved village character is protected.

The Urban Design Framework is underpinned by all of Council's advocacy to date, with a summary of context, issues and opportunities and preferred design vision for the project that would maximise its value for the Mentone and Parkdale community.

01 Introduction

In late 2021 The City of Kingston commissioned OCULUS with Arup to prepare an Urban Design Framework (UDF) for the Parkdale activity centre in response to the State Government's proposed level crossing removal at Parkers and Warrigal Roads that includes a new elevated station and significant new public open space. This Urban Design Framework Plan provides:

+ An understanding of the level crossing removal project to date;
+ A summary of existing relevant State and Local Planning Policy and relevant Council strategies and reference documents;
+ Acknowledgement of Parkdale Activity Centre as a unique village-like centre with significant heritage buildings and vegetation;
+ A vision statement and goals for Parkdale Activity Centre relevant to the level crossing removal project;
+ An Urban Design Framework Plan that outlines Council's preferred outcome for public realm, built form, transport planning and access;
+ Urban Design Guidelines for the Parkdale Activity Centre that respond to the village and heritage character and set clear design ambitions for built form, landscape and public realm, access and infrastructure required as part of the level crossing removal project.

The Urban Design Framework report has been completed with the professional inputs of OCULUS and Arup, with contribution from various internal Council department representatives and external stakeholders. It includes community feedback received through public consultation.

1.1 Purpose of the Urban Design Framework

The proposed level crossing removals at Parkers and Warrigal Roads in Parkdale pose both risks and opportunities for the evolution of the Parkdale Activity Centre. This UDF sets out Council's vision to advocate for the LXR project to realise a number of strategic public realm, transport, built form and heritage outcomes while preserving Parkdale's unique and much-loved village character. It also highlights the potential risks of the project in an effort to advocate for better outcomes.

1.2 How the Framework will be used

The Urban Design Framework Plan will be used:

+ To provide a clear advocacy position with regard to Council's design objectives and to guide input to the LXRP's design review process;
+ To positively influence design outcomes of the project by applying a local and precinct wide lens;
+ To guide infrastructure, public realm and built form outcomes to be delivered by the project;
+ To promote a range of partnerships and potential sources of funding for many of the initiatives identified in the Plan; and
+ To provide a basis for the preparation of more detailed masterplans for important sites throughout the Activity Centre.

02 Context Appreciation

2.1 The Focus Area

Parkdale is located 23 kilometres south-east from Melbourne's central business district. It is situated between the suburbs of Mentone and Mordialloc, and is located on the Frankston metropolitan train line. The Nepean Highway divides the suburb diagonally from north-west to south-east, with the activity centre and train station located south of the Nepean Highway at the intersection of Parkers Road and Como Parades (East and West). Port Phillip Bay is located less than 1km to the south of the station precinct.

The focus area for the Urban Design Framework follows the rail corridor between Bradshaw Park in the east to just beyond Warrigal Road in the west, including both Como Parade East and Como Parade West which run on parallel sides to the rail line.

02 Context Appreciation

2.2 Understanding the LXRP Urban Concept

The Level Crossing Removal Project (LXRP) was established by the Victorian Government to oversee the removal of 50 of the city's most dangerous level crossings. It was later expanded to target the removal of 85 level crossings across metropolitan Melbourne by 2025, in addition to other rail network upgrades such as new train stations, track duplication and train stabling yards. The project is one of the largest rail infrastructure projects in the state's history. The LXRP is part of the Major Transport Infrastructure Authority.

Some of the core benefits that come from removing a level crossing are:

+ Improving safety, by removing the danger of trains sharing a crossing with vehicles and other users;
+ Reducing congestion, by eliminating frustrating delays caused by boom gates and allowing more vehicles to pass through improving travel time reliability, by removing uncertainty around when boom gate closures will occur and how long they will be down for;
+ Increasing capacity to run more trains on the network, without boom gates delaying vehicles and other users.

There are also other opportunities to add value for the community and commuters depending on the chosen design at each site (such as creating new open space, building new shared use walking and cycling paths or commissioning public artwork), stimulating precinct scale renewal and revitalisation of the public realm.

Recognising the decision of the Victorian Government to pursue an elevated rail design solution at Parkdale, the project will need to manage the challenges and risks posed by 'rail-over' approaches, including the visual impact of the infrastructure in low-rise neighbourhoods, concerns around safety, overshadowing, removal of vegetation, traffic and transport.

LXRP concept for Pakenham Station and bus interchange.

Concept for Glenhuntly LXRP.

Concept for Preston Station LXRP.

Clayton Station along the completed Caulfield to Dandenong LXRP.

The completed Reservoir LXRP.

The completed Coburg Station as part of the Bell to Moreland LXRP.

02 Context Appreciation

2.3 Strategic Context

The project sits with a range of settings, from the schools' precinct to the north, established residential areas and the Parkdale Neighbourhood Activity Centre.

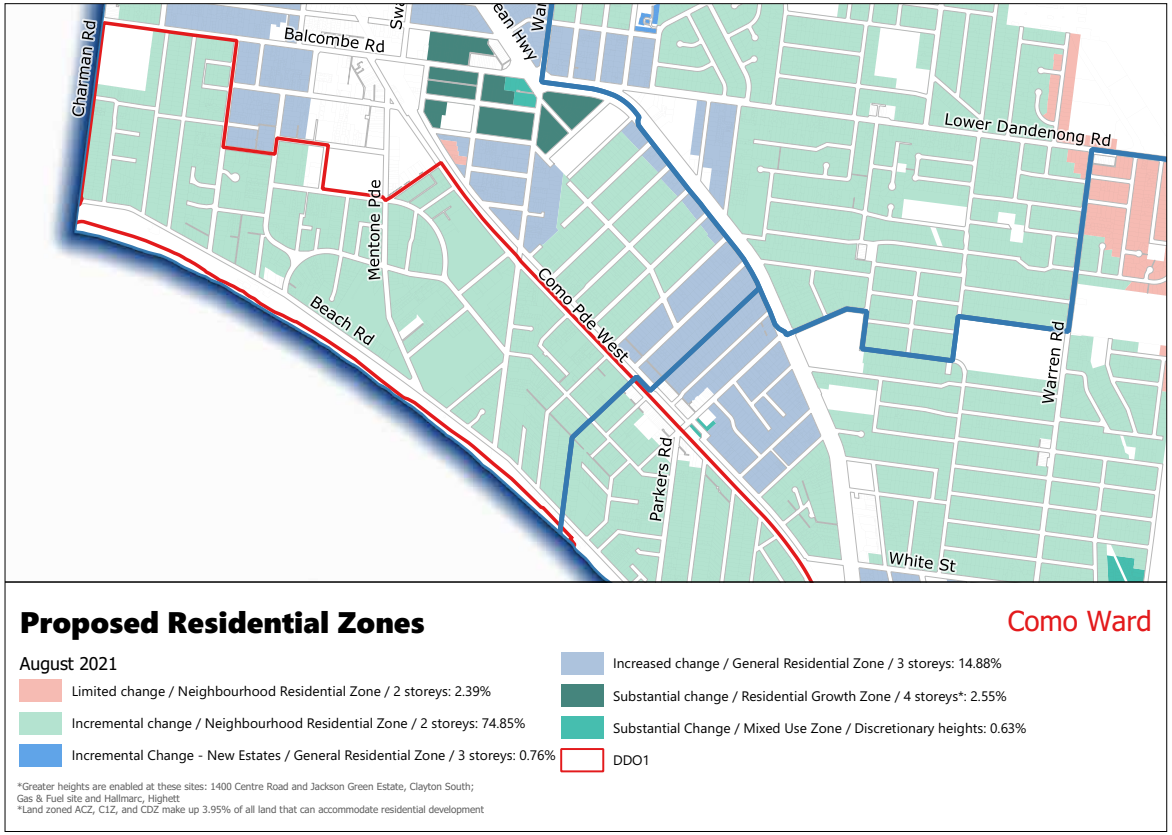
Within the project focus area there are several different planning zones and overlays:

+ The residential areas are within a General Residential Zone that limits building heights to three storeys.
+ A Commercial 1 Zone applies to most of the Parkdale Activity Centre on both sides of the railway line.
+ A small pocket of Mixed Use Zone is located on the south-eastern corner of Parkers Road and Como Parade East.
+ The Parkdale Library on Parkers Road is in a Public Use Zone.
+ On the southern side of the railway line is Schedule 1 of the Design and Development Overlay (DDO1) which restricts building heights to two storeys – this overrides the height contained in any zone.
+ A Heritage Overlay applies to multiple shops on Como Parade West.

In October 2021 Kingston Council adopted a Housing Strategy and Neighbourhood Character Study, which provides a twenty year plan for accommodating housing change and growth within existing residential areas. The Strategy includes a Residential Framework Plan that illustrates where different rates of housing change are nominated across the municipality.

In the Parkdale area on the northern side of the railway line the Framework Plan proposes increased residential densities proximate to the railway station, along Parkers Road and closer to the Mentone activity centre. The translation of this recommendation by way of a new residential zone would see these areas located within a General Residential Zone that will have a three storey building height control. In the areas that are located further from the train station, and on the southern side of the railway line the Framework Plan proposes incremental housing change, which will be translated into a new Neighbourhood Residential Zone with a two storey height control. The DDO1 will also continue to apply.

The recommendations of the Housing Strategy and Neighbourhood Character Study for new residential zones will be implemented by way of a Planning Scheme Amendment process that will start in 2022.



The recommendations of the Housing Strategy and Neighbourhood Character Study for new residential zones in the Como Ward.

02 Context Appreciation

2.4 Economic Context

The Parkdale Village is a vibrant retail precinct with 69 commercial premises.

With its focus on Como Parade West, between Birdwood Street and Heslop Street, and with some activity extending across the rail corridor to Como Parade East, south to Parkers Road and beyond further along Como Parade West.

Of the 69 premises, there is a very high occupancy rate, around 90%, with only 6 vacancies noted and 5 of these are in the small group of shops on Como Parade East which is presently segregated by the railway line. There is a healthy mix of business types – Total Food 19 (27%), Retail General 17 (25%), Hair, Professional & Services 25 (36%) and 2 are Council (3%).

Given the strong occupancies, development activity within the retail core is limited. A recent planning permit was granted for the extension of Bocconcino's café at the southern end of Como Parade West into a neighbouring shopfront.

Shops tend to be frequented by a local and largely walkable catchment, commuters will shop as part of their journey (coffee and groceries), but the restaurants have a wider draw which is more car-based.

Prior to the Government's announcement Council was in the process of developing streetscape upgrade plans for the centre which were well supported by traders. In preparation for this work Council spoke to trades and found the number one item for improvement was the pavement treatment, followed by street furniture and landscape. The bluestone planter boxes were noted in some instances as a positive for informal sitting and gathering, others found them unsightly and outdated. Improvements for safer cycling and pedestrian crossing were noted for the centre generally, however relatively few considered car parking to be a significant issue for traders.

There are around fifteen shops with outdoor trading on Como Parade West, twelve cafés and food-based retail and three other stores.

Council's activity in the village is at the southern end of the centre with the library on Parkers Road, to the east of the railway line, and the Shirley Burke Theatre, also on Parkers Road but to the west of the railway heading towards the beach.

2.5 Climate Context

Over the past 100 years, global surface air temperatures have risen by almost 1.4°C and 2019 was Australia's hottest year on record.

Both the atmosphere and the oceans have warmed. Human activity is causing climate change through the release of greenhouse gases from the burning of fossil fuels, land use change and agriculture. Atmospheric concentrations of carbon dioxide are now more than 40% higher than they were before industrialisation. In the Greater Melbourne region, the rate of warming has increased since 1960. Rainfall has declined since the 1950s, especially in autumn. The sea level today in the Melbourne region is approximately 225 mm higher than in 1880.

Climate change is not just an environmental problem. The effects of climate change present substantial risks to our health and wellbeing, economy and society. These impacts are likely to include loss of life, physical and mental health impacts, reduced primary production, property damage, coastal inundation and loss of power, disruption of transport and communications infrastructure. There will also be significant adverse impacts on biodiversity, habitat, health of ecosystems and significant changes to our waterways.

At a local level, the effects of climate change are already being felt with an increase in hot days and heatwave events, more intense rain and flooding and storm surge and sea-level rise. The City of Kingston manages 13km of low-lying foreshore that is increasingly vulnerable to sea-level rise. There is development pressure for tourism, recreation, residential and commercial uses both on and adjacent to the foreshore. The impacts of climate change are likely to reshape the Bay. Sea-level rise, combined with wave action and storm surges will alter sand movements and increase erosion rates. Combined with population pressures, catchment degradation and ageing infrastructure the impacts on our coastline will escalate in coming years.

Increased flooding as a result of major storm events also poses a significant risk to Kingston with the projection of more intense rain events and flooding. This poses a risk to Council infrastructure, private and business assets and community health and safety. The frequency and severity of heatwaves is anticipated to increase, posing a serious threat to vulnerable members of our community including the elderly and those on low incomes. Coupled with rising electricity and gas prices it is expected that this will have a significant impact on the ability for some members of our community to heat and cool their properties.

Opportunities for the project include zero carbon design, urban greening and integrated water management, which have the potential to decrease emissions and mitigate impacts.

For more information, see the City of Kingston's Climate & Ecological Emergency Response Plan 2021.

Major risks diagram from the City of Kingston's Climate Change Strategy, 2018-2025.

Flash flooding in Melbourne, 2017.

02 Context Appreciation

2.6 Recreation + Open Space Context

While the area has a good amount of open space by metropolitan standards and appears to be well served by recreation assets, many of those assets are within school grounds, and a large portion of the land contributing to open space is attributed to the foreshore reserve (9ha/16ha in Parkdale alone).

Participation Trends

People are now increasingly looking to casual, pay-as-you-go or free physical activity options to fit into their busy lifestyles to achieve personal health objectives. This means that increasing opportunities to participate in these active recreation pursuits, while continuing to support traditional sport, may offer the best opportunity to improve the health and wellbeing of the community.

The ability of open space areas to meet the changing recreational needs of our population is an increasingly important issue.

Asset Demand

Despite changing trends, the sheer volume of population increase still necessitates planning for formal sporting facilities, in conjunction with increased active recreation opportunities. The 1 km rail-over-road Parkdale/Mentone LXRP project presents a unique opportunity for Council and the State Government to work collaboratively to ensure play, active and passive recreation demands in particular are met, while enabling a focus on formal sport in other surrounding areas.

Changing Population

Kingston's population is projected to increase by more than 30,000 people by 2041. This amounts to more than 20% growth in the next 20 years.

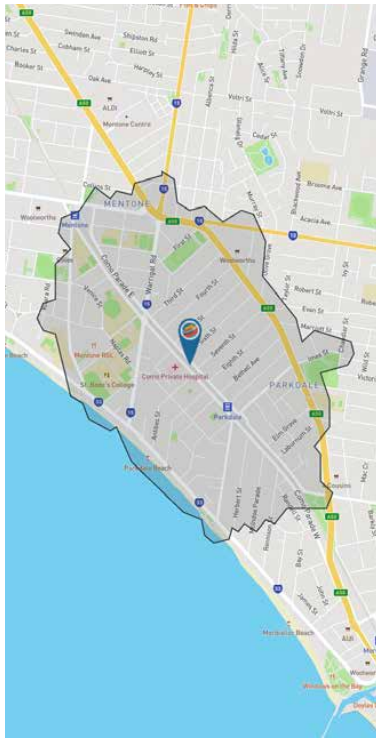
The catchment population for this study area alone is forecast to grow by more than 15% to nearly 10,000 people, with the largest growth in those aged 75+ years.

Council must ensure the facilities and open space provided to the community continue to support participation by all ages and abilities both now and into the future.

Coordinated Planning

With changing trends in participation, a growing and ageing population, and asset responsibilities, a coordinated approach to planning facilities is vital.

The development of strategic planning that incorporates directions from National (Sport 2030), State (Active Victoria) and local (Kingston Sport and Recreation Strategy) policies and plans ensures Kingston continues to deliver the best outcomes for the community.



The defined area for the Recreation and Open Space Needs Assessment (ROSNA), defined by a 15-minute walk time from the centre point.

Obstacle courses such as this one at Corcoran Park, Townsville are gaining in popularity.

This bouldering wall at Burnley (beneath CityLink) represents a creative and practical use of space.

Steel coping along the basketball court bleachers in this Carlton park intentionally encourages skating.

Free mini-golf courses are gaining popularity in the USA and Canada.

03 Site Appreciation

3.1 Parkdale: A special place

Parkdale is a relaxed bayside suburb 23km south-east from Melbourne's CBD.

The suburb is built upon Bunurong land that was for thousands of years characterised by sand-dunes, brackish billabongs and coastal heathland.

While founded in 1920 after the construction of the railway station, the 1930's and 40's saw the subdivision and development of most of the land within its boundaries, with predominately detached weatherboard homes. The suburb has a strong coastal character, with the station located only 750-metres from the beach.

Parkdale is home to a close-knit community that is very passionate about preserving the suburb's character and liveability.

Some of the elements that make Parkdale special include:
+ Close community.
+ Low-rise / open skies.
+ Relaxed pace.
+ Situated close to major activity centres.
+ The beach.
+ Recreational assets - foreshore reserve and bay trail.
+ Large blocks of land that allow for generous backyards.
+ Quaint weatherboard housing.
+ Well preserved heritage retail strip.
+ Community facilities such as library and theatre.
+ Proximity to schools.
+ Frequent train service.
+ High provision of free car parking near to train station.
+ Proximity of the Village to Beach road - an iconic cycling asset of Melbourne and to bayside activities.

3.2 Consultation: What we've heard

Following the Victorian Government's announcement of the level crossing removals at Warrigal Road and Parkers Road, the City of Kingston undertook community consultation seeking views on the project.

The survey conducted on the Your Kingston Your Say Platform concluded on 7 September, 2021 and led to a significant community response with 2005 page visits and 1150 surveys completed.

94.4% (1086) were residents.

82.7% (951) visit the crossing daily: 74.3% (854) by car and 261 (22.7%) by walking.

The community raised its strong opposition to the 'rail over road' solution put forward by the Victorian Government and considered the construction methodology (rail over vs rail under) to be the most important aspect of the project.

Conscious that the Victorian Government was proposing an elevated rail approach, Council also sought to understand other important considerations from the community, including:
+ Finished look, feel and design of the rail line and new station works.
+ Retention of trees and the provision of more tree planting.
+ Retention of the heritage station buildings at Parkdale.
+ New pedestrian and bicycle paths.
+ Car parking for the shopping area and station.
+ Creation of more usable open space facilities (eg. half-court basketball / play equipment / outdoor seating areas).

Importantly, the community highlighted the key characteristics that they valued within their neighbourhood, which are critical for consideration in any design solution. These are:
+ Village feel / atmosphere.
+ Quaint, quiet and tree lined streets.
+ Established, local shopping strip.
+ Charming, walkable and accessible area.
+ No high rise and coastal feel.

04 Urban Design Vision

4.1 Parkdale Station Urban Design Vision

Noting the State Government's decision to proceed with an elevated rail design, the LXRP's proposed Mentone to Parkdale Level Crossing Removal will have a significant and lasting impact on Parkdale's town centre and station precinct. It is critical that the project meets a high level of design and planning excellence and that the LXRP works with the community and Council to ensure a positive outcome for Parkdale that preserves its much-loved character.

Council's urban design vision for the precinct is to create an outstanding public environment that is inviting to users of all ages, abilities and interests, and builds upon the unique attributes that make Parkdale special.

Our vision includes a generous and well integrated public realm that offers high levels of amenity, shade and canopy cover, site-specific plantings that enhance local biodiversity, and a material palette that speaks to the existing character of Parkdale. Recreational opportunities would be integrated, informed by our Recreation and Open Space Needs Analysis for the precinct.

Surrounding streetscapes would be upgraded (Council was in the process of developing streetscape upgrade plans for the centre prior to the announcement of the LXRP project), with new pavement treatments, furniture, planters and tree plantings. The design of these upgrades should be developed in consultation with local traders.

The design of the elevated rail infrastructure and new Parkdale station, both at the macro and micro scale, should be as sympathetic to the village character of area as possible. This includes the architectural detailing (form, materials, colour, etc.), minimising overshadowing of the retail and public realm zones, preserving heritage structures through adaptive re-use, and softening the presence of the elevated rail through design detail and tree planting.

Movement and traffic patterns should be improved to achieve greater flow and safety (for all users), with the new station entries located to optimise movement in the centre. Council wants to ensure a first class, efficient public transport experience while also maximising the project's benefits to the Parkdale Activity Centre.

This project will leave an inter-generational legacy, with impacts that extend far beyond the rail corridor itself. It will change the way people move around Parkdale — whether by car, bike, foot or on public transportation — and permanently alter the look and feel of the suburb, so it's critically important to strike the right design approach.

The key goals and directions of the UDF are introduced and discussed on the following pages.

05 Urban Design Objectives

01. Create the **greenest, most sustainable** level crossing removal corridor in Australia

Why

To soften the project's impact on this low-density residential neighbourhood while setting a new benchmark for sustainability in infrastructure.

How

+ Ensuring the protection and retention of as many mature trees as possible throughout but particularly south of Parkers Road.
+ Incorporate as much greening as possible (planting beds, large tree planting, vertical greening of columns).
+ Avoid harsh edge conditions at ramp extents. Seek a relaxation of the MTM 1:1 guidelines to allow maximum tree plantings, canopy and landscape buffers as the line returns to grade.
+ The project must not create an increase in urban heat island effect. It should be reduced by retaining existing mature trees and incorporating green infrastructure (walls and roofs) into design.
+ Integrate Water Sensitive Urban Design throughout.
+ Explore the potential for decentralised energy generation.
+ Use recycled material for roads, paths etc wherever possible (in line with the Government's Recycled First initiative).
+ Incorporate electric infrastructure at day one (bus / car / scooter) charging stations.
+ Create habitat links through to Bradshaw Park.

02. Preserve and enhance Parkdale's **village character**

Why

To preserve what the local community love most about Parkdale, it's unique village feel. Parkdale hosts the most intact heritage retail precinct in Kingston.

How

+ Ensure that changes are sensitive of the most intact heritage retail precinct in Kingston.
+ The project to fund and enhance locations impacted by shadow from elevated rail.
+ Minimise the visual bulk of the elevated rail as much as possible through design.
+ Take reference from examples such as the new Glenhuntly Station and Glenferrie Station in achieving village feel.
+ Reference local vernacular and materials in design.
+ Establish trees in ground and in planters.
+ Retain Parkers Rd/ Como Parade W roundabout but better integrate into the public realm to encourage people to walk and cycle.
+ Single pylon structure is strongly preferred.

03. Upgrade the **surrounding streetscapes**

Why

To offset any negative impacts the elevated rail may have on retail activity. The streetscape of Como Parade E+W and the surrounding streets are tired and due for a refresh.

How

+ Underground all the adjacent power lines along the rail line.
+ Unify the 'look and feel' for both Como Parade E/W.
+ Maximise opportunities for greening in the streetscape.
+ Introduce safe cycling links, bike parking, renewed footpaths, landscaping and kerb outstands at activity centre intersections on Parkers Rd and Como Parade W/E.
+ Formalise on-street parking on Como Parade W/E with line-marking, pavement treatment, kerbs and signage.
+ Improve amenity of Eighth St/Como Parade E bus stop by formalising parking and providing a raised footpath.
+ Within the station precinct, provide separated paths for people walking and cycling.
+ Include infrastructure enhancements (Pedestrian Operated Signals and Wombat Crossings) in project scope.
+ Enhance connectivity for Mentone schools.

04. Optimise the **station entrance + platform location**

Why

To ensure that the station remains at the heart of the community. The placement of the station entrance has the potential to 'make or break' the future of the precinct, particularly in regard to the economic viability of surrounding businesses. It's vitally important the entry is best positioned to preserve Parkdale's vitality.

How

+ Integrate retail activity at ground level to activate the new public space beneath the rail viaducts.
+ Minimise visual bulk of station and any cladding along the line.
+ Take lessons from older generation above-ground stations like Glenferrie or Newmarket that are complementary to a suburban 'high street' activity zone.
+ Locate parking away from station entrances to prioritise walking and cycling.
+ Maximise integration with existing bus stops (Route 708) and avoid impacting existing route.
+ Station entrances to be close to shops, in line with existing walking and cycling desire lines.

05 Urban Design Objectives

05. Create integrated intersections and crossings that are **attractive + accessible**

Why

To balance the efficiency and safety of both vehicular and non-vehicular traffic.

How

+ Improve the walking and cycling environment at Warrigal Rd/Como Parade W roundabout and The Corso, Mitchell St/Warrigal Rd intersections to improve safety and better integrate Parkdale Station with the surrounding area.
+ Convert existing and proposed flat-top speed humps within Parkdale activity centre to raised wombat crossings to provide permeability across the rail corridor and street network.
+ Re-open McIndoe Parade/Elm Gr connection and cater for walking and cycling movements.

06. Optimise **car parking provision**

Why

To address the informal parking arrangements within the activity centre.

How

+ Council to retain responsibility for the management of car parking to provide well timed and located car parking that supports the needs of the centre.
+ Convert select 90-degree car parking bays within the station precinct to parallel parking to free up space for streetscape improvements, while achieving no net loss in commuter and trader car parking (see point 6) across the precinct.
+ Formalise 90-degree car parking bays on Como Parade E and W north of Birdwood St and south of Parkers Rd to increase the number of bays, enable the improvement of the streetscape and optimise access to car parking.
+ More people are walking, cycling or using public transport to access Parkdale Station than those driving, highlighting the priority to improve the access experience for these modes.
+ Accommodate existing and future vehicle station access demand by considering the provision of a well-designed and convenient Kiss 'n' Ride facility.
+ Leverage the elevation of the rail to improve accessibility between Como Parade E and W. This will increase the number of visitor parking spaces that are conveniently located for customers of Parkdale businesses on either side of the rail corridor.

07. Retain + repurpose **heritage structures**

Why

To preserve Parkdale's unique history, character and identity.

How

+ Interim protection for all heritage structures and mature trees until heritage assessment is completed.
+ Council is considering (subject to expert review) listing on the Victorian Heritage Register.
+ The project to fund and repurpose heritage assets within the rail corridor (for LXRP to undertake the building works and improvements to make them fit for purpose).
+ A unique interpretive trail to re-imagine the role of the heritage features in the Mentone and Parkdale area.

08. Create new **active transport connections** to Mentone, Mordialloc + beyond

Why

To complete the missing links in the strategic cycling network and encourage sustainable, active transport options in Kingston and beyond.

How

+ Provide a safe and direct walking and cycling connection from Parkdale Station to Mordialloc Station, with an elevated bridge connection over Nepean Highway from Bradshaw Park to Albert Street.
+ Ensure extension of SUP from Warrigal Rd to Parkdale Station.
+ Transition SUP to shared path within the station precinct and increased activity zone, while providing an additional separate meandering walking path (as illustrated in 6.1 master plan).
+ Provide safe and direct north-south connections to The Corso and Queen St.
+ Provide direct connections to the beach and Bay Trail.
+ New spaces offering new facilities to support the community and many local schools in the area (eg. basketball court / fitness equipment / running trail opportunities).
+ Opportunities for local dog off leash infrastructure.

06 Key Directions

6.1 Master Plan

06 Key Directions

6.2 Map 01

Bouldering + pump track zone
This zone includes the transition from surface-rail to elevated-rail. Given its proximity to local schools, it is proposed to have a recreational theme, with a pump track and bouldering wall envisaged because of their suitability to the environment created by the elevated rail. This area also has the potential to include half-courts.

Heavy planting zone
This zone would be defined by heavy planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. The heritage structure should be retained and integrated into the landscaping. envisaged because of their suitability to the environment created by the elevated rail.

06 Key Directions

6.3 Map 02

Conversation zone
This zone caters to more quiet and contemplative activities, as a counterpoint to some of the more active spaces. It will have state-of-the-art lighting, high visibility with low vegetation, wide pathways and a number of novel play or hang-out features that allow small groups to socialise in public space, such as swings and seating pods. This space has been devised with gender equality in mind and seeks to provide our community with diverse spaces that are safe for people of all genders to utilise and connect.

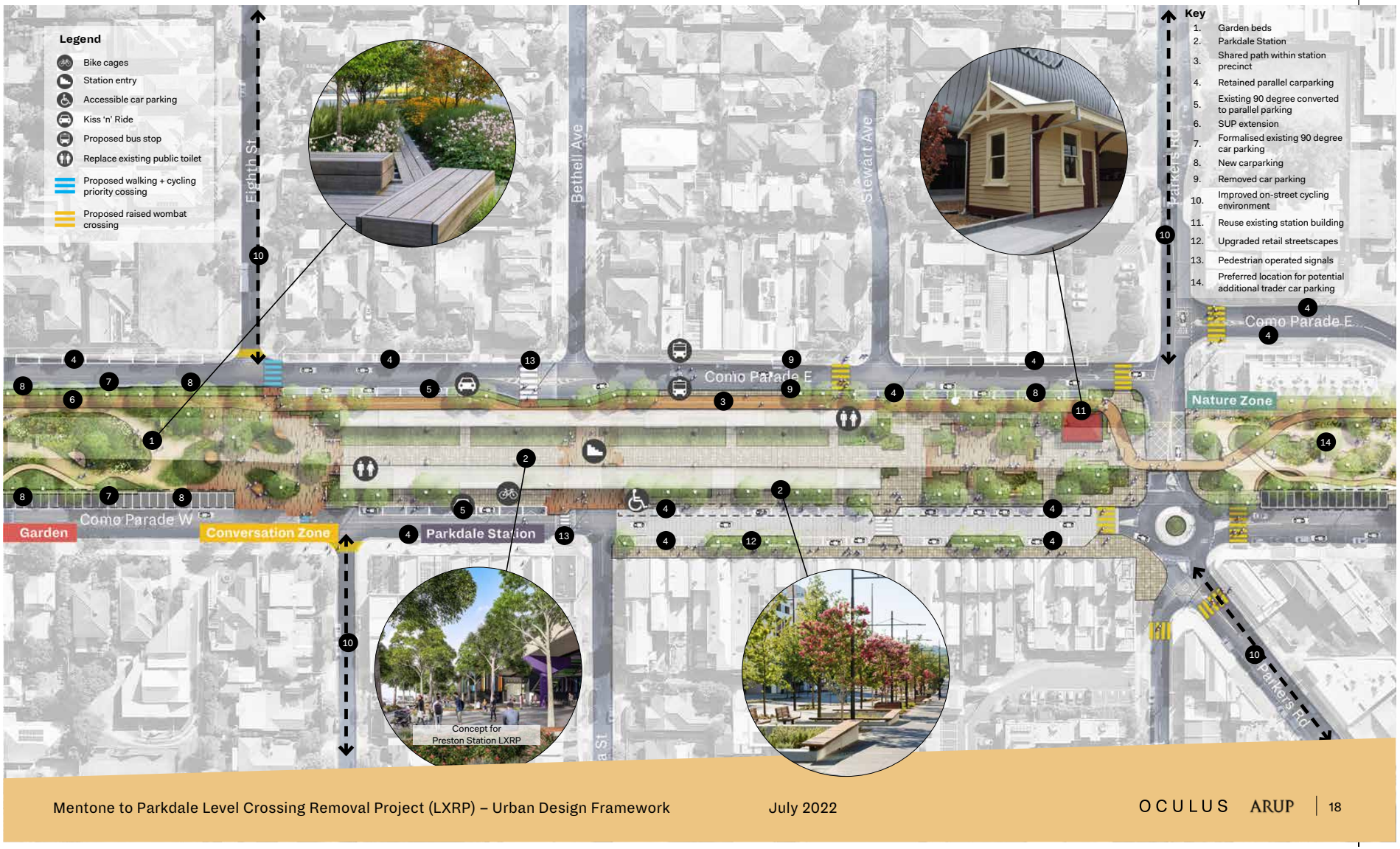
Seniors area
This zone includes exercise equipment and recreational opportunities targeted toward older demographics but also to individuals who prefer to exercise alone and at their own pace. While no one is excluded, there are deliberately no playgrounds aimed at children to maintain a calm and quiet environment.

06 Key Directions

6.4 Map 03 Parkdale Station

Garden zone
This zone would offer an immersive public garden with a higher level of detailing than the other zones. It would include pathways though the planting zones with seating opportunities throughout. Planting design should be robust and low water use, but textured and contrasting for visual interest.

Parkdale Station + Village
The station and village precinct must be highly functional but attractive and inviting. Its design should be in keeping with Parkdale's village character and reference the local built and natural landscapes. Accessibility will be greatly improved, and priority shifted toward pedestrians. Car parking is retained and rationalised, with new drop off and bus bays near to the station entry. Station facilities located at ground level to minimise visual bult at platform level.



06 Key Directions

6.6 Map 04

Nature zone
This zone would be defined by generous planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. Nature play and outdoor exercise stations would be located throughout.

06 Key Directions

6.7 Map 05

Nature zone
This zone would be defined by generous planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. Nature play and outdoor exercise stations would be located throughout.

06 Key Directions

6.8 Map 06

07 Urban Design Guidelines

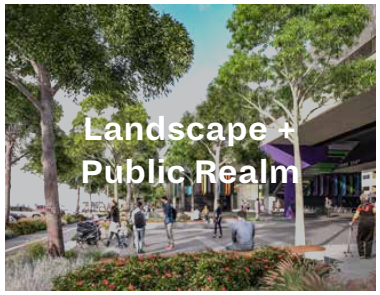
7.1 The Purpose of the Guidelines

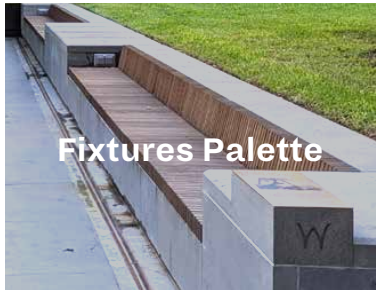
Council has sought the preparation of urban design guidelines tailored specifically to Parkdale Station Precinct to guide a quality urban design response in response to the Mentone to Parkdale level crossing removal and associated station upgrade. These Guidelines aim to ensure new built form, public realm improvements and infrastructure upgrades have high regard to the unique character and heritage of the Parkdale Station Precinct. The Guidelines are intended to be adopted by Council as a reference document and be utilised by the Program and relevant consortium as an advocacy tool throughout the design and development process for the precinct. The State Government acknowledges that level crossing removal projects should result in an improved quality and a positive, authentic contribution to existing urban character and amenity.

7.2 The Structure of the Guidelines

The urban design guidelines for the Mentone to Parkdale LXR focus area are arranged into seven key themes:

+ Landscape and Public Realm
+ Pedestrian + Cycle Connections
+ Roads + Parking
+ Station + Built Form
+ Wayfinding
+ Materials + Colour Palette
+ Fixtures Palette





07 Urban Design Guidelines

7.3 Landscape + Public Realm

Objectives

1. Create the Greenest, most Sustainable Level Crossing Removal Corridor in Australia by preserving as many existing trees as possible and planting as many new trees as possible. Also include diversity of shrub and ground-cover planting. Local and sustainable materials should be preferenced.
2. Enhance Parkdale's village character by using materials that complement the existing palette with fine-grain detailing.
3. Upgrade the surrounding streetscapes, particularly Como Parade E+W, with new pavement design, seating, outstands and planting. Local and sustainable materials should be preferenced.
4. Create intersections and crossings that are attractive + accessible, by landscaping all new traffic infrastructure.
5. Create a design that is enduring and functional for generations to come, is easy to maintain and manage, and ages gracefully.
6. Ensure the design can survive, adapt and thrive when subjected to stresses and acute shocks such as changes in climate and technology, and extreme events.
7. Design places and movement networks that are welcoming, inclusive and pleasant for the whole community and encourage diverse social interaction within public spaces.

Undesirable Outcomes

Undesirable outcomes include the following:

1. A distinct conflict between the scale and character of the existing retail strip and the new station and rail viaducts
2. A decrease in foot traffic and outdoor dining along the Como Parade retail strip caused by overshadowing
3. Lengthy stretches of harsh 'infrastructural' edges along the elevated rail and ramps
4. A decrease in pedestrian, cycle and vehicular connectivity across the rail line
5. The loss of significant mature vegetation and heritage structures

Precedent Projects

Bouldering wall beneath elevated motorway.

Vertical greening of elevated rail columns.

A green but open urban plaza area with generous seating.

New streetscape works that complement adjoining heritage buildings and prioritise pedestrians.

Shared user path bordered by generous planting beneath elevated motorway.

At-grade accessible wombat crossing with integrated landscape zones.

07 Urban Design Guidelines

7.3 Landscape + Public Realm Guidelines

General	
1.1	Minimise the loss of existing canopy vegetation and seek to establish new canopy vegetation along rail corridors, to create the 'greenest level crossing removal project in Melbourne'.
1.2	Maintain and frame key views through the station precinct from surrounding streets
1.3	Seek to integrate WSUD principles into hard paved areas such as on-grade car parking and public plazas and limit off-site drainage impacts.
1.4	Ensure any proposed retaining walls are designed and constructed to complement the character of Parkdale. Retaining walls with integrated landscape or greening opportunities are highly encouraged.
1.5	Integrate active greening initiatives (such as climbers, green walls etc.) to columns, façades and roofs of new station and elevated rail
1.6	Establish a flexible public open space at Parkdale incorporating a combination of permeable and impermeable paved surfaces, garden beds, canopy vegetation and lawn areas for informal seating and tables.
1.7	Ensure paved areas utilise high quality materials with colours and textures that reference surrounding heritage buildings and landscape elements. Untextured, poured concrete is highly discouraged.
1.8	Establish new canopy vegetation at station precinct and along Como Parade (East and West) to achieve high canopy cover (40%)
1.9	Ensure the height and scale of new vegetation does not interrupt key view-lines through open spaces, public realm or station entries.
2.0	Avoid garden beds in locations where they will not receive rainfall and sunlight (beneath rail viaducts).
2.1	When garden beds or planted zones under viaducts cannot be avoided (point 2.0), ensure passive irrigation is provided to ensure survival.
2.2	Ensure variety of informal and formal seating opportunities throughout to encourage occupation from people of different mobility and accessibility requirements.
2.3	Ensure maximum 20% representation of any one plant species in planting schedule. Seek to provide diversity of species for higher biodiversity value and better resilience.
2.4	Preference plant species that are known to perform well in the area, are low maintenance and can survive on little to no irrigation once established.
2.5	Select durable materials with low carbon footprint.
2.6	Provide sheltered seating areas near to entries, bus interchanges and drop-off zones.
2.7	Maintain clear sight-lines through station and to plaza beneath
2.8	Provide uninterrupted paved zone surrounding the station to guide pedestrian movement toward public transport nodes, car parking and surrounding footpaths and street crossings.
2.9	Ensure consistent lighting around station area, station platforms, and surrounding pathways and car parks. Avoid glare and flood lighting.
2.10	Provide sheltered seating areas near to entries, bus interchanges and drop-off zones.
2.11	Ensure spaces are easy to identify during the day and at night, and do not rely entirely on directional and other signage for wayfinding.
2.12	Designs incorporate Safer Design principles to deter anti-social behaviour and create a welcoming and safe environment.
2.13	New public spaces are located and designed as part of a hierarchy to meet objectives and functions that support and relate to the broader area.
2.14	The design of public spaces is consistent with and/or complements Council and other asset managers furniture, material palettes, standards and guidelines.
2.15	Provide green infrastructure equivalent to ≥ 40 per cent site area as green cover. Green cover includes tree, shrub, grasses, climbers, other vegetation and lawn and excludes non-plantable surfaces (hard non-permeable and permeable).
2.16	Plant biodiverse species.
2.17	Protect existing overstorey and understorey vegetation.
2.18	Replace trees at 3:1 ratio.
2.19	≥ 70 per cent site area must comprise building or landscape elements that reduce the impact of the urban heat island effect including: • Vegetation, green roofs and water bodies • Roof materials, shade structures or hard scaping materials with high solar reflectivity index, including solar panels
2.20	Ensure that Bradshaw Reserve is protected in the event of an adjacent shared user path: • The path must not encroach on Bradshaw Reserve • Protect significant vegetation within the rail reserve • Fencing should protect fauna and minimse the potential for litter to enter Bradshaw Reserve
2.21	Undergrounding of power lines on both Como Parade East and West

07 Urban Design Guidelines

7.4 Pedestrian + Cycle Connections

Objectives

1. Permeability for people walking and cycling is enhanced within the Parkdale Activity Centre with the provision of priority crossing measures (zebra, wombat, signals) along key desire-lines.
2. Legible and convenient north-south cycling connections to The Corso and Queen Street green-ways and Foreshore Bay Trail are provided to better integrate Parkdale with the surrounding area.
3. Connectivity and safety for Mentone school students is enhanced, integrating with Parkdale and Mentone stations and surrounding catchment areas.
4. Safe and continuous strategic cycling connections are provided from Parkdale station to Mentone station in the north and to Mordialloc station in the south with uninterrupted access across Nepean Highway.
5. Two facilities are provided for people walking and cycling within the areas of elevated rail to provide safe environments for different types of journey experiences, movements and speeds.

Undesirable Outcomes

1. Strategic cycling connections to Mentone and Mordialloc are not provided, limiting the station's potential catchment and the future viability of the strategic cycling corridor.
2. The station precinct design doesn't consider provide the necessary connections and compromises integration with the surrounding land use or walking and cycling network.
3. Measures for vehicles such as raised speed humps are prioritised over zebra/ wombat crossings, leading to low permeability across the rail corridor and street network.

Precedent Projects

At-grade accessible wombat crossing with integrated landscape zones.

Meandering walking path ('Tan track') within station precinct.

Existing SUP along the Frankston train line.

SUP bridge example.

Signalised SUP crossing along Caulfield to Dandenong LXRP.

Bike repair station

07 Urban Design Guidelines

7.4 Pedestrian + Cycle Connections Guidelines

Item	
1.1	Extend the SUP on the eastern side of rail corridor from Warrigal Road to Parkdale station, continuing south through Bradshaw Park, over Nepean Highway to connect with Albert Street and through to Mordialloc station.
1.2	Provide safe crossings for people walking and cycling to the Queen Street Greenway and Mitchell Street from Warrigal Road.
1.3	Provide wombat crossings on Como Parade E and W at Rogers Road.
1.4	Provide a signalised SUP crossing on Warrigal Road in a centralised location between Como Parade E and W.
1.5	Provide safe crossings for people walking and cycling to The Corso Greenway and Naples Road from Warrigal Road.
1.6	Create an improved walking environment on the western side of rail corridor connecting to Warrigal Road and Mentone schools.
1.7	Provide safe walking and cycling crossings on Como Parade E from Eighth Street.
1.8	Provide safe walking and cycling crossings on Como Parade W from Birdwood Street.
1.9	Implement safe on-street cycling facilities to improve cycling environment on Eighth Street and Birdwood Street.
1.10	Provide a signalised SUP crossing on Parkers Road in a centralised location between Como Parade E and W.
1.11	Reinstate Elm Grove/ McIndoe Parade access to improve east-west walking and cycling connectivity.
1.12	Convert all raised speed humps to raised wombat crossings within the Parkdale activity centre.
1.13	Install a wombat crossing on Como Parade E south of the Eighth Street T-junction.
1.14	Install wombat crossings on Como Parade E approaches of the intersection with Parkers Road.
1.15	Install wombat crossings on all approaches to the Como Parade W/ Parkers Road roundabout.
1.16	Provide direct connections for people cycling to bike parking facilities within the station precinct from Eighth Street and Birdwood Street.
1.17	Provide two walking and cycling facilities within the station precinct – one wider meandering path for people walking and one shared path.
1.18	Provide pedestrian operated signals on Como Parade E and W adjacent the station entries at Bethell Ave and Alameda St.
1.19	Retain level crossing at White St for people walking and cycling between eastern suburbs and Beach Rd.
1.20	Install wombat crossings on Como Parade E and W adjacent to the retained level crossing at White St.
1.21	Include a bike repair station at an appropriate location near to the SUP
1.22	Investigate sensitive SUP extension and bridge designs that balance impacts to native vegetation in the rail reserve (adjacent to Bradshaw Bushland Reserve) and providing a safe walking /cycling connection over the Nepean Highway.

07 Urban Design Guidelines

7.5 Roads + Parking

Objectives

1. Walking, cycling and public transport connections are prioritised within the activity centre by relocating some car parking to the edge of the station precinct and activity centre.
2. The streetscapes of Como Parade W/E within the Activity Centre are unified and improved with conveniently located street trees, furniture, landscaping, bike parking, kerb outstands and lighting.
3. Responsibility for the management of car parking is retained by Council on Council land to provide a balance of parking for local and commuter need.
4. Existing 90-degree car parking is formalised outside the station precinct on both sides of Como Parade E and W to increase the number of parking bays.
5. Parallel car parking is provided within the station precinct on both sides of Como Parade E and W to free up additional space to support streetscape improvements, while achieving no net loss in commuter and visitor parking in Parkdale.
6. Accessible parking is to DDA standard and conveniently located close to the station entry.
7. Kiss and Ride facilities are provided in a convenient location and is not reliant on any new road connections across the rail corridor.
8. The demand for car parking is balanced with a growing number of people walking, cycling and catching the bus to Parkdale.
9. The condition of the Warrigal Road roundabout is improved to allow safe and convenient crossings for students and vulnerable users.

Undesirable Outcomes

1. Car parking is provided in priority location of station entry creating a fragmented active transport network, forcing people walking and cycling travel considerable distances.
2. Car parking is not managed to balance needs of commuters and other uses and leads to high vehicle mode share for travel to the activity centre, results informal car parking in undesirable locations and congestion.

Precedent Projects

Parklets located over former car parking area along Lygon Street, East Brunswick.

Kiss & Ride bay at Clayton Station.

Accessible parking at Clayton Station.

Improvements to roundabouts at Cecil Street, South Melbourne, allow safe crossing opportunities for people walking and cycling while providing legibility for motorists navigating the area.

EV charging station in a public car park, Chelsea.

Security concrete bollards

07 Urban Design Guidelines

7.5 Roads + Parking Guidelines

Item	
1.1	Improve the condition of the Warrigal Road roundabout to create safe and convenient crossings for students and vulnerable users.
1.2	Achieve no net loss in car parking within the Parkdale activity centre.
1.3	Formalise existing 90-degree car parking outside of the station precinct to provide more parking bays, while converting all bays to parallel within the station precinct to free up additional space to support streetscape improvements, while achieving no net loss in commuter and visitor car parking in Parkdale.
1.5	Council to retain responsibility for the management of car parking to provide appropriately timed and located car parking that supports the needs of the centre.
1.6	Locate Kiss 'n' Ride facilities on each side of the rail corridor on Como Parade W/E north of Alameda Street and Bethell Avenue.
1.7	Locate accessible parking bays in priority location next to station entry and in compliance with AS2890.5.
1.8	Introduce street trees, furniture, landscaping, bike parking, kerb outstands and improved lighting to unify and improve the streetscapes of Como Parade W/E.
1.9	The local movement network meets people's travel needs with a user focus that supports sustainability, health and liveability.
1.10	Designs achieve a high standard of presentation and appropriate streetscape interface is achieved with adjacent existing streets.
1.11	Elements constructed to provide noise and weather protection are integrated, well-designed architectural solutions.
1.12	Designs provide a clear transition and shift in mode hierarchy for users when moving between pedestrianised streets, and vehicle routes.
1.13	Appropriately scaled footpaths are provided on both sides of streets to allow for a variety of stationary activities and furniture to delineate zones of movement and activity.
1.14	Ensure that vehicle access to the linear reserve is managed by the considered placement of bollards, furniture and access gates.

07 Urban Design Guidelines

7.6 Station + Built Form

Objectives

1. Bus stops are consolidated and improved to achieve a good public realm outcome while being in priority location in front of station entry points.
2. Station elements (bike storage, bus stops, accessible car parking) are in priority locations and access to the station is not hindered by car parking and vehicle circulation.
3. Retail activity is integrated at ground level to activate the new public space beneath the rail viaducts.
4. Station entrances are close to shops, in line with existing walking and cycling desire lines.
5. Maximise use of steel girders to reduce visual bulk of viaduct.

Undesirable Outcomes

Undesirable outcomes for Station + Built Form include:

1. An aesthetic conflict between the station and built form architecture and the existing built form character of the area.
2. Excessive overshadowing of the surrounding streets and landscape areas.
3. Informal bus stops in low priority locations lead to an unattractive public transport outcome for the station and activity centre.
4. Station facilities impact walking permeability and wayfinding across the rail corridor.
5. Spaces with poor passive surveillance and poor landscape can lead to unwanted graffiti.

Precedent Projects

Bike parking facilities located close to station entry.

High-quality bus stop at Monash University, Clayton.

An iconic station building at Moreland that references the materials of the former building in a contemporary way.

Steel girders at Reservoir LXRP help to reduce visual bulk of viaducts.

The tiles on this concrete column create a more fine-grain finish that is sympathetic to a village character.

Vertical articulation at Rosanna Station helps to break down the volume of the station.

07 Urban Design Guidelines

7.6 Station + Built Form Guidelines

Item	
1.1	Retain the existing heritage station buildings, and remodel them to serve community, civic or retail uses.
1.2	The Station Building should be clearly identified as a structure of 'civic importance' accommodating the station entrance as viewed from north, east and west.
1.3	The Station building should be considered as a lightweight canopy building (eg tensile structure), sitting above the rail viaduct. Station operations should be contained within 'pods', independently located below the canopy. The bulk of the building should be minimised to reduce overshadowing of Como Parade West, while still offering weather protection for users.
1.4	Ensure materials and colour palettes are suitable and complementary to Parkdale's seaside village character.
1.5	Integrate a secure bicycle parking station in close proximity to the station. Ensure the bicycle parking station is open to the street and avoids enclosed, visually impermeable walls.
1.6	Ensure fences and safety barriers contribute to the overall design and character of the station.
1.7	Ensure bus interchange shelters utilise materials and shapes which reference the design of the station building.
1.8	Ensure the comfort of passengers through the inclusion of appropriate furniture and fittings including seats, drinking fountains, signage, lighting and bicycle racks, all designed to complement the station's architecture.
1.9	Include a bicycle repair station at an appropriate location near to the SUP.
2.0	Consider opportunities for public art integration, including working with Traditional Owners on cultural overlay / art opportunities.
2.1	Break up the bulk of the station box with vertical facade articulation.
2.2	Consider use of tiles to clad concrete columns at ground-level to create a finer-grain and avoid expanses of raw concrete.
2.3	Integrate vertical greening opportunities to station and viaduct columns around the station area to reduce expanses of concrete.
2.4	Remove bus stops on Parkers Rd and Como Parade E close to the Como Parade E/ Parkers Road intersection.
2.5	Locate consolidated bus stops in priority location outside station entry on Como Parade E between Bethell and Stewart Avenue.
2.6	Locate bike parking/ storage facilities within the station precinct in close proximity to station entries with connections to the SUP and north-south connections with Eighth and Birdwood Streets.
2.7	Located station entries in-line with Alameda Street and Bethell Avenue and provide south facing stairs to the station plaza.
2.8	Maximise use of steel girders to reduce visual bulk of viaduct (refer High Street Reservoir).
2.9	Use graffiti resistant materials

07 Urban Design Guidelines

7.7 Wayfinding

Objectives

1. Clear, describable landmarks to communicate locations within and around the precinct.
2. Contextual information provided throughout the precinct to assist people to connect with the surrounding wider precinct.
3. Clear identification of amenities and transport connections, in words and icons.
4. Clear help points for commuter assistance and information.
5. Separated flows between modes (pedestrian and cyclist) for comfortable navigation around the station precinct.
6. Durable wayfinding minimising ongoing maintenance.
7. Wayfinding features become icons for the suburb.

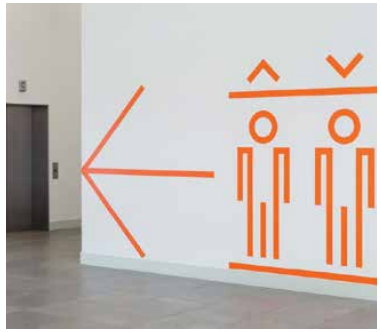
Undesirable Outcomes

Undesirable outcomes for Wayfinding include:

1. Users reporting difficulty navigating the station precinct.
2. Conflict between user groups (cyclists, pedestrians, vehicles).

Precedent Projects

A local map with key destinations is displayed on this sign in the UK.



Icon-based signage doesn't require English literacy to be understood.

The signage at Murumbeena Station and others as part of the Caulfield to Dandenong LXRP is a feature.

The Coburg Station signage is clear and iconic.

London's 'Legible London' wayfinding strategy.

London has kept its logo in use since 1908, now universally recognised across the world.

07 Urban Design Guidelines

7.7 Wayfinding Guidelines

Item	
1.1	Provide wayfinding signage at Station entries to key heritage assets and community facilities.
1.2	Avoid the need for excessive signage within the station precinct through the coordination and consolidation of transport nodes and facilities.
1.3	Provide at least one accessible entrance to the station, preferably all entrances.
1.4	Avoid long pedestrian ramps.
1.5	Integrate an inter-modal bus exchange within close proximity to the northern station entry.
1.6	Wayfinding should be provided in braille and iconography for people with vision impairment or English illiteracy.
1.7	Create a pedestrian priority connection from the station across Como Parades East and West using wombat crossings or other, using consistent materials and avoiding level changes.
1.8	Ensure Shared User Path (SUP) is of a different material or treatment to differentiate between other paths at the station precinct.
1.9	Ensure SUP connects seamlessly and efficiently to the adjoining existing section.
1.10	Ensure signage is designed and located to avoid the creation of visual clutter, and can be read from a range of distances, lighting conditions, and speeds.
1.11	Ensure wayfinding is clear, consistent and easy to follow, responding to the particular local requirements and destinations.
1.12	Ensure alignment with Council's Wayfinding Strategy (under development) on all wayfinding elements.
1.13	Use infrastructure, such as street furniture, toilet locations, waste facilities and drinking fountains as pause points and with visual connections to assist with intuitive wayfinding.

07 Urban Design Guidelines

7.8 Materials + Colour Palette

Objectives

1. New works use materials that are found elsewhere in Kingston or are of a similar or complementary nature.
2. Colour palettes reflect a site- or location-specific narrative, such as the colours found in the local vegetation, landscape, the beach, or architecture of the area.
3. Preference for locally sourced materials with high sustainability credentials.
4. Seek to integrate recycled materials into the design wherever possible.

Undesirable Outcomes

Undesirable outcomes for Materials + Colour Palette include:

1. Clashes or lack of cohesion between existing colours and materials with new materials and colour palettes.
2. Sense of 'drabness' around the precinct.
3. An homogeneous LXRP that does not reflect the character of the area.
4. Reliance on materials that have poor environmental credentials or performance.

Precedent Projects

Rosanna Station uses colours selected from autumn foliage of the area.

The glazed tiles at Murrumbeena Station reference the art of local Arthur Boyd.

The use of sandstones at Carrum references the geology of the sandbelt area.

Recycled bricks used at Wesley Church Precinct, Melbourne.

Recycled plastics and glass are used in this new road-base (via Sustainability Victoria).

Timber is a very sustainable material to use, when sourced from a sustainable plantation.

07 Urban Design Guidelines

7.8 Materials + Colour Palette Guidelines

Materials	
1.1	The material palette responds to the surrounding area and provides a cohesive public realm, assists intuitive wayfinding for pedestrians and cyclists, and contributes to enhancing local identity.
1.2	Opportunities are maximised to use materials that are recycled, recovered, have lower embodied energy and are ethically sourced.
1.3	The design of public spaces is consistent with and/or complements Council and other asset managers furniture, material palettes, standards and guidelines.
1.4	The design supports public space to be managed to a high standard by: A. Being appropriate for its ongoing maintenance, operations and upkeep B. Reflecting ownership areas and extents of maintenance responsibilities, while avoiding abrupt changes in materials and quality of finishes at interfaces.
1.5	Construction methodology supports well-designed detailing and durable finishes.
1.6	New materials and finishes minimise: A. Light pollution in the surrounding areas from reflectivity. B. Contribution to the urban heat island effect.
1.7	Selection and application of materials and finishes discourages and minimises the potential for vandalism including graffiti.
1.8	Permeable pavement options are used around existing mature trees.
Colour Palette	
1.1	Colour palettes should be drawn from the local area, and be complementary to the surrounding built and natural context.
1.2	Effects of ageing and UV damage should be considered in regard to the performance of selected colour palettes over time.

07 Urban Design Guidelines

7.9 Fixtures Palette

Objectives

1. Fixtures are coordinated with asset managers to ensure they fit within existing maintenance regimes.
2. Preference fixtures with high sustainability credentials including low embodied energy.
3. Ensure fixtures are ethically sourced, preferably from Victorian or Australian suppliers and manufacturers.
4. Fixtures are durable and discourage vandalism.
5. All fixtures are inclusive to people of all abilities.

Undesirable Outcomes

1. Fixtures do not fit within existing maintenance regimes and require specialist attention to maintain.
2. Fixtures are easily and often vandalised, with graffiti hard to remove.
3. Fixtures contribute to urban heat effects.
4. Fixtures are not well utilised due to being uncomfortable or unappealing to the public.
5. Fixtures are not complementary to the wider design language of the precinct.
6. Fixtures exclude use from people of certain cultural or gender groups or abilities.

Precedent Projects

Rely Benches are made from recycled plastics.

Singular bicycle parking loops at Ormond Station with adequate spacing. An undercroft location is ideal.

The City of Sydney's urban furniture is durable and low maintenance, yet visually appealing and comfortable.

This seat by supplier Mos can be customised to match an overarching colour palette.

Bottle refill stations encourage healthy and sustainable habits.

This 3-sided bench allows for wheelchair access.

07 Urban Design Guidelines

7.9 Fixtures Palette Guidelines

Item	
1.1	The design of public spaces is consistent with and/or complements Council and other asset managers furniture, material palettes, standards and guidelines.
1.2	The palette of hard and soft landscaping elements is coordinated with Council strategy or palette where relevant.
1.3	Construction methodology supports well-designed detailing and durable finishes.
1.4	Opportunities are maximised to use fixtures that are recycled, recovered, have lower embodied energy and are ethically sourced.
1.5	Selection and application of materials and finishes discourages and minimises the potential for vandalism including graffiti.
1.6	The construction methodology, materials, finishes, furniture and other elements used in the project support a durable, safe and robust public realm that: A. Is easy to maintain, and replace with minimal impact on the integrity of finishes B. Will weather and age well over time.
1.7	Accessibility and inclusivity of the space is considered in the selection of all fixtures.
1.8	Usability and comfort is considered in the selection of all fixtures: for example singular bicycle loops are preferenced over spirals.
1.9	Fixtures support sustainable behaviours, such as including bottle refill stations.
1.10	Furniture selection allows for multiple ways of occupying the spaces, such as standing, sitting upright, sitting back, sitting alone, sitting in groups, etc.

City of KINGSTON

1230 Nepean Highway, Cheltenham VIC 3192
PO Box 1000, Mentone 3194
1300 653 356
TIS 131 450
info@kingston.vic.gov.au
kingston.vic.gov.au

Prepared by
OCULUS ARUP

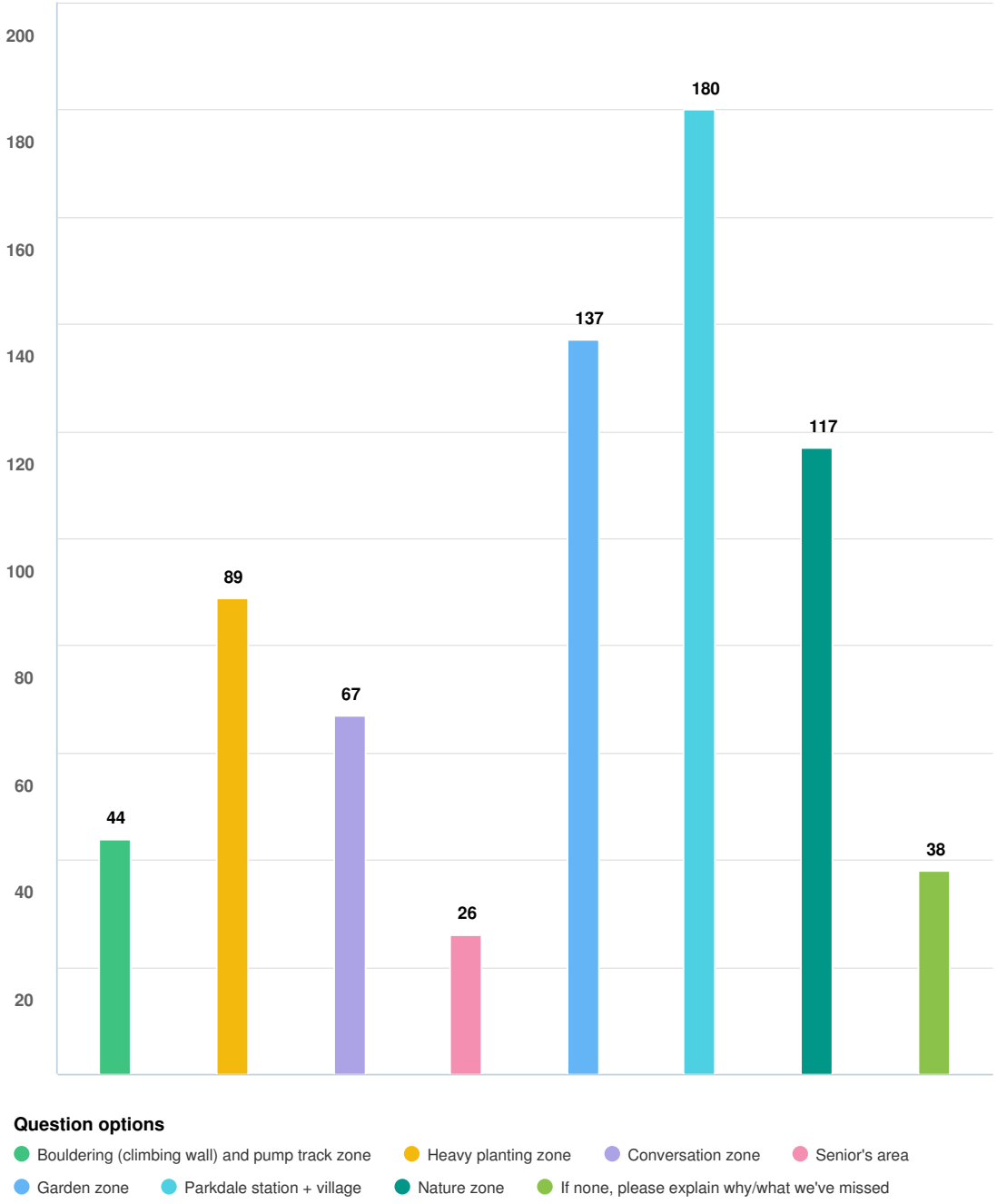
Level Crossing Removal Project: Draft Urban Design Framework

SURVEY RESPONSE REPORT
01 May 2022 - 10 July 2022

PROJECT NAME:
Level Crossing Removal Project: Parkdale to Mentone Urban Design Framework

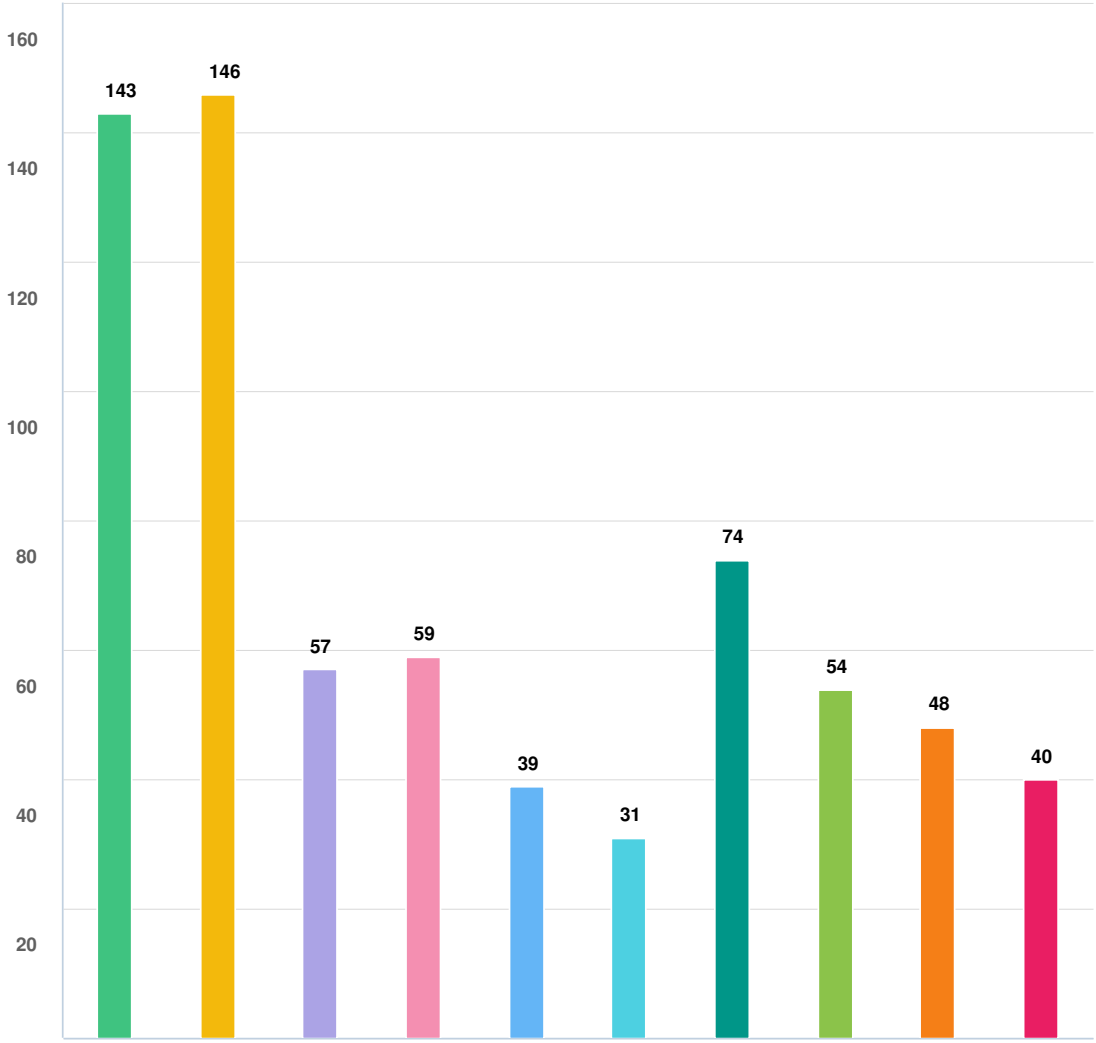
SURVEY QUESTIONS

Q1 **Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**



Mandatory Question (251 response(s))
Question type: Checkbox Question

Q2 **If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**

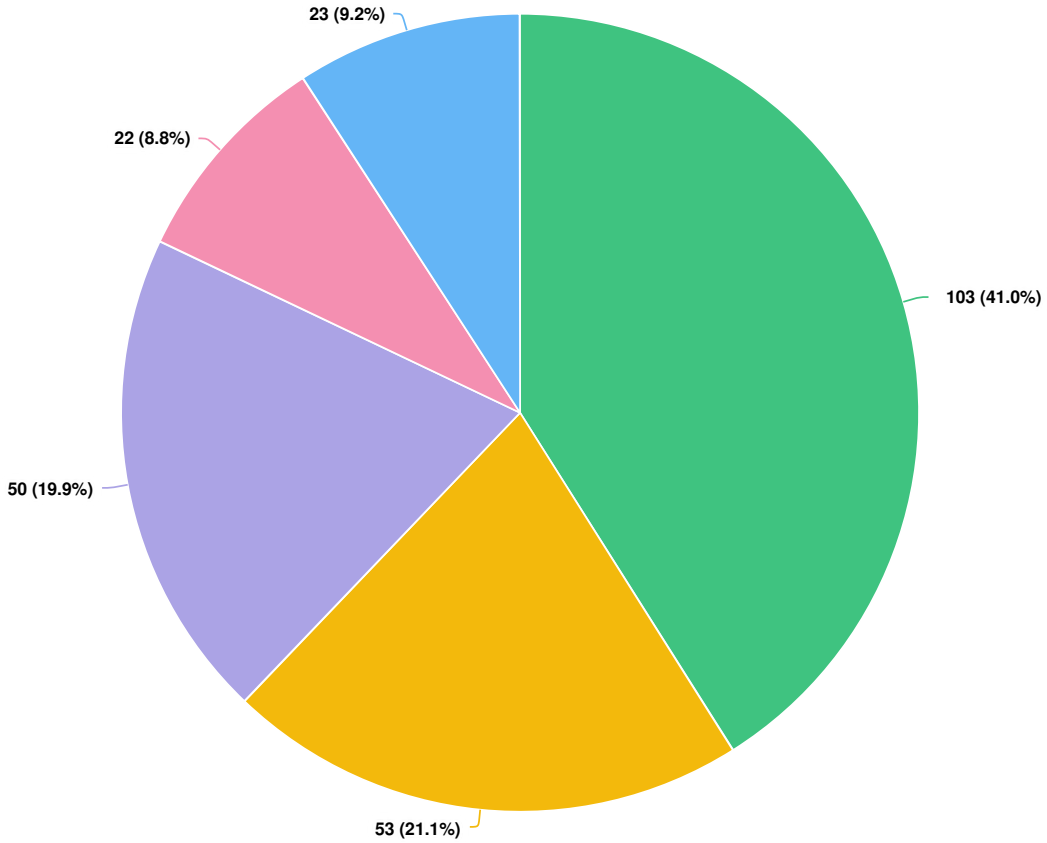


Question options

- A greener and more attractive landscape, retaining trees
- A project that blends well with Parkdale and Mentone's village feel
- Creating new spaces for recreation or socialising
- Making sure we don't lose any carparking
- A station and station entrance that looks good
- Expanding the landscaping ideas beyond the project area into the neighbourhood
- The chance to extend bike paths and active transport connections to Mordialloc
- Protecting our heritage buildings
- Creating a more a pedestrian friendly area
- Upgrades to the footpath and streetscape around the shopping strip

Mandatory Question (251 response(s))
Question type: Checkbox Question

Q3 **Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**

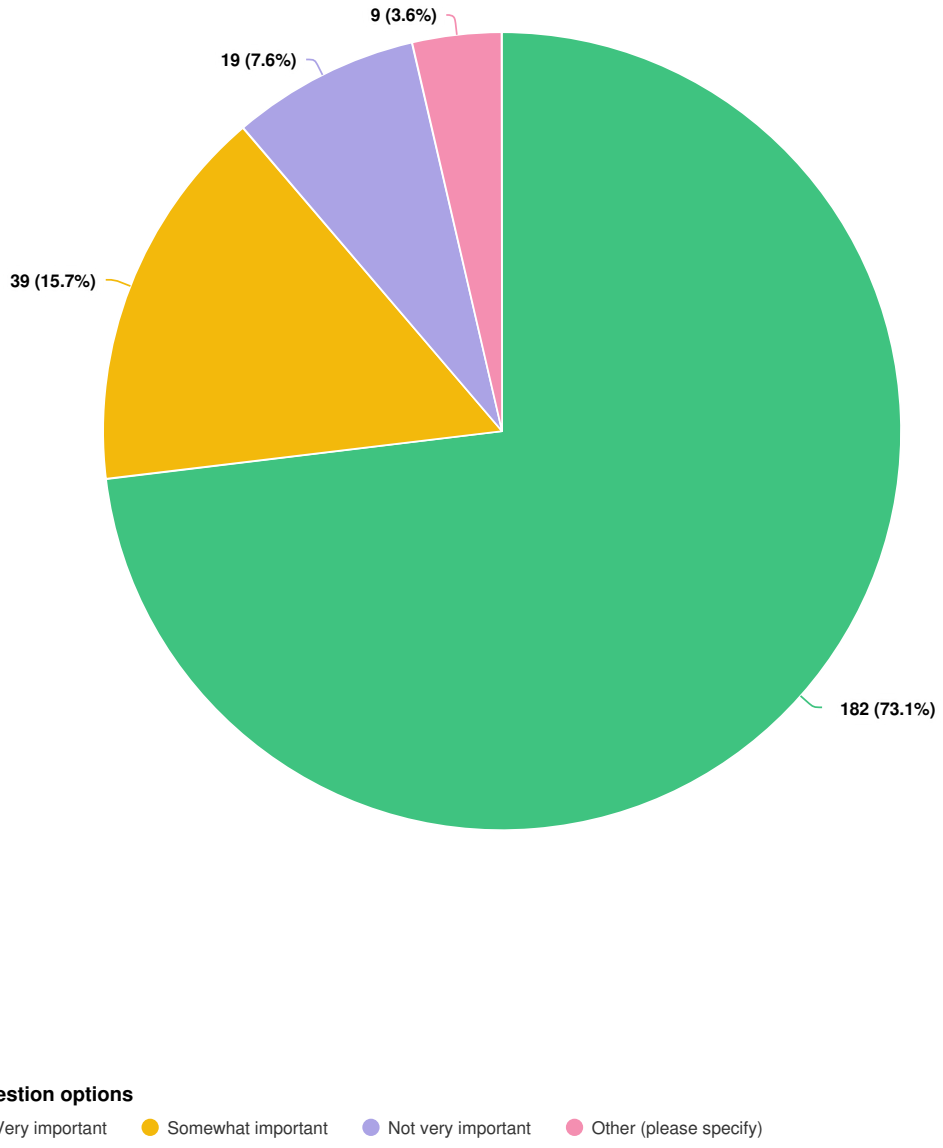


Question options

Definitely agree | Somewhat agree | Neutral | Somewhat disagree | Definitely disagree

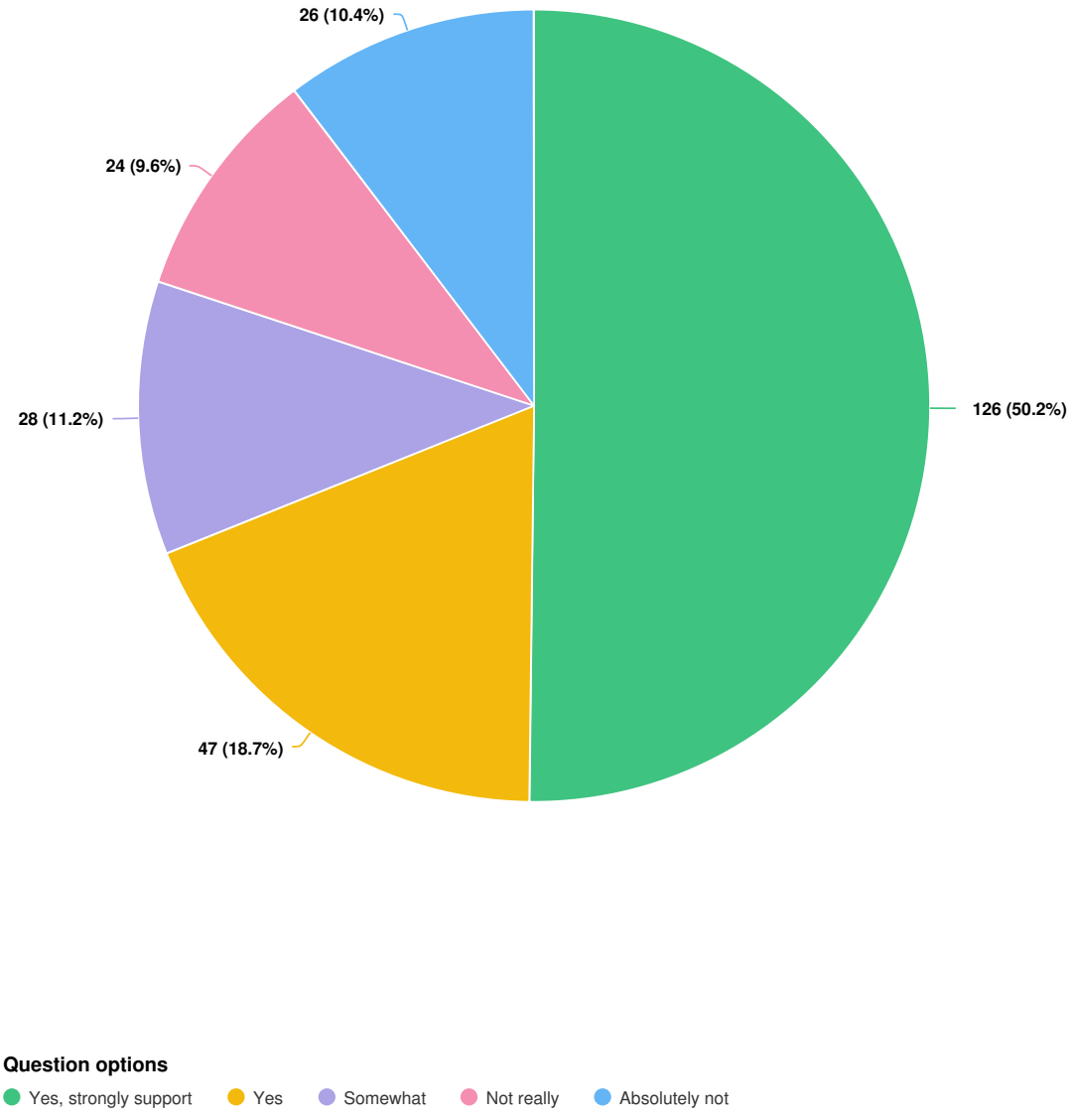
Mandatory Question (251 response(s))
Question type: Radio Button Question

Q5 **The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**



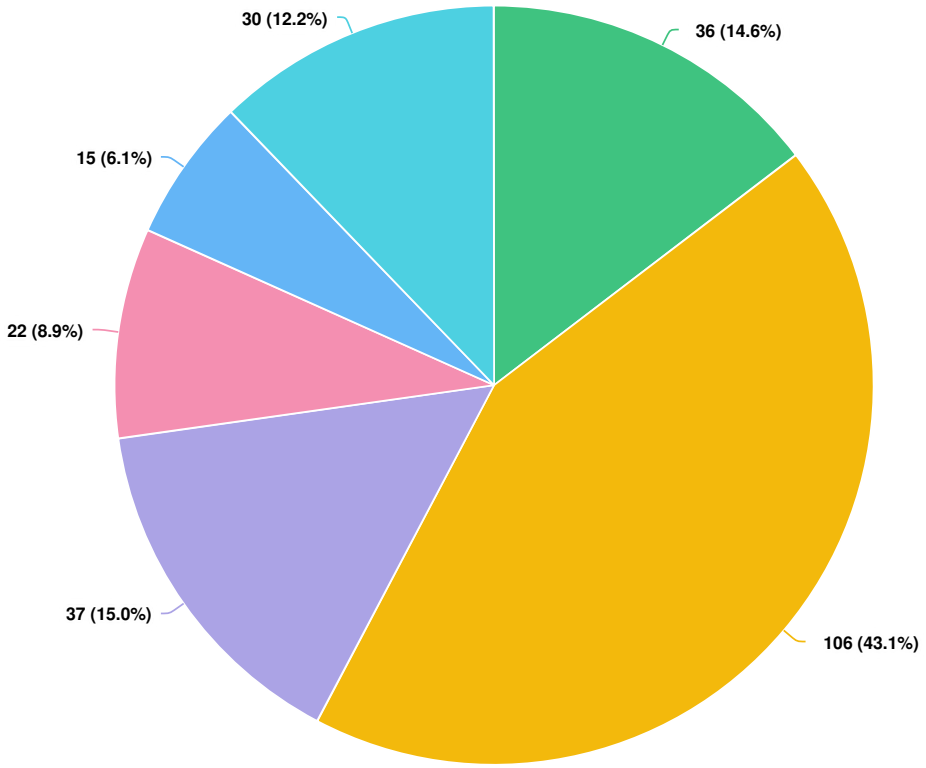
Optional question (249 response(s), 2 skipped)
Question type: Dropdown Question

Q6 **Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need ...**



Mandatory Question (251 response(s))

Q7 **Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**

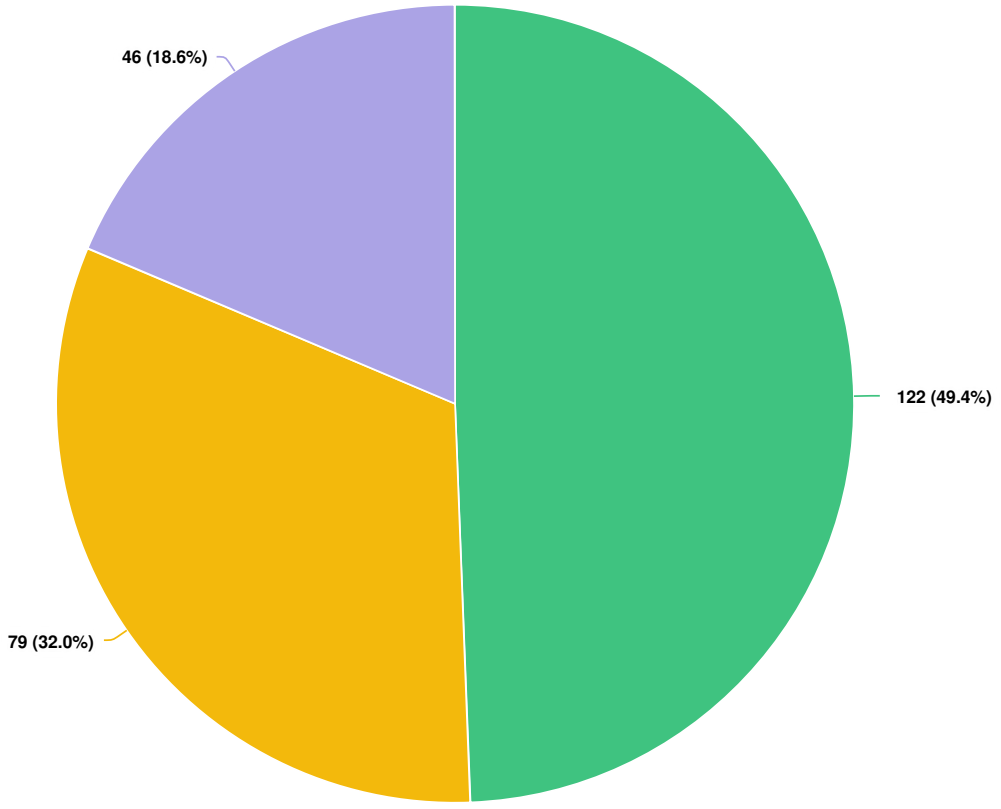


Question options

- I fully support no net loss and don't mind some parking being moved as per the Framework Plan
- Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
- I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
- I think we should sacrifice some open space in the proposed design to increase parking spaces
- I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
- Other (please specify)

Optional question (246 response(s), 5 skipped)
Question type: Radio Button Question

Q8 **Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**

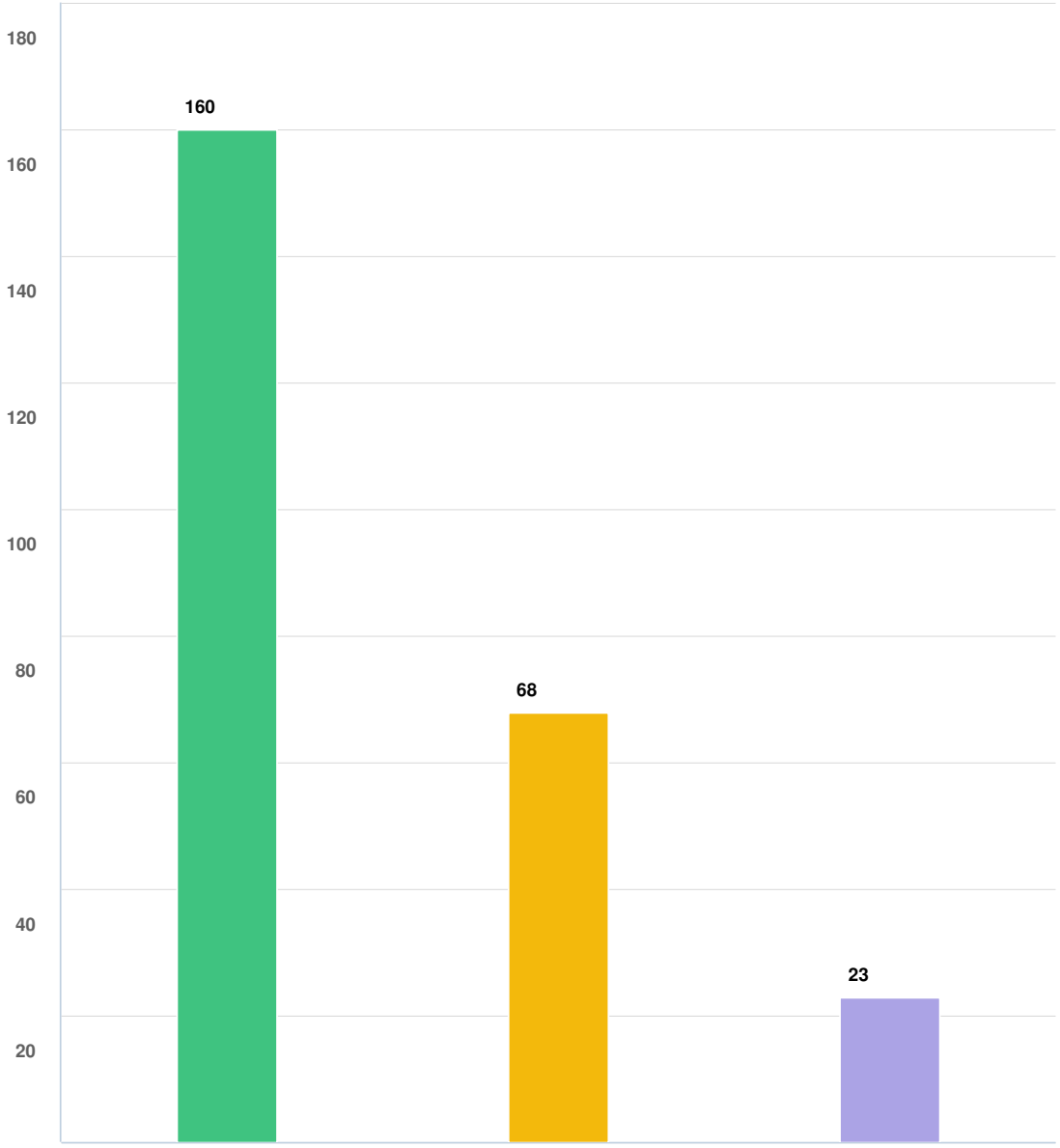


Question options

Yes, definitely Somewhat No, there are too many

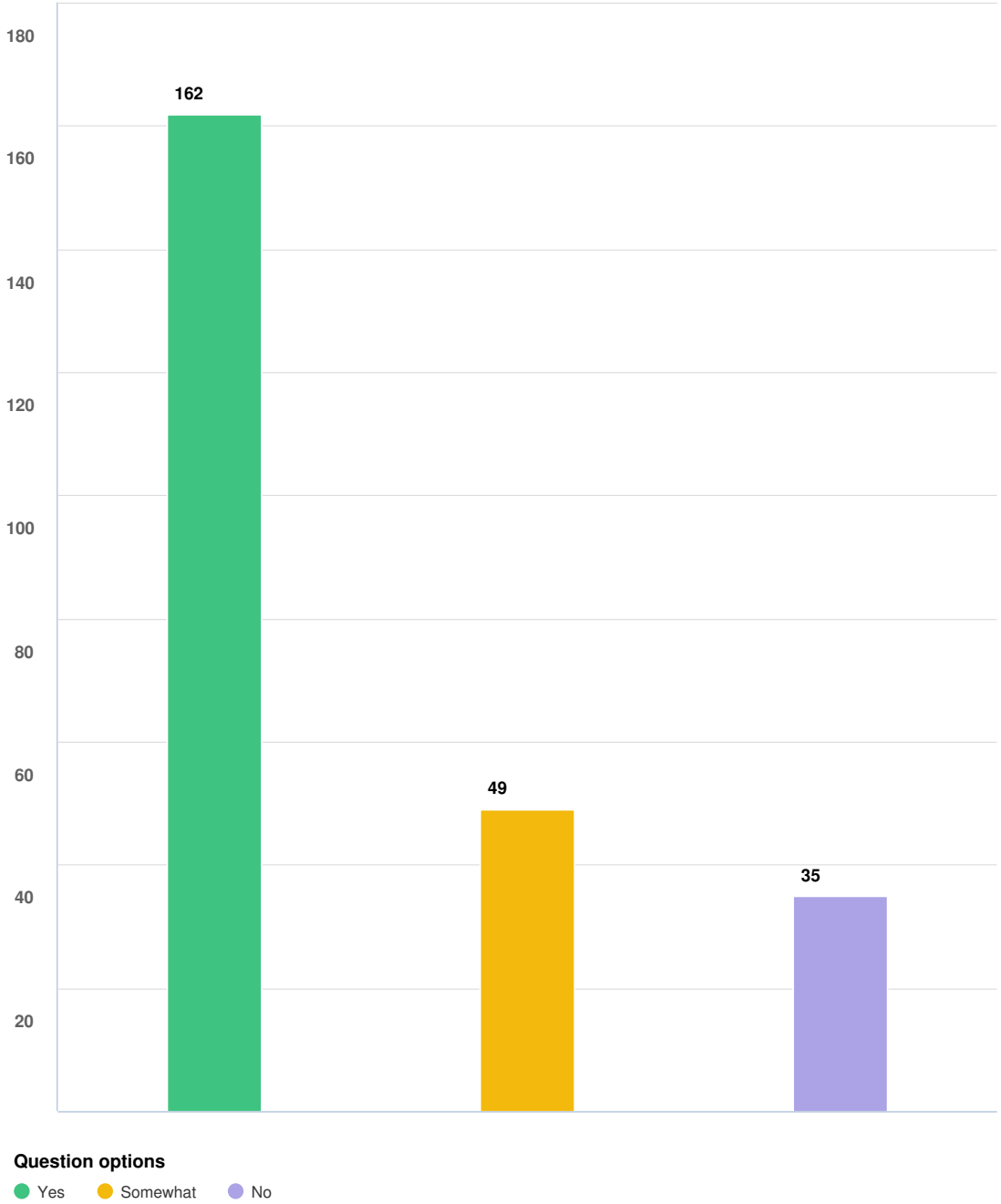
Optional question (247 response(s), 4 skipped)
Question type: Radio Button Question

Q9 **Based on your review of the plan which of the following approaches would you most support:**



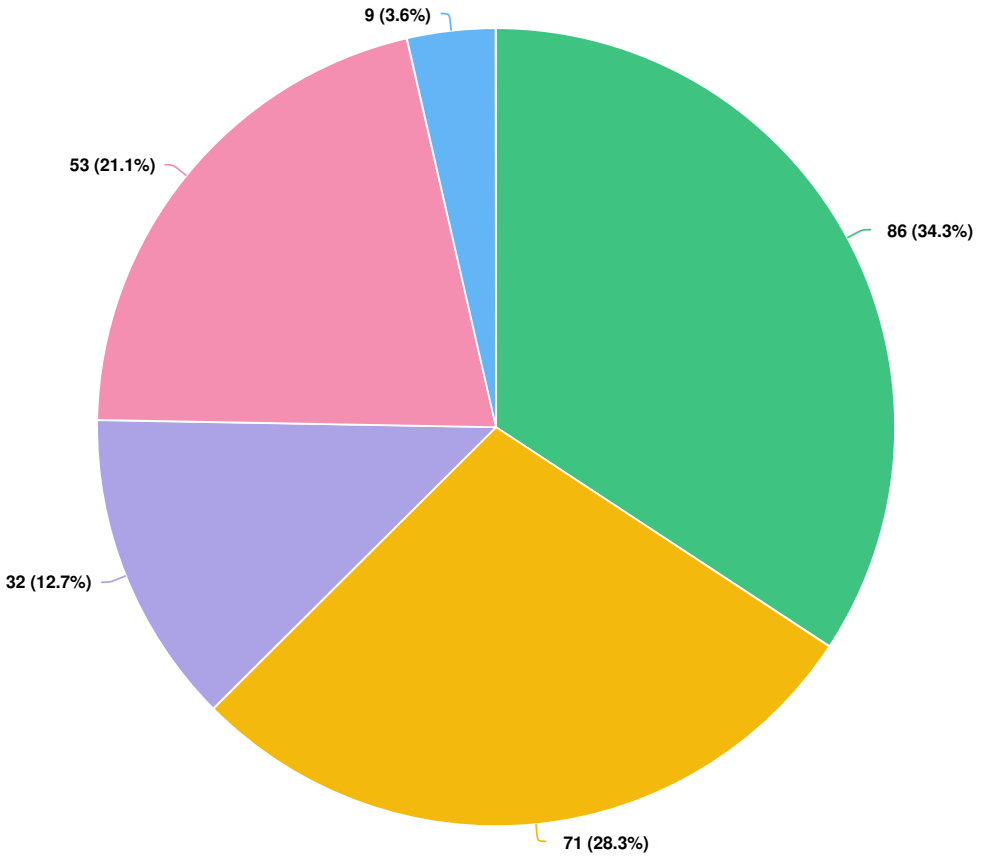
Mandatory Question (251 response(s))
Question type: Checkbox Question

Q10 **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**



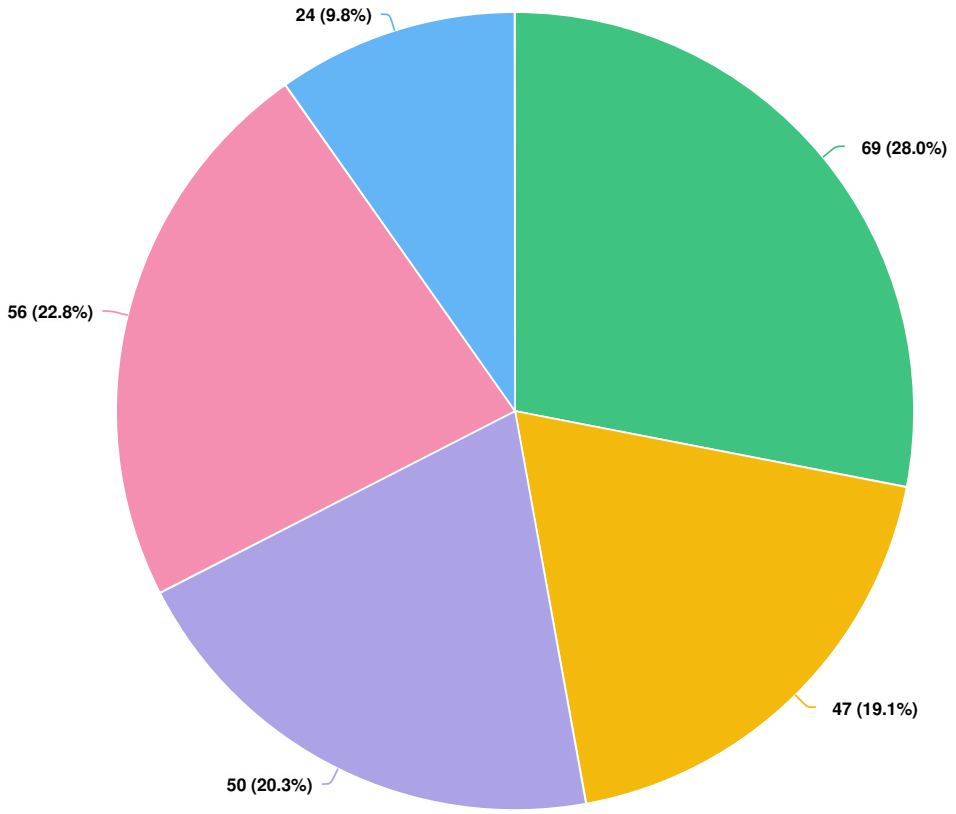
Optional question (246 response(s), 5 skipped)
Question type: Checkbox Question

Q11 **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dinin...**



Mandatory Question (251 response(s))
Question type: Dropdown Question

Q12 **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**



Question options

Strongly support, please consider it
Somewhat supportive
Neutral
Do not support
Strongly do not support

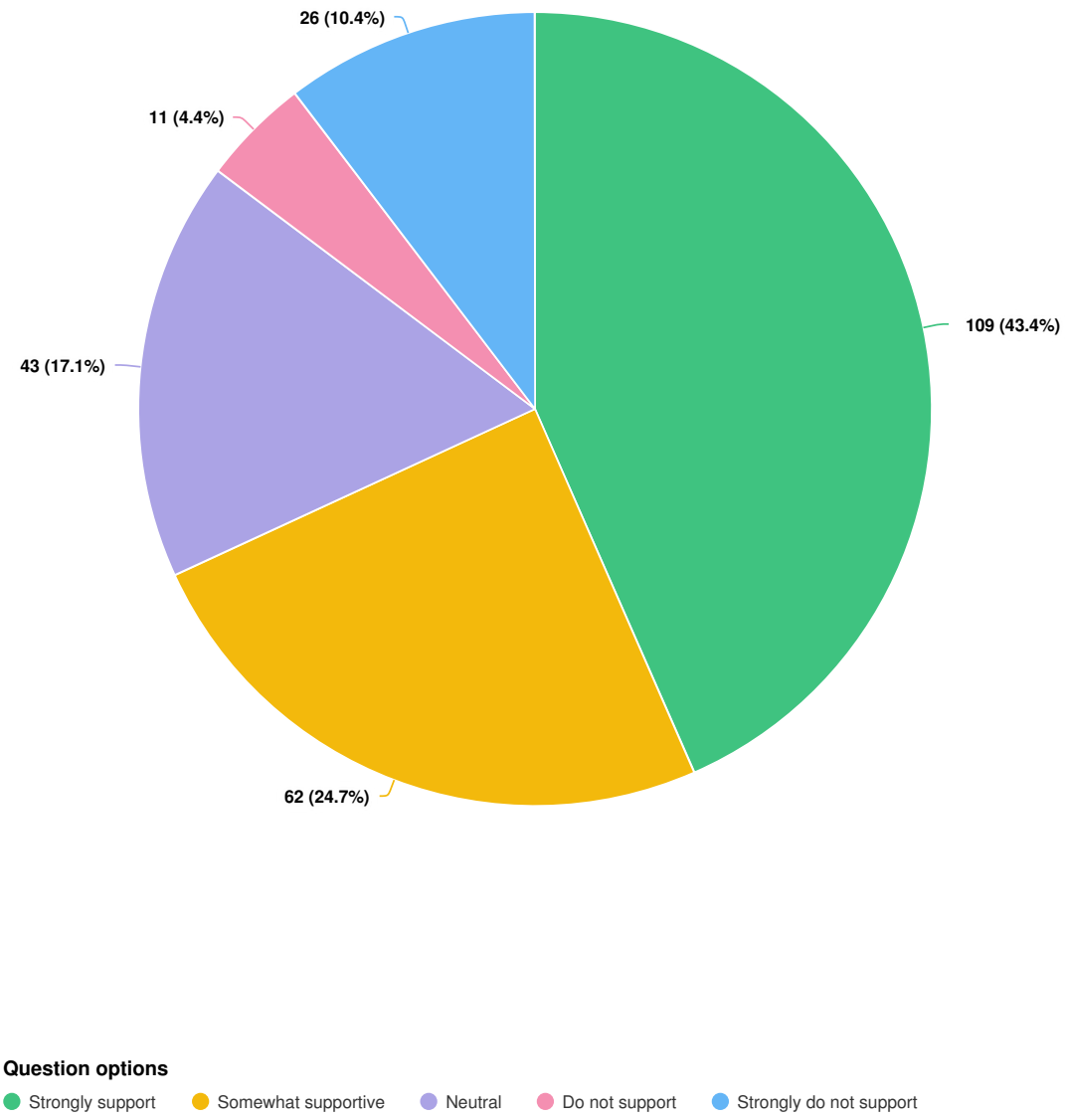
Optional question (246 response(s), 5 skipped)
Question type: Dropdown Question

Q13 Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)

OPTIONS	AVG. RANK
Preserve and enhance Parkdale's village character	2.57
Create the greenest, most sustainable level crossing removal corridor in Australia	3.63
Upgrade the surrounding streetscapes	4.38
Create intersections and pedestrian crossings that are attractive + accessible	4.39
Optimise the station entrance + platform location	5.01
Create new active transport connections to Mentone, Mordialloc + beyond	5.14
Retain + repurpose heritage structures	5.21
Optimise car parking	5.66

Mandatory Question (251 response(s))
Question type: Ranking Question

Q14 **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**



Mandatory Question (251 response(s))
Question type: Radio Button Question

Respondent No: 1
Login: Registered

Responded At: Jun 07, 2022 10:23:05 am
Last Seen: Jun 23, 2022 10:01:05 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** This should be built as a trench - as originally promised by our local representative - that is what you have missed
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Coffee shop, information centre, local heritage and history display,
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Framework seems to indicate keeping existing number of carparking, but then removes carparking outside the shopping area and station area, where you need the parking for shops. It seems to be deceptive in the wording, and against the existing village atmosphere. Raised pedestrian crossings create tripping hazards for older people - as the existing quasi pedestrian crossing near Bethell Ave - you need to have proper pedestrian crossings with NO tripping hazards

Respondent No: 2
Login: Registered

Responded At: Jun 07, 2022 10:56:37 am
Last Seen: Jun 07, 2022 00:45:07 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Who wants to hang out under a train line?
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Kids park that is train themed
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No thanks. Please don't let them use the cheap Skyrail option on Parkdale

Respondent No: 3
Login: Registered

Responded At: Jun 07, 2022 11:00:22 am
Last Seen: Jun 07, 2022 00:52:01 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Retain + repurpose heritage structures 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The physical space in Parkdale does not seem to fit a sky rail! It's far to narrow with only 1 lane in both directions. Please don't elevate

Respondent No: 4
Login: Registered

Responded At: Jun 07, 2022 11:12:31 am
Last Seen: Jun 07, 2022 01:03:49 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Train needs to be in a trench not elevated rail
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Not Sure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Preserve and enhance Parkdale's village character 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Train needs to be in a trench not elevated rail

Respondent No: 5
Login: Registered

Responded At: Jun 07, 2022 11:13:07 am
Last Seen: Jun 07, 2022 01:02:57 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	I would just like it to be honoured & utilised as it's the history of our village.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Optimise car parking 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Preserve and enhance Parkdale's village character 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would still like it to be known that we are staunchly opposed to Sky Rail however we have completed the above in good faith in the event that the Sky Rail cannot be overturned. Our preference remains to go under & not over!!

Respondent No: 6
Login: Registered

Responded At: Jun 07, 2022 11:16:57 am
Last Seen: Jun 07, 2022 01:10:12 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

This survey is very leading and does not allow participants to give their views and opinions transparently.

Respondent No: 7
Login: Registered

Responded At: Jun 07, 2022 11:19:17 am
Last Seen: Jun 07, 2022 01:15:19 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As part of the station.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 8
Login: Registered

Responded At: Jun 07, 2022 11:36:43 am
Last Seen: Jun 07, 2022 01:10:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Community art space and activity centre
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Thank you for your proactive approach

Respondent No: 9
Login: Registered

Responded At: Jun 07, 2022 11:38:02 am
Last Seen: Jun 07, 2022 01:32:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Retain + repurpose heritage structures 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please be aware many members in the Parkdale Community are not opposed to sky rail, don't be mislead by the most vocal members

Respondent No: 10
Login: Registered
Responded At: Jun 07, 2022 11:41:02 am
Last Seen: Jun 07, 2022 01:29:49 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	A meeting place for lunch and set up as a business for the locals to use
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please be accountable and deliver something we can all be proud of and not a concrete urban structure that most sky rails end up looking like. Whilst Carrum is amazing it is also on Nepean Highway and not through a village of shops and residents.

Respondent No: 11
Login: Registered

Responded At: Jun 07, 2022 11:59:38 am
Last Seen: Jun 07, 2022 00:58:56 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	repurposed
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Could close the roads in front of shops on Como Pde West and create a piazza

Respondent No: 12
Login: Registered

Responded At: Jun 07, 2022 12:01:05 pm
Last Seen: Jun 07, 2022 01:50:03 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	These buildings are old shacks, the council would have demolished if they owned. please be sensible. No redeeming features.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The Council has allowed itself to be drawn into a wedge political debate by taking sides with minority interest groups having partisan political party connections seeking to benefit by sowing discord in the community for benefit at elections. The Council seems to be bending over backwards to help them, what a disgrace.

Respondent No: 13
Login: Registered
Responded At: Jun 07, 2022 12:01:11 pm
Last Seen: Jun 07, 2022 01:55:25 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** None, the council and government need to listen to the people. My preference is for a design that incorporates a trench. then we could have an area built above the train line like what we have at Mentone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Build a trench and keep the old station facade exactly like what has been done at Mentone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise car parking 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Don't build an elevated rail, listen to the people, otherwise you will see the response in the ballot box at the next council and state elections

Respondent No: 14
Login: Registered

Responded At: Jun 07, 2022 12:16:01 pm
Last Seen: Jun 07, 2022 02:09:58 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** None as building up will just encourage "people" to congregate and cause trouble. ALso the traffic lights that have been used in the buildings to Carrum are terrible. you can sit at the lights for 10 minutes to get through. This needs to get sorted.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Get rid of it
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise the station entrance + platform location 3. Optimise car parking 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Upgrade the surrounding streetscapes 7. Retain + repurpose heritage structures 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I think it is a disgrace that you have not listened to the people who live in these areas. Nobody wants elevated stations. Why you would not have continued underground from Mentone baffles me. You can't even get traffic lights working in a sensible way. Mentone, Aspendale, Chelsea and all the new ones are not in sinc or you have to wait 10 minutes to cross.

Respondent No: 15
Login: Registered

Responded At: Jun 07, 2022 12:19:12 pm
Last Seen: Jun 07, 2022 02:00:49 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Could be added as a sun shelter in a picnic area, make it a heritage park for kids
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Optimise car parking 4. Preserve and enhance Parkdale's village character 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please don't let them cut down the gum trees along como Pde East. They are so significant to our country, landscape and ancestors. There needs to Be a way to allow them to remain, they are older than this town.

Respondent No: 16
Login: Registered

Responded At: Jun 07, 2022 12:22:18 pm
Last Seen: Jun 07, 2022 01:35:52 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Don't spend unnecesasry $ on it.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Optimise the station entrance + platform location 3. Preserve and enhance Parkdale's village character 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

NA

Respondent No: 17
Login: Registered

Responded At: Jun 07, 2022 12:23:06 pm
Last Seen: Jun 07, 2022 02:16:47 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Totally oppose Skyrail at Parkdale. I will no longer spend time at the village.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Leave the original parkdale train station as is.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	not answered
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Upgrade the surrounding streetscapes 4. Optimise car parking 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 18
Login: Registered

Responded At: Jun 07, 2022 12:37:14 pm
Last Seen: Jun 07, 2022 02:26:30 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	For the purpose of Community activities to increase community engagement
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise car parking 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise the station entrance + platform location 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The Carrum Station looks great - however there was a great deal more space to work with then in Parkdale - 6 lanes in total plus parallel parking. Parkdale has 4 lanes and some parallel . Parkdale shoud not be compared to any other station . Other Villages have their skyrail either above the village shops - not running along side . This will destroy the community for ever . This is the one and only time to go below the road as is the case with Cheltenham, Mentone, Chelsea, Bon Beach etc.

Respondent No: 19
Login: Registered
Responded At: Jun 07, 2022 12:49:30 pm
Last Seen: Jun 07, 2022 02:36:55 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Use of the bricks into the new build. Either in footpath works, facade buildings, artwork, etc. I don't think keeping a building intact will benefit the community.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Parking should be specific to the needs of the character profile for Parkdale, not the wants. Induced demand is real and increasing it will just bring more cars to the town centre. This is contrary to improving the town centre and sustainability goals. Better to petition PTV to have good pt links to the new station and support alternate access along with cars.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely

Q9. **Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Optimise the station entrance + platform location 5. Optimise car parking 6. Preserve and enhance Parkdale's village character 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

While raised safety crossings are good, a shared street 10km/hr space for como west that's level would be much better for the town centre creation for Parkdale. This would retain truck and bus access when needed, but would enable a space for pedestrians and people to link well with como east (neglected because of the current train station access arrangements) and possibility of weekend markets to build greater community connections.

Respondent No: 20
Login: Registered

Responded At: Jun 07, 2022 13:02:02 pm
Last Seen: Jun 07, 2022 02:56:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Museum about Parkdale
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise the station entrance + platform location 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise car parking 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Retain + repurpose heritage structures 7. Preserve and enhance Parkdale's village character 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

include sport opportunitys for kids. Basketball, Skate Park

Respondent No: 21
Login: Registered

Responded At: Jun 07, 2022 13:32:44 pm
Last Seen: Jun 07, 2022 00:05:16 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Unsure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Preserve and enhance Parkdale's village character 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 22
Login: Registered

Responded At: Jun 07, 2022 13:35:15 pm
Last Seen: Jun 07, 2022 03:30:02 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Wine bar
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Just do whatever you need to do to stop this

Respondent No: 23
Login: Registered

Responded At: Jun 07, 2022 13:39:03 pm
Last Seen: Jun 07, 2022 02:46:45 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	I would like to see the Station stay as is. Similar concept to Mentone station. Rail under Road.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise car parking 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am not happy about the station being moved down towards Mentone. It will make it harder for Commuters to access directly the Business's prior or after arriving in Parkdale. I believe this will impact sales on the many Business's along the Parkdale group of shops.

Respondent No: 24
Login: Registered

Responded At: Jun 07, 2022 13:41:18 pm
Last Seen: Jun 07, 2022 03:26:08 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	As fire wood.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Do not over complicate by including the immediate residential area in unneeded upheaval.

Respondent No: 25
Login: Registered

Responded At: Jun 07, 2022 13:46:28 pm
Last Seen: Jun 07, 2022 03:41:38 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Community buildings or maybe a cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Optimise the station entrance + platform location 7. Preserve and enhance Parkdale's village character 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No further comments

Respondent No: 26
Login: Registered
Responded At: Jun 07, 2022 13:49:23 pm
Last Seen: Jun 07, 2022 03:28:50 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	yes
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Per the Victorian government's office of chief architect "quote" An elevated road or rail structure will have a significant presence & impact on a place and is typically NOT a preferred solution. They often provide a cheaper solution but a poorer outcome & therefore a false-economy. Lowering a section of rail corridor under an at-grade road is the most supported solution in most circumstances. So, lowering section of rail will make or no impact on the parking availability - which is under utilised given the available parking toward Warrigal rd from Parkdale Stn which is largely under utilised.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat

Q9. **Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Retain + repurpose heritage structures 6. Optimise the station entrance + platform location 7. Preserve and enhance Parkdale's village character 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Per the Victorian government's office of chief architect "quote" Victorian Design review Panel - Level Crossing removals: Lessons Learned. Originally loaded to the Victorian Government website, then mysteriously removed approximately 3 days later. An elevated road or rail structure will have a significant presence & impact on a place and is typically NOT a preferred solution. They often provide a cheaper solution but a poorer outcome & therefore a false-economy. Lowering a section of rail corridor under an at-grade road is the most supported solution in most circumstances. This solution can be designed to have the least impact on the urban environment, is a more discreet intervention, offers improved social & economic outcomes and enables opportunities for development over the rail corridor in the future. Therefore, in this situation, an elevated rail is therefore "a second rate option". It lacks any "real" community engagement and is more indicative of an autocratic government which had likely ignorantly consigned themselves to build a quantity of Skyrail projects - without the appropriate consideration, engagement and approval of the community to enable there contract to be executed with the builders. Kingston council should request/demand the Andrews Govt release ALL contractual obligations in relation to Skyrails as this appears to be either Government ignorance or incompetence or both.

Respondent No: 27
Login: Registered

Responded At: Jun 07, 2022 14:00:23 pm
Last Seen: Jun 10, 2022 11:15:36 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	They aren't worth saving, the ones in Mentone still sit unused and boarded up, becoming a real eye sore.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Optimise the station entrance + platform location 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Preserve and enhance Parkdale's village character 6. Upgrade the surrounding streetscapes 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The location of the Pump track seems very poorly through out, two major roads on the sides, and the support beams in the middle. The area needs more pump tracks, but this location would be far too dangerous, especially as children would be more likely to go around at higher speeds.

Respondent No: 28
Login: Registered

Responded At: Jun 07, 2022 14:07:12 pm
Last Seen: Jun 07, 2022 03:39:47 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	if they can be activated with retail that would be ideal. Otherwise they are essentially museum pieces. given the nearby retail strip adding to this would be appropriate.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** I support the loss of some car parking to allow for the enhancement of the open space areas and other pedestrian and cycling infrastructure. Additional car parking is a poor use of public space and has little benefit to the wider community.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Upgrade the surrounding streetscapes 4. Preserve and enhance Parkdale's village character 5. Retain + repurpose heritage structures 6. Optimise the station entrance + platform location 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Heritage buildings are expensive to maintain and bring up to modern standards as well as expensive to retrofit for commercial uses. A good example is the heritage station building at Coburg, which has been beautifully preserved but is still empty months after the completion of the new station and is an empty shell, which Moreland council will potentially have to pay to upgrade to find a tenant for the space. If these buildings are not activated then they become static museum pieces that will be subject to vandalism. While a community use is a great idea, often community uses have limited operating hours which means the buildings aren't activated most of the time. The state government should commit sufficient budget to the project to ensure that the buildings (if preserved) can be appropriately retrofitted for a commercial/retail use as this would be a huge cost to council if council is required to undertake these works afterwards. Ideally a tenant should be found so that the heritage buildings are activated from day one of the opening of the new stations, which will increase activity and passive surveillance within the precinct. Increasing car parking should not be seen as main goal for this project as car parking spaces are a highly inefficient use of public space which could be used as public open space or for enhanced active pedestrian and cycling connections. Improving the connectivity of this precinct will be a great result of elevating the rail and adding or prioritising car parking in the precinct would be a wasted opportunity. Cars that use the car park, arrive in the morning and then sit there all day until the evening. Open space would have multiple users across the day and greatly benefit the wider community.

Respondent No: 29
Login: Registered

Responded At: Jun 07, 2022 14:08:12 pm
Last Seen: Jun 07, 2022 04:03:29 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone **If none, please explain why/what we've missed** Water splash park for the kids
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Preserve and enhance Parkdale's village character 4. Upgrade the surrounding streetscapes 5. Retain + repurpose heritage structures 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 30
Login: Registered

Responded At: Jun 07, 2022 14:12:13 pm
Last Seen: Jun 07, 2022 03:57:05 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Use for existing similar retail businesses utlising the heritage architecture
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am in favour in principle for the SkyRail solution. The Councils efforts to be involved for community consultation is commendable

Respondent No: 31
Login: Registered

Responded At: Jun 07, 2022 15:08:39 pm
Last Seen: Jun 07, 2022 05:00:46 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Small museum about the area.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise car parking 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 32
Login: Registered

Responded At: Jun 07, 2022 15:11:12 pm
Last Seen: Jun 07, 2022 04:50:53 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** The community wants TRENCH!!! All these areas can be safely accommodated with trench
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	The community will only accept TRENCH
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** TRENCH is the only option acceptable
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Optimise the station entrance + platform location 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Retain + repurpose heritage structures 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Upgrade the surrounding streetscapes 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

This Council must support the community they represent. It is clear the majority want "TRENCH" for Parkdale. Council must STRONGLY oppose Skyrail to Jacinta Allan / Dan Andrews / Tim Richardson. Proposing alternative views to this Government signifies defeat. It is not acceptable for any alternative but for council to REJECT Skyrail. You must be strong!!!!!!!!! Also this survey is skewed to support Skyrail option. There is no alternative but to answer questions that are relevant to Skyrail only. A second survey is required with one question. "Do you want Trench or Skyrail for Mentone and Parkdale crossings"? My answers to Q13 are irrelevant as they are what the council want not the community.

Respondent No: 33
Login: Registered

Responded At: Jun 07, 2022 15:17:35 pm
Last Seen: Jun 07, 2022 05:12:18 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Kids Playground
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Cafe.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Preserve and enhance Parkdale's village character 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 34
Login: Registered

Responded At: Jun 07, 2022 15:23:52 pm
Last Seen: Jun 07, 2022 05:14:21 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Retail, food, dining
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Remove the amount of shadows and shade and provide more sunlight.

Respondent No: 35 **Responded At:** Jun 07, 2022 15:59:49 pm
Login: Registered **Last Seen:** Jun 07, 2022 05:55:04 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As part of the station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Optimise car parking 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Preserve and enhance Parkdale's village character 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

There needs to be a dedicated playground for young children. And also hopefully it doesn't look like Carrum, barely any trees have been planted or developed.

Respondent No: 36
Login: Registered

Responded At: Jun 07, 2022 16:13:55 pm
Last Seen: Jun 07, 2022 06:09:35 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Senior's area Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community hub
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Optimise the station entrance + platform location 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No thanks

Respondent No: 37
Login: Registered

Responded At: Jun 07, 2022 16:14:44 pm
Last Seen: Jun 07, 2022 06:06:12 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Added into the new station design
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Retain + repurpose heritage structures 4. Preserve and enhance Parkdale's village character 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Nearby Bradshaw Bushland Reserve should not be compromised by any LXRA works and future landscape plantings should complement this reserve in regards to plant selections

Respondent No: 38
Login: Registered

Responded At: Jun 07, 2022 16:20:20 pm
Last Seen: Jun 26, 2022 23:03:30 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone **If none, please explain why/what we've missed** I do not like the skyrail and do not support this structure, Carrum station upgrade is not suitable for Parkdale and neither is Mentone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	to be used as a rail building not an add on like Mentone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Retain + repurpose heritage structures 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Preserve and enhance Parkdale's village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

NO F!!!!!!KING SKYRAIL!!!

Respondent No: 39
Login: Registered

Responded At: Jun 07, 2022 16:21:21 pm
Last Seen: Jun 07, 2022 06:13:01 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Senior's area Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As a shelter or display area for local history
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise car parking 6. Upgrade the surrounding streetscapes 7. Preserve and enhance Parkdale's village character 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Only that there seems to be a lot of angry people shouting about how the sky rail shouldn't go ahead but when others disagree or support sky rail, they are attacked. I think Carrie looks great and something similar in Parkdale would be fantastic.

Respondent No: 40
Login: Registered

Responded At: Jun 07, 2022 16:35:29 pm
Last Seen: Jun 07, 2022 06:19:26 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village **If none, please explain why/what we've missed** you have missed the point that Parkdale does not want Skyrail which has been forced on us and this is disappointing to see Kingston supporting Skyrail
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	remain as is without any changes and do not move. we do not need a fancy station where we spend so little time waiting for a train. use the money to fix the health system much more important
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** a trench solution will be better no ugly concrete ghetto seems a greener solution to me
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** don't mess with Parkdale. We have a nice garden already and enough Parking which was not so long ago revamped
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	not answered
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Upgrade the surrounding streetscapes 4. Optimise car parking 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

you keep saying if elevated rail solution goes ahead when you are supporting it! so disappointed with Kingston Council for not standing up for us

Respondent No: 41
Login: Registered

Responded At: Jun 07, 2022 16:38:59 pm
Last Seen: Jun 07, 2022 06:27:47 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Coffee shop/cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Retain + repurpose heritage structures 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Preserve and enhance Parkdale's village character 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I can only hope that Council's objections to an elevated trainline are more successful than it's objections to the current trainyard site selection

Respondent No: 42
Login: Registered
Responded At: Jun 07, 2022 16:45:57 pm
Last Seen: Jun 12, 2022 08:22:14 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Skyrail is not what the rate payers want. You need to listen to the community you are representing
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As it currently is, as the station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Leave Parkdale as a village
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Skyrail is not needed! A change of state government will stop it and Kingston council will be further in dept

Respondent No: 43
Login: Registered

Responded At: Jun 07, 2022 16:56:34 pm
Last Seen: Jun 07, 2022 06:46:08 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Leave it where it is and leave Parkdale alone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise car parking 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The station should not be moved closer to housing and away from the main strip shops. What an imposition on residents private homes and lives. It must stay away from Alameda st/ Stewart Avenue. Fight for the people of Pardale who want to be left in peace. Parkdale level crossing is NOT dangerous & congested and we expect the council to call out the Labor party for scare mongering and destroying our small happy village.

Respondent No: 44
Login: Registered
Responded At: Jun 07, 2022 17:26:15 pm
Last Seen: Jun 07, 2022 07:06:41 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Retail (coffee/cafe) space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise the station entrance + platform location 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I congratulate council's proactive and pragmatic approach to the govt proposal. Blind opposition to above ground option is ridiculous

Respondent No: 45
Login: Registered

Responded At: Jun 07, 2022 17:51:23 pm
Last Seen: Jun 07, 2022 07:46:55 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	same
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 46
Login: Registered
Responded At: Jun 07, 2022 17:59:12 pm
Last Seen: Jun 07, 2022 07:53:08 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Mens shed
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise the station entrance + platform location 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Optimise car parking 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Preserve and enhance Parkdale's village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 47
Login: Registered

Responded At: Jun 07, 2022 18:12:18 pm
Last Seen: Jun 07, 2022 07:56:48 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	as the railway station that it was built for
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Optimise car parking 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Upgrade the surrounding streetscapes 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

yes you need to listen to the locals that dont want Skyrail towering over the shops, why cant you put the rail line into a ditch? like you have done in other places and also the station needs to be opposite the shops, not the houses. Re the Carrum station it is not that good as the road intersection is a nightmare to drive thru now. And the station is very cold and windy with not enough shelter now that it is up so high. So please listen to the locals.

Respondent No: 48
Login: Registered

Responded At: Jun 07, 2022 18:23:38 pm
Last Seen: Jun 07, 2022 08:17:13 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community Cafe (eg run by Streat or similar) to provide active surveillance of areas around station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Optimise the station entrance + platform location 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Preserve and enhance Parkdale's village character 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Ensure recycled and energy saving products used in design. Don't repeat design failures at Mentone eg facades that capture rainwater and create waterfalls and drip lines where people are standing on platforms.

Respondent No: 49
Login: Registered
Responded At: Jun 07, 2022 18:29:29 pm
Last Seen: Jun 07, 2022 08:21:29 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** No sky rail
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Leave it alone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** Sky rail will be ugly ! You can't disguise it with plants
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Leave it how it is
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Preserve and enhance Parkdale's village character 5. Upgrade the surrounding streetscapes 6. Optimise the station entrance + platform location 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

There's nothing to say except we don't want sky rail however "nice" they think they can pretend it's going to be ! It will be ugly and will destroy the village feel of Parkdale

Respondent No: 50
Login: Registered
Responded At: Jun 07, 2022 18:31:18 pm
Last Seen: Jun 07, 2022 08:22:06 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	That depends is it just going to be dumped somewhere out of the way or incorporated into the local vicinity. Ideally be left where it is and no skyrail.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Save Parkdale we do not want an elevated line and the council should be supporting the local community in their wish for the below ground rail solution.

Respondent No: 51
Login: Registered

Responded At: Jun 07, 2022 18:33:49 pm
Last Seen: Jun 07, 2022 08:29:09 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Unsure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Preserve and enhance Parkdale's village character 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Basketball rings, netball rings and table tennis tables please!

Respondent No: 52
Login: Registered

Responded At: Jun 07, 2022 18:49:14 pm
Last Seen: Jun 07, 2022 08:40:56 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Community art space or coffee shops that support disabled workers
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Optimise car parking 6. Optimise the station entrance + platform location 7. Preserve and enhance Parkdale's village character 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please keep accessible options with consideration of making them a short distance to get to. So many stations that do have lifts have them so far away. Mobility is hard enough! Also, would love some kids toilets (smaller toilets) for parents room.

Respondent No: 53
Login: Registered

Responded At: Jun 07, 2022 19:08:42 pm
Last Seen: May 31, 2022 00:27:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	On a trench cover, like Mentone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Retain + repurpose heritage structures 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Na

Respondent No: 54
Login: Registered

Responded At: Jun 07, 2022 19:16:57 pm
Last Seen: Jun 07, 2022 09:09:24 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Unsure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Optimise car parking 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 55
Login: Registered

Responded At: Jun 07, 2022 19:52:23 pm
Last Seen: Jun 07, 2022 09:40:18 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Basketball court
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Not a priority for me.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

A basketball court like in Carnegie would be awesome!

Respondent No: 56
Login: Registered

Responded At: Jun 07, 2022 20:04:33 pm
Last Seen: Jun 07, 2022 09:58:18 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Train museum or local information hub
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please make sure they do not build a massive sky rail through our tiny Parkdale village!

Respondent No: 57
Login: Registered

Responded At: Jun 07, 2022 20:07:54 pm
Last Seen: Jun 08, 2022 00:42:49 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Relocate to a park, as a sun shelter or cafeteria
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Optimise car parking 7. Upgrade the surrounding streetscapes 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Connect alameda and Bethell avenue, that would be a good crossing point. Make sure streets like fifth street have local traffic only signs so they residential streets don't attract too much highway traffic toward the station - that is unsafe and unfair. Moving the station to a more central point as proposed is a great idea. Como parade west shops should be expanded and upgraded. Don't turn that empty plot on Como parade west into a parking lot.

Respondent No: 58
Login: Registered

Responded At: Jun 07, 2022 20:18:11 pm
Last Seen: Jun 07, 2022 10:10:42 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Don't want sky rail
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Don't mind
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Upgrade the surrounding streetscapes 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I believe that a raised railway will ruin the village that is Parkdale. We need to do more and challenge the local government on this.

Respondent No: 59
Login: Registered

Responded At: Jun 07, 2022 20:36:07 pm
Last Seen: Jun 07, 2022 09:55:13 am

Q1. **Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone **If none, please explain why/what we've missed** 1. Skate park! there is not a good skate park in the local area Nobel Park, GSAC, Bicentennial Park or GOOD examples accessible & enjoyable by multi abilities.. Southland, Mordialloc are rubbish 2. Indigenous cultural integrations
Q2. **If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3. **Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4. **How would you like to see the heritage building used?**	Don’t waste funding to preserve it - Take Mentone as an eg, area around the heritage site is now useless & disappointing. A more meaningful statement would be preserving/integrating local indigenous heritage
Q5. **The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6. **Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7. **Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8. **Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9. **Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Upgrade the surrounding streetscapes 3. Optimise car parking 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Preserve and enhance Parkdale's village character 6. Optimise the station entrance + platform location 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Just Don't fuck it up, we will be living with the end result for a long time

Respondent No: 60
Login: Registered

Responded At: Jun 07, 2022 20:36:58 pm
Last Seen: Jun 07, 2022 09:54:21 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Depends on location, used by community groups and public for hire use such as meeting rooms.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Upgrade the surrounding streetscapes 3. Preserve and enhance Parkdale's village character 4. Retain + repurpose heritage structures 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 61
Login: Registered

Responded At: Jun 07, 2022 20:37:36 pm
Last Seen: Jun 07, 2022 10:21:58 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone **If none, please explain why/what we've missed** The sky rail shouldn't be going ahead.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	It should be maintained. There is no issue with it where it is.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** We have plenty of parking as is. For those catching this train from a small village - they can walk just like I do with my three children.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Sky rail is completely unnecessary. A gross misuse of tax payers money. Following a revolting waste of money from the upgraded area that will be torn down within 2 years of being upgraded. Disappointed resident.

Respondent No: 62
Login: Registered

Responded At: Jun 07, 2022 20:56:34 pm
Last Seen: Jun 30, 2022 01:18:40 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	i don't mind if it's demolished to create a more pedestrian friendly environment, if it's in the way it should go.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Parking is NOT important, I STRONGLY support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Optimise the station entrance + platform location 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Preserve and enhance Parkdale's village character 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

i support elevated rail, i think it's a great outcome to remove a major restriction down the centre of a neighbourhood. a rail trench is no better than at grade railways for pedestrian connectivity. Elevated railways have been shown to create great open, welcoming, and community focused outcomes. it's sad to see that council does not recognise the great outcomes of other rail over road projects.

Respondent No: 63 **Responded At:** Jun 07, 2022 21:05:33 pm
Login: Registered **Last Seen:** Jun 07, 2022 10:59:42 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Leave it alone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Upgrade the surrounding streetscapes 6. Optimise car parking 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please don't raise the rail line in Parkdale it will kill this lovely community feel

Respondent No: 64
Login: Registered

Responded At: Jun 07, 2022 21:23:58 pm
Last Seen: Jun 07, 2022 11:11:58 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Preserve and enhance Parkdale's village character 4. Retain + repurpose heritage structures 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 65
Login: Registered
Responded At: Jun 07, 2022 21:36:37 pm
Last Seen: Jun 07, 2022 11:27:34 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Not fussed
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise the station entrance + platform location 4. Optimise car parking 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Yes…….where is the framework with it going under ground, where is the survey asking if we want a skyrail, this is a bias survey

Respondent No: 66
Login: Registered

Responded At: Jun 07, 2022 21:50:20 pm
Last Seen: Jun 07, 2022 11:45:04 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Ancillary food usage (take away coffee, newsagent etc), alternately a community initiative - i.e. Parkdale Pantry or other in need service
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Preserve and enhance Parkdale's village character 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Detailed comments and submission to follow under separate cover

Respondent No: 67
Login: Registered

Responded At: Jun 07, 2022 23:03:37 pm
Last Seen: Jun 07, 2022 12:55:22 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Keep where they are
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Retain + repurpose heritage structures 5. Optimise car parking 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Stop the overhead rail and replace with below street level rail lines

Respondent No: 68
Login: Registered

Responded At: Jun 07, 2022 23:14:36 pm
Last Seen: Jun 07, 2022 13:09:19 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	I honestly don't think it's worth saving. It's been fiddled with too much.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

It looks good.

Respondent No: 69
Login: Registered

Responded At: Jun 07, 2022 23:39:26 pm
Last Seen: Jun 07, 2022 13:29:39 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** No Skyrail
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	No Skyrail
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** No Skyrail
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** No Skyrail
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Optimise car parking 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No Skyrail.

Respondent No: 70
Login: Registered

Responded At: Jun 08, 2022 00:26:26 am
Last Seen: Jun 07, 2022 14:17:16 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	I would turn it into a shop or cafe of some type.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

PLEASE do not support the State Government going ahead with this without considering other options. There are other options and more than one of them. Skyrail will completely destroy Parkdale Village.

Respondent No: 71
Login: Registered

Responded At: Jun 08, 2022 01:14:15 am
Last Seen: Jun 07, 2022 01:30:39 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Unsure .... but opening up for small business use (e.g. coffee shop) would be a great use of the building, rather than it just being retained as an unused building as it is now.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

What I want is for Council to not give in, and to continue to prosecute for the outcome the Parkdale Community wants which IS NOT an elevated rail solution. All I see is council giving in, and providing yet another example of a body failing to perform its key function - to represent the wishes of community.

Respondent No: 72
Login: Registered

Responded At: Jun 08, 2022 06:32:23 am
Last Seen: Jun 07, 2022 20:24:49 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Underground rail for Warrigal road only
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	as an active railway station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Leave the station as it is and there is ample parking already
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Optimise car parking 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Upgrade the surrounding streetscapes 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

All that is needed is rail under warrigal road only with NO more traffic lights so it doesn't end up like Mentone's traffic jam.

Respondent No: 73
Login: Registered

Responded At: Jun 08, 2022 08:14:27 am
Last Seen: Jun 07, 2022 22:08:19 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	No opinion
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Preserve and enhance Parkdale's village character 5. Retain + repurpose heritage structures 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I think it's terrific and a great contribution to making the project as good as possible. But it really did need a proper proofreading and a glossary or list of abbreviations. I finally worked out what 'SUP' meant, but it took a lot of digging around.

Respondent No: 74
Login: Registered

Responded At: Jun 08, 2022 10:02:40 am
Last Seen: Jun 07, 2022 23:47:36 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Quite honestly, the current Parkdale station will be an eyesore (and be dwarfed) once this project is finished (unlike Mentone where the building is more substantial)ail
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Optimise car parking 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I think the concept designs are very misleading and many residents who are enthusiastic now will be very disappointed. It will be hard to balance the greenery v concrete balance. These structures are enormous, far too large for Parkdale. I don't think mature plant/trees will ne incorporated - it will take 10 plus years to get any greenery established. As a resident on Como Pde West, I worry that my future outlook will be darkness and concrete. Privacy is also a big issue, I'd like a higher fence and a solution for my upstairs bedrooms which will be in full view of commuters

Respondent No: 75
Login: Registered
Responded At: Jun 08, 2022 10:03:00 am
Last Seen: Jun 07, 2022 23:54:12 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	I don't think the building is significant enough to preserve
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Retain + repurpose heritage structures 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The elevated platform will be devastating for Parkdale and the shopping strip. Council should be doing everything possible to get the state government to change this approach. It is beyond comprehension the council would allow this disaster to occur to our community. PLEASE ACT NOW!

Respondent No: 76
Login: Registered

Responded At: Jun 08, 2022 10:16:03 am
Last Seen: May 28, 2022 02:19:46 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Surely keeping it defeats part of the purpose of removing the street level train line
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Upgrade the surrounding streetscapes 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

It appears that the community has been ignored and that an elevated rail solution is a forgone conclusion. In this case we can only hope that all of this continuing community consultation is real and not like the community consultation that occurred in the decision for trench versus elevated rail - hollow and ultimately a waste of time and tax payers money

Respondent No: 77
Login: Registered

Responded At: Jun 08, 2022 10:27:34 am
Last Seen: Jun 08, 2022 00:11:03 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Don't know
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Optimise car parking 7. Optimise the station entrance + platform location 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would like you to move the station from where it is currently proposed. The current plan sees the station precinct spill over Birdwood street and into residential areas. I would like the plan to advocate to keep the station within the bounds of the commercial precinct - as far from residential areas as possible.

Respondent No: 78
Login: Registered
Responded At: Jun 08, 2022 11:00:45 am
Last Seen: Jun 08, 2022 00:55:01 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	No idea
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No further comments

Respondent No: 79
Login: Registered

Responded At: Jun 08, 2022 11:42:49 am
Last Seen: Jun 08, 2022 01:34:10 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Museum for local Things or coffee flower shops
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Don't let's these buggers walk all over you like they have in the past

Respondent No: 80
Login: Registered

Responded At: Jun 08, 2022 12:44:15 pm
Last Seen: Jun 08, 2022 02:36:36 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community centre for community activities - Parkdale is VERY community-minded and this should be preserved
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Retain + repurpose heritage structures 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Upgrade the surrounding streetscapes 7. Preserve and enhance Parkdale's village character 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Greenspace, maintaining village feel and enhancing aesthetic and services of Parkdale is paramount to me

Respondent No: 81
Login: Registered

Responded At: Jun 08, 2022 13:44:37 pm
Last Seen: Jun 08, 2022 03:30:37 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone **If none, please explain why/what we've missed** Basketball court
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	N/A
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Upgrade the surrounding streetscapes 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No.

Respondent No: 82
Login: Registered

Responded At: Jun 08, 2022 14:21:59 pm
Last Seen: Jun 08, 2022 04:15:57 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 83
Login: Registered
Responded At: Jun 08, 2022 14:32:35 pm
Last Seen: Jun 08, 2022 04:18:38 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community fund raising venue which can be booked and used.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I want an Under road sollution at Warrigal Rd & Parkers Rd as Promised by Tim Richardson & Jacinta Allen at the start.

Respondent No: 84
Login: Registered

Responded At: Jun 08, 2022 15:01:16 pm
Last Seen: Jun 08, 2022 04:32:18 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	cafe or restaurant
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Vegetation, village feel, greener is more important to me than car park.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Optimise car parking 4. Optimise the station entrance + platform location 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Preserve and enhance Parkdale's village character 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Carrum was used as the example here - Parkdale is so much smaller, it is not Nepean Hwy. Parkdale is a small intimate village that will be ruined if the massive concrete infrastructure that Carrum now has is replicated.

Respondent No: 85
Login: Registered
Responded At: Jun 08, 2022 15:10:09 pm
Last Seen: Jun 08, 2022 04:57:05 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Maybe move to a council location that public can access.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise car parking 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Upgrade the surrounding streetscapes 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Totally opposed to rail over road at Parkers and Warrigal Rds

Respondent No: 86
Login: Registered

Responded At: Jun 08, 2022 15:39:38 pm
Last Seen: Jun 08, 2022 05:18:06 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	I'd be open to anything allowing for public access/some community use and that it's not a dead zone occupying valuable open space. For me it's about retaining some reminder of the heritage/history of the station which has been integral to Parkdale
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Of the above option, this would be closest to my view: "Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas." However, personally I would rarely if ever drive there - I'd walk or use my bike - even though I'm other side of the highway. I'd hope that as a community we can reduce car use and over time minimise the allocation of space to parking. Ideally there would be less parking than at the moment in the medium/long term

Q8. **Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9. **Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Retain + repurpose heritage structures 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Great work! I'd nominate the SUP link to Mordialloc over Nepean Highway as a standout concept - given its benefits to the broader area. 100% support that. More generally, I am skeptical of narratives about broad community opposition to elevated rail at Parkdale. I get that there is a body of very vocal and organised people who oppose it and who responded to council's earlier survey. Angry people and/or people who see an issue through a political lens that suits them tend to make noise and answer surveys. People who are OK with a proposal or don't care much one way or the other tend not to speak up. I would be highly vocal in opposition to a trench solution, being familiar with the Edithvale-Bonbeach approach. The loss of greenery around Parkdale, and the loss of a once in a generation opportunity to gain extra public space in the heart of Parkdale would be tragic.

Respondent No: 87
Login: Registered
Responded At: Jun 08, 2022 16:09:20 pm
Last Seen: Jun 08, 2022 06:03:10 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Community use
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

If we have to have this (and I still don't see why we have to have it), lets make all the other elements as least intrusive as possible. Connecting each side of Como Parade (east and west) will be essential. What we don't want or need is a huge area of concrete that makes the Carrum transformation look more like an airport runway.

Respondent No: 88
Login: Registered

Responded At: Jun 08, 2022 16:12:31 pm
Last Seen: Jun 08, 2022 06:02:12 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community/drop in centre or it could be used by community groups
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Upgrade the surrounding streetscapes 5. Optimise car parking 6. Retain + repurpose heritage structures 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 89
Login: Registered

Responded At: Jun 08, 2022 16:13:22 pm
Last Seen: Jun 08, 2022 06:03:27 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** I really dont think it should be changed. We have a beautiful community in Parkdale and overhead rail will completely destroy this.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	In Victoria we are losing so much of our heritage. It could be made into a gallery or coffee shop.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Parkdale is a beautiful, serene area where people feel safe and cared about. Please do this rail correctly to keep our community vibrant. Look what happened to Mentone- Hardly anyone goes near there any more.

Respondent No: 90
Login: Registered

Responded At: Jun 08, 2022 17:47:01 pm
Last Seen: Jun 08, 2022 07:39:22 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	put them by the library for storage
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Optimise car parking 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Preserve and enhance Parkdale's village character 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

please don't give in the the minority of hate filled people who just want to bully people who don't mind the skyrail solution. The skyrail solution is the best solution in creating a community environment

Respondent No: 91
Login: Registered

Responded At: Jun 08, 2022 18:29:09 pm
Last Seen: Jun 08, 2022 08:21:46 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** No Skyrail at all
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As it is in its current form, with no Skyrail above it
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** It doesn't matter what we think, you want Skyrail and us locals don't.
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Just leave it the way it is.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

This is a waste off time, you want Skyrail and us locals strongly oppose of it. How about ask who wants it and who doesn't???

Respondent No: 92
Login: Registered

Responded At: Jun 08, 2022 19:02:56 pm
Last Seen: Jun 08, 2022 08:58:30 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	repurposed for retail
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Retain + repurpose heritage structures 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Optimise the station entrance + platform location 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 93
Login: Registered

Responded At: Jun 08, 2022 19:13:32 pm
Last Seen: Jun 08, 2022 09:05:53 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	No idea
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise the station entrance + platform location 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Preserve and enhance Parkdale's village character 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Retain + repurpose heritage structures 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 94
Login: Registered

Responded At: Jun 08, 2022 19:47:16 pm
Last Seen: Jun 08, 2022 09:41:52 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	If it could be moved to park and used as a cubby house
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Preserve and enhance Parkdale's village character 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Upgrade the surrounding streetscapes 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I think raised rail will be much better than a huge concrete hole like in Chelsea. As long as the beautiful, established trees can be retained as much as possible.

Respondent No: 95
Login: Registered

Responded At: Jun 08, 2022 19:52:49 pm
Last Seen: Jun 08, 2022 09:48:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Not interested if it is prioritised over green spaces.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 96
Login: Registered
Responded At: Jun 08, 2022 20:39:08 pm
Last Seen: Jun 08, 2022 10:31:04 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Kept in place
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Retain + repurpose heritage structures 5. Optimise car parking 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Upgrade the surrounding streetscapes 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please do everything possible to stop the current raised station proposal and represent Parkdale residents with a similar outcome as Mentone design

Respondent No: 97
Login: Registered

Responded At: Jun 08, 2022 21:16:43 pm
Last Seen: Jun 08, 2022 11:07:27 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Perhaps as a picnic shelter/bbq area. Qu 2 would only let me select 2 items. I also wanted to select the greener, retaining trees option.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Upgrade the surrounding streetscapes 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I just want to clearly state that I am opposed to an elevated skyrail design which will create huge, ugly bulk in a small village. I want council to keep advocating for a covered trench option.

Respondent No: 98
Login: Registered
Responded At: Jun 08, 2022 22:16:03 pm
Last Seen: Jun 08, 2022 12:11:58 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Optimise the station entrance + platform location 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Retain + repurpose heritage structures 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Preserve and enhance Parkdale's village character 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Less focus on car parking, more focus on landscaping and active transport.

Respondent No: 99
Login: Registered
Responded At: Jun 09, 2022 06:46:36 am
Last Seen: Jun 08, 2022 20:37:45 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Incorporated into the station design
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Retain + repurpose heritage structures 3. Preserve and enhance Parkdale's village character 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Would much prefer to be supporting a rail under design :(

Respondent No: 100
Login: Registered

Responded At: Jun 09, 2022 09:55:13 am
Last Seen: Jun 08, 2022 23:49:22 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please no sky rail

Respondent No: 101
Login: Registered

Responded At: Jun 09, 2022 10:30:51 am
Last Seen: Jun 09, 2022 00:21:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Wine bar & restaurant or coffee shop. Or for community use, eg Art displays etc
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 102
Login: Registered
Responded At: Jun 09, 2022 15:20:23 pm
Last Seen: Jul 03, 2022 22:34:48 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A station and station entrance that looks good Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	No sure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Retain + repurpose heritage structures 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Council need to be looking to support the local community & strongly reject Skyrail as the best option for Crossing removal, in fact I cant really see the need to change anything as Parkdale was moving along fine until this Skyrail option had been thrust upon the community.

Respondent No: 103
Login: Registered
Responded At: Jun 09, 2022 16:37:27 pm
Last Seen: Jun 09, 2022 03:37:10 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Maintain the Station or turn into a cafe or seated meeting spot where you could have a take away coffee
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** Of critical importance. The 'artist impressions' of this project minimalise the structure - you can barely see the skyrail- when in reality this is a monterous concrete structre that needs to be covered up as much as possible to protect our local village.
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	not answered
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Optimise the station entrance + platform location 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am strongly opposed to sky rail as is the overwhelming majority of the Parkdale community. My request is to do nothing, or go under the road. The lack of acknowledgement and representation of our wishes is appalling. We are small community and village with low numbers of traffic and commuters - this money would be better spent where there is need instead of this bullying and the govenment 'pretending' to be engaged with the community. Everyone knows this was a predetermined plan to which our community never had a 'say' (a friend of mine sits on the govenments sky rail project planning team - we never had a chance of pushing back on this! - its disgusting to be honest). Thank you - I appreciate what the Council is trying to do...

Respondent No: 104
Login: Registered

Responded At: Jun 09, 2022 18:46:17 pm
Last Seen: Jun 09, 2022 08:29:16 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** All under sky rail seating I have seen in Melbourne has no one sitting under! Why would you sit under a concrete slab when we have the beach! Nature is plentiful currently! I see only twigs planted along other sky rails! There is no evidence of anyone talking under the concrete slab ever!!
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Please leave the heritage buildings in Parkdale ! We are heritage seaside suburb with mature trees!
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Carrums vegetation is terrible! Twigs and many under rail parking ! Hardly fitting with extra landscape and fitting well! Cheltenham had multi story car park! This should be considered in Parkdale !
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The sky rail is terrible mistake ! We are a heritage small seaside village! Our charter will be lost! Most importantly the sky rail is too big for a small village blocking g the sky and serves no purpose! I drive around Melbourne and have yet to see people relaxing under the concrete! I often see graffiti and twigs for landscape! I hope you realise our identity is our village and unique to a bayside suburb! I think in years to come tbey will pull out the sky rail and replace with tunnels and have bullet trains! Currently you are spending billions to make what ypu call amazing platforms yet your trains are slow rickety and old technology! Not really well thought out!

Respondent No: 105
Login: Registered

Responded At: Jun 09, 2022 18:46:57 pm
Last Seen: Jun 09, 2022 08:41:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	No opinion
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise car parking 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Why is this all about elevated skyrail. WE DO NOT WANT SKYRAIL

Respondent No: 106
Login: Registered

Responded At: Jun 10, 2022 07:44:15 am
Last Seen: Jun 09, 2022 21:41:00 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community Meeting place
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise the station entrance + platform location 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise car parking 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Upgrade the surrounding streetscapes 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 107
Login: Registered
Responded At: Jun 10, 2022 07:56:54 am
Last Seen: Jun 09, 2022 21:51:07 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	it would make a lovely coffee shop or cafe that could sit in the nature zone or a seated area in the new landscaping
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I think this upgrade is absolutely necessary and am so tired of all the residents opposing it. We can't live in the past forever!

Respondent No: 108
Login: Registered

Responded At: Jun 10, 2022 13:33:35 pm
Last Seen: Jun 10, 2022 03:27:29 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Leave it
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please support an underground rail. I do not know a single resident who supports skyrail!

Respondent No: 109
Login: Registered

Responded At: Jun 10, 2022 16:12:08 pm
Last Seen: Jun 10, 2022 05:57:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Community centre
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Optimise the station entrance + platform location 5. Preserve and enhance Parkdale's village character 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I commend the council on this positive approach. People objecting from a NIMBY perspective should turn instead to work for the best all-round outcome.

Respondent No: 110
Login: Registered
Responded At: Jun 10, 2022 19:08:29 pm
Last Seen: Jun 10, 2022 08:59:56 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Local history centre.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise the station entrance + platform location 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Retain + repurpose heritage structures 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please don't accept that the decision for Skyrail is complete, there are a lot of objections to this hideous option.

Respondent No: 111
Login: Registered

Responded At: Jun 11, 2022 13:50:15 pm
Last Seen: Jun 11, 2022 03:27:33 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Cafe/kiosk near kids playground
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The pedestrian crossing at Antibes Street on Como Parade West MUST be made into a marked wombat crossing. There are numerous near misses here on a daily basis and the current raised section confuses cars and pedestrians as people do not know who has right of way. A crossing should also be constructed on Como Pde East at Seventh St to allow pedestrians to safely cross. This would provide a safe pedestrian path from the Queen St path all the way to the beach utilising these two crossings and the traffic light crossing at Beach St/Antibes St. A playground should be constructed near the station under the railway, with various sections providing for kids of all different ages and abilities. This brings active recreation to the space, and could support a kiosk/cafe being sustained utilising the conserved heritage buildings. Outdoor dining should be prioritized along Como Parade West, with safe separation of vehicular traffic from pedestrians and diners (people suck at driving and parking so please include barriers to prevent accidents). The basketball half court at Carrum is another good example of a community resource that could be included in the design too. Linking Parkdale to Mordialloc with a shared path is a fantastic idea, and ensuring this path has shade from lots of native trees would be great for making sure people will utilised the path. Having a bike maintenance facility such as the ones installed at Carrum would help people participate in cycling activities. Significant tree planting along the whole elevated rail corridor is the only way to soften the impact of this infrastructure on the community.

Respondent No: 112
Login: Registered

Responded At: Jun 11, 2022 15:09:42 pm
Last Seen: Jun 11, 2022 05:02:55 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Not particularly concerned
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

After seeing Carrum and Bonbeach stations, Ithink the elevated rail is the better option as the land around the station/shops can be better utilised

Respondent No: 113
Login: Registered

Responded At: Jun 11, 2022 18:00:53 pm
Last Seen: Jun 11, 2022 07:51:30 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Stay as it is
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please no sky rail. Underground rail should have continued from Mentone to Mordialloc at last rail works.

Respondent No: 114
Login: Registered

Responded At: Jun 12, 2022 17:11:39 pm
Last Seen: Jun 12, 2022 07:04:26 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	The heritage building is not something I am concerned to retain
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Upgrade the surrounding streetscapes 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Preserve and enhance Parkdale's village character 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Strongly support all measures to improve pedestrian and cyclist safety. Strongly oppose additional connection between Como P West and Como P East as this incentivises more short trips

Respondent No: 115
Login: Registered

Responded At: Jun 12, 2022 17:18:02 pm
Last Seen: Jun 12, 2022 07:05:25 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Not sure yet.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

We will be moving into Parkdale next year. One of the main reasons we chose to live in the area was because of the village feel of the area, much more appealing than the nearby neighboring busy, crowded towns. Please maintain the village ambience of Parkdale. And, especially ensure that the main streets and shops of Parkdale are not put into gloomy shade from the elevated rail line. The sunny cafes in Como Parade must be retained.

Respondent No: 116
Login: Registered

Responded At: Jun 12, 2022 17:37:06 pm
Last Seen: Jun 12, 2022 07:28:13 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking A station and station entrance that looks good Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Commercial shop or cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Preserve and enhance Parkdale's village character 7. Upgrade the surrounding streetscapes 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The State Government is a disgrace and does not care about the people of Victoria. You only have to look at the completed rail stations and surrounds which are awful and a waste of space. All the lines should have been underground.

Respondent No: 117
Login: Registered

Responded At: Jun 12, 2022 18:00:37 pm
Last Seen: Jun 12, 2022 07:04:33 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Unsure but something that does not encourage homeless to set up residence…perhaps a “to go” coffee/drinks/small eats pop up.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Do not support Boulder wall or pump area. Who will maintain cleanliness, get rid of graffiti? Personally do not want to walk thru an area which could be a hang out for teens at the end of my street. Prefer a safe haven to walk and a place to sit about, rest, walk dogs rather than have to walk all the way down towards Parkdale village for such areas . Love the vertical garden idea on concrete supports. Immensely dislike the aesthetics and materials used for station front / building design in pictures I have seen. Does not reflect local area like new stations in Carrum, Bonbeach, etc. Overpowers the calmness of rest of design area. Hope plenty of lighting and security cameras are part of design in under cover area/overpasses.

Respondent No: 118
Login: Registered

Responded At: Jun 12, 2022 18:15:38 pm
Last Seen: Jun 12, 2022 07:59:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Make it modern. No heritage buildings.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Preserve and enhance Parkdale's village character 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise car parking 7. Optimise the station entrance + platform location 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Update the parkdale village. It's very drab and needs to be greener yet modern

Respondent No: 119 **Responded At:** Jun 12, 2022 19:04:00 pm
Login: Registered **Last Seen:** Jun 12, 2022 08:54:45 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Cafe or seating area
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Preserve and enhance Parkdale's village character 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I feel that rail over is a great option and the very vocal opposition is not representative of a large majority of the residents. We need better pedestrian access to the local schools to prevent the packs of kids currently walking along local busy streets and rail under does not provide this necessary change in the area. Rail over also opens options for play/sport spaces for an area which is very family focused.

Respondent No: 120
Login: Registered

Responded At: Jun 12, 2022 19:09:11 pm
Last Seen: Jun 12, 2022 09:03:25 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Renovated and placed underneath
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Upgrade the surrounding streetscapes 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Preserve and enhance Parkdale's village character 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I support rail above

Respondent No: 121
Login: Registered

Responded At: Jun 12, 2022 20:29:36 pm
Last Seen: Jun 12, 2022 10:17:39 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community usable space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I don't support the elevated skyrail. I support leaving it as is. If there's no choice (seems like there isn't) then consider a netball court in the space created.

Respondent No: 122
Login: Registered

Responded At: Jun 12, 2022 20:29:38 pm
Last Seen: Jun 12, 2022 10:16:29 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** See my concluding comment
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	This targeted questioning makes this supposed wonderful targeted consultation a complete farce when council know what they should be doing to back the community...and this is not it!!!!!
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	not answered
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	not answered
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	not answered
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	not answered

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	not answered
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Preserve and enhance Parkdale's village character 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The questions are designed to create a complete non reality that the community support elevated rail when they do not!!!!!!!

Respondent No: 123
Login: Registered

Responded At: Jun 12, 2022 21:35:16 pm
Last Seen: Jun 12, 2022 11:02:03 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Ice cream shop
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Upgrade the surrounding streetscapes 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Love the pump track. We travel 35 mins to visit the pump track at Brampton estate that is pictured in this design. Would love to see some play equipment for children somewhere in the nature play area. We cycle a lot to/from Elm Grove to Parkdale Preschool so would love to see the bike paths included and crossings that would make cycling a lot safer.

Respondent No: 124
Login: Registered

Responded At: Jun 13, 2022 00:37:21 am
Last Seen: May 30, 2022 04:58:40 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community hub for gatherings, classes and information
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise the station entrance + platform location 3. Upgrade the surrounding streetscapes 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

If above ground need to understand how gov will address increased noise

Respondent No: 125
Login: Registered
Responded At: Jun 13, 2022 09:48:09 am
Last Seen: Jun 12, 2022 23:36:19 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	G
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

G

Respondent No: 126
Login: Registered

Responded At: Jun 13, 2022 10:39:25 am
Last Seen: Jun 13, 2022 00:34:03 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Retained and rail under
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Rail should still go under.

Respondent No: 127
Login: Registered
Responded At: Jun 13, 2022 12:53:42 pm
Last Seen: Jun 13, 2022 02:48:03 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** This level crossing should be underground
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Protecting our heritage buildings Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	rah rah rah
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Optimise the station entrance + platform location 3. Optimise car parking 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Retain + repurpose heritage structures 7. Preserve and enhance Parkdale's village character 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

rah rah rah

Respondent No: 128
Login: Registered

Responded At: Jun 13, 2022 12:58:14 pm
Last Seen: Jun 13, 2022 02:51:53 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Meeting rooms for community groups, or depending where they are relocated to maybe a Cafe.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Preserve and enhance Parkdale's village character 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise car parking 6. Retain + repurpose heritage structures 7. Upgrade the surrounding streetscapes 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Bike path to mordialloc needs to be connected to trails along Mordialloc Creek and beach.

Respondent No: 129
Login: Registered
Responded At: Jun 13, 2022 14:04:48 pm
Last Seen: Jun 13, 2022 03:56:59 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 130
Login: Registered

Responded At: Jun 13, 2022 14:41:25 pm
Last Seen: Jun 13, 2022 04:28:52 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Do not want overhead rail
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	museum of Parkdale history
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Hard for comment when do not want above rail.The work that has been done at Mentone is a waste, if rail is going overhead at Warrigal Road.

Respondent No: 131
Login: Registered

Responded At: Jun 13, 2022 16:04:46 pm
Last Seen: Jun 13, 2022 05:56:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	I don't.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Preserve and enhance Parkdale's village character 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The state government is doing a good job at railway crossing removal and design. Local council has other things it can focus on like building $1 mill toilet blocks.

Respondent No: 132
Login: Registered

Responded At: Jun 13, 2022 17:10:25 pm
Last Seen: Jun 13, 2022 06:59:10 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Cafes, BBQ/picnic table areas, shelters from weather
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Upgrade the surrounding streetscapes 4. Preserve and enhance Parkdale's village character 5. Retain + repurpose heritage structures 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would prefer planting between the SUP and the road. Perforated metal screens are a concern due to potential noise from wind blowing through. This has been an issue for residents near some recently constructed roadways in Melbourne's west.

Respondent No: 133
Login: Registered

Responded At: Jun 13, 2022 20:33:25 pm
Last Seen: Jun 13, 2022 10:29:09 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	similar to Mentone Station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Retain + repurpose heritage structures 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 134
Login: Registered

Responded At: Jun 13, 2022 21:37:19 pm
Last Seen: Jun 07, 2022 01:27:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	housing or services for the homeless
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Preserve and enhance Parkdale's village character 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am in favour of the elevated rail solution for Parkdale. Edithvale have found themselves with no station parking, very limited access across the rail line and a hideous gaping pit.

Respondent No: 135
Login: Registered

Responded At: Jun 14, 2022 09:56:18 am
Last Seen: Jun 01, 2022 02:04:18 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

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Respondent No: 136
Login: Registered

Responded At: Jun 14, 2022 12:49:07 pm
Last Seen: Jun 14, 2022 02:32:27 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	puplic meeting place
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Upgrade the surrounding streetscapes 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am in favour of the raised rail bridge and think it is the best option for the area. Consideration must be given to the existing businesses and the ease of access for their patrons. Parkdale can become a foodie destination with the right consideration and planning

Respondent No: 137
Login: Registered

Responded At: Jun 14, 2022 14:18:50 pm
Last Seen: Jun 14, 2022 04:12:34 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	They are not heritage and have no real value
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Optimise the station entrance + platform location 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Preserve and enhance Parkdale's village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 138
Login: Registered

Responded At: Jun 14, 2022 14:59:07 pm
Last Seen: Jun 14, 2022 04:54:43 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Part of the new station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Upgrade the surrounding streetscapes 4. Optimise car parking 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

N/A

Respondent No: 139
Login: Registered
Responded At: Jun 14, 2022 15:30:28 pm
Last Seen: Jun 14, 2022 05:23:42 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	For community groups
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Optimise the station entrance + platform location 4. Optimise car parking 5. Upgrade the surrounding streetscapes 6. Preserve and enhance Parkdale's village character 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please cater for young people with a skate park

Respondent No: 140
Login: Registered

Responded At: Jun 14, 2022 15:55:30 pm
Last Seen: Jun 14, 2022 05:29:59 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	No point in retaining the heritage buliding. It has very little character and would be a waste of space and money for upkeep.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Optimise the station entrance + platform location 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise car parking 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Preserve and enhance Parkdale's village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No further comment

Respondent No: 141
Login: Registered

Responded At: Jun 14, 2022 15:56:09 pm
Last Seen: Jun 14, 2022 05:34:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** We do not want elevated rail to be built
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	not important to me
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** Not as important as instant graffiti removal
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** No investment in cycling OR E-SCOOTER paths. thus ensuring safety of pedestrians.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Optimise car parking 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

It seems that you are accepting the fact that the elevated rail plan will proceed, in spite of local rejection.

Respondent No: 142
Login: Registered

Responded At: Jun 14, 2022 19:48:10 pm
Last Seen: Jun 14, 2022 09:34:05 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Possibly as shelter for passengers waiting for train
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Retain + repurpose heritage structures 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Preserve and enhance Parkdale's village character 6. Upgrade the surrounding streetscapes 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Bike path and pedestrian crossing to Mordialloc is an fantastic idea and we fully support this

Respondent No: 143
Login: Registered

Responded At: Jun 14, 2022 20:30:09 pm
Last Seen: Jun 05, 2022 07:15:04 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	in the garden spaces
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Retain + repurpose heritage structures 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would still prefer an underground option for Parkdale

Respondent No: 144
Login: Registered

Responded At: Jun 15, 2022 06:52:20 am
Last Seen: Jun 14, 2022 20:41:31 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Part of the landscape. Cafes.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Optimise the station entrance + platform location 3. Retain + repurpose heritage structures 4. Preserve and enhance Parkdale's village character 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Strongly support. Great opportunity to utilise space for now and generations to come.

Respondent No: 145
Login: Registered

Responded At: Jun 15, 2022 09:44:27 am
Last Seen: Jun 14, 2022 23:27:24 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Removed, it serves no purpose and will only attract grafiti
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Retain + repurpose heritage structures 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Preserve and enhance Parkdale's village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

YES.. you ned to listen to the people that are directly impacted by this project. It is well and good that people who live in Parkdale have their say, however he people that live in direct sight (under the sky rail) need to have a greater say and their concerns MUST be addressed. people living 100 plus meters away need to have their say, however they will not see nor bear the brunt of this project. MORE must be done to ensure the privacy and safety of those directly impacted because they will see and hear the sky rail and all associated noise and eye sores from the moment they open their curtains!

Respondent No: 146
Login: Registered

Responded At: Jun 15, 2022 11:04:54 am
Last Seen: Jun 15, 2022 00:57:28 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	The two shacks on the platform?? I wouldn't. Put the money elsewhere. They are wood shacks that I've not seen inside since I was 15 (30 years ago)
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Optimise the station entrance + platform location 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Preserve and enhance Parkdale's village character 5. Upgrade the surrounding streetscapes 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Go sky rail

Respondent No: 147
Login: Registered

Responded At: Jun 15, 2022 15:18:07 pm
Last Seen: Jun 15, 2022 04:55:50 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	To be re-purposed for commercial use such as Cafe / Wine bar
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Preserve and enhance Parkdale's village character 6. Retain + repurpose heritage structures 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I believe that it is of the utmost importance that the walking / bicycle pathways and railline are carefully & practically integrated and linked to the existing pathways and rail services in Mentone & Mordialloc. The spaces made available by elevating the rail line need to be designed with a view to a more communally intricate, greener, less energy dependent future (and, most certainly, less centred around car use).

Respondent No: 148
Login: Registered
Responded At: Jun 15, 2022 16:13:52 pm
Last Seen: Jun 15, 2022 06:08:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	No comment
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Retain + repurpose heritage structures 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please go UNDER not OVER. Elevated train lines (like the new ones in Chelsea and further towards Frankston) are hideous. They are necessary next to Nepean highway but NOT necessary on warrigal road. Please also review some of the questions in this survey as some would have trouble understanding (my neighbours did)

Respondent No: 149
Login: Registered

Responded At: Jun 15, 2022 16:18:01 pm
Last Seen: Jun 15, 2022 06:10:14 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Integrated into new station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

My strong preference is to continue the sunken rail from mentone station through to Mordialloc

Respondent No: 150
Login: Registered
Responded At: Jun 15, 2022 16:38:15 pm
Last Seen: Jun 15, 2022 06:25:22 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Leave it as a piece of history, maybe community use or a shelter.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The sky rail proposal links both sides of Como Pde and the public amenity beneath could be used by so many people. The proposal looks good, well designed aesthetically.

Respondent No: 151
Login: Registered

Responded At: Jun 15, 2022 16:58:41 pm
Last Seen: Jun 15, 2022 06:45:07 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village **If none, please explain why/what we've missed** If I visit that area it is typically for catching the train, visiting the library and frequenting the shops. I socialise with friends over coffee at one of the cafes in the strip. If I wish to connect with nature I go for a walk to the beach or visit the parks in Parkdale. We do not need extra parkland in Parkdale when we have the Bay on our doorstep.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Personally I prefer the station to stay where it is. I do not support sky rail in any way what so ever. It is an absolute atrocity for Parkdale.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** I wish to retain the trees and vegetation we have that can never be replaced.
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** We don't need extra parking.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am vehemently against a sky rail in Parkdale. Personally I prefer the station to be left as it is. Alternatively I would support a trench solution, much like Mentone and Cheltenham.

Respondent No: 152
Login: Registered

Responded At: Jun 15, 2022 17:33:56 pm
Last Seen: Jun 15, 2022 06:36:15 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As an interactive part of the precinct
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Preference is proceed with an underground rail solution

Respondent No: 153
Login: Registered

Responded At: Jun 15, 2022 19:58:09 pm
Last Seen: Jun 15, 2022 09:48:32 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Just remove it.Get up with the times.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise car parking 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Enough space on both sides of the railway line to go above ground and improve access and surrounding area.Residents already have trains passing by.

Respondent No: 154
Login: Registered
Responded At: Jun 15, 2022 20:13:31 pm
Last Seen: Jun 15, 2022 09:59:33 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe or restaurant
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise car parking 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Preserve and enhance Parkdale's village character 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Need a balance to allow more businesses with more open spaces to open but also provide parking

Respondent No: 155
Login: Registered

Responded At: Jun 15, 2022 20:38:41 pm
Last Seen: Jun 15, 2022 08:47:21 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Conversation zone Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Not sure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise car parking 4. Optimise the station entrance + platform location 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No thanks

Respondent No: 156
Login: Registered

Responded At: Jun 15, 2022 21:10:37 pm
Last Seen: Jun 15, 2022 11:01:01 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	No preference
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 157
Login: Registered

Responded At: Jun 15, 2022 21:44:08 pm
Last Seen: Jun 15, 2022 11:22:55 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	The heritage building on the corner of Warrigal is hideous, dated and needs to be trashed.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise car parking 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Preserve and enhance Parkdale's village character 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Why are our ratepayer funds being wasted on this? Council never had influence on the proposed elevated solution and it is incredibly manipulative and misleading to present yourself as such. Elevated rail was announced a year ago and these ideas look poorly ripped off the LXRP website with extra waffly writing. I strongly oppose Council wasting any further ratepayer funds on sham consultation on the level crossing removals.

Respondent No: 158
Login: Registered
Responded At: Jun 16, 2022 09:52:15 am
Last Seen: Jun 15, 2022 23:42:16 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Not sure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Hope it also incorporates Indigenous connections

Respondent No: 159
Login: Registered
Responded At: Jun 16, 2022 10:19:54 am
Last Seen: Jun 16, 2022 00:11:21 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	If they make it all ugly concrete then there wouldn't be much use for it
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I am totally against the proposed sky rail plan. The change to Warragul road is needed. The changes to Mentone have made no difference to traffic conditions. A waste of money.

Respondent No: 160
Login: Registered

Responded At: Jun 16, 2022 13:38:50 pm
Last Seen: Jun 16, 2022 03:21:19 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	For some community groups to utilise
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise car parking 7. Optimise the station entrance + platform location 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Eliminating these levels crossing is extremely important for the community. By creating a landscape under the raised rail system that serves the community needs should be a focus of the council.

Respondent No: 161
Login: Registered
Responded At: Jun 16, 2022 17:17:31 pm
Last Seen: Jun 16, 2022 07:10:48 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	community space, but not limited to some heritage restrictions such that support the environment, clean maintained buildings and green spaces
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The only reason to go skyrail is it costs less, nobody like the look of a skyrail in residential suburbs, do not support skyrail in any form. Under ground like Mentone and Cheltenham is much more attractive

Respondent No: 162
Login: Registered

Responded At: Jun 16, 2022 17:39:28 pm
Last Seen: Jun 16, 2022 07:27:55 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Cafe/toy library
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	not answered
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise car parking 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please do not make it as modern as Mentone. Parkdale station has a heritage feel to it which is a large appeal of the suburb. Can this be incorporated into the station design? I like the idea of creating walkways like there is around Prahran station, with cobble stone walk ways.

Respondent No: 163
Login: Registered
Responded At: Jun 16, 2022 18:09:07 pm
Last Seen: Jun 16, 2022 07:59:41 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community services
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Optimise car parking 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Preserve and enhance Parkdale's village character 6. Optimise the station entrance + platform location 7. Upgrade the surrounding streetscapes 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I have no objection to elevated rail

Respondent No: 164
Login: Registered

Responded At: Jun 16, 2022 18:47:45 pm
Last Seen: Jun 16, 2022 08:40:44 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A station and station entrance that looks good Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Restored
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise car parking 4. Retain + repurpose heritage structures 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No all done

Respondent No: 165
Login: Registered

Responded At: Jun 16, 2022 20:19:22 pm
Last Seen: Jun 07, 2022 10:59:17 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Entertainment venue/hospitality
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise car parking 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Upgrade the surrounding streetscapes 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 166
Login: Registered
Responded At: Jun 16, 2022 22:34:48 pm
Last Seen: Jun 16, 2022 11:49:18 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Relocate to library . Makers space or gardening shed in community garden space.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please consider a crossing at the end of Herbert st that allows the residents of the aged care facility access to the proposed open spaces. It would significantly increase their quality of life. Wheelchair accessible tables/ raised garden beds ?? Link the existing park at the end of Herbert st to this .

Respondent No: 167
Login: Registered

Responded At: Jun 17, 2022 10:22:00 am
Last Seen: Jun 17, 2022 00:16:31 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Used as a cafe or facility that preserves the facade but can be accessed
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise car parking 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I m disappointed alternative plans were not presented.What about underpass?

Respondent No: 168
Login: Registered

Responded At: Jun 17, 2022 10:47:27 am
Last Seen: Jun 17, 2022 00:32:08 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	The station buildings are too small for a coffee shop. Maybe as a bus shelter.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	not answered
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

As I haven't read the Framework I cannot answer some questions. I strongly oppose elevated rail as I think Carrum is a dismal failure to enhance the area.

Respondent No: 169
Login: Registered
Responded At: Jun 17, 2022 13:16:11 pm
Last Seen: Jun 17, 2022 02:57:40 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	I am unsure.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Retain + repurpose heritage structures 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Optimise the station entrance + platform location 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No.

Respondent No: 170
Login: Registered

Responded At: Jun 17, 2022 13:23:56 pm
Last Seen: Jun 17, 2022 03:16:22 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Recreational facility
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

None

Respondent No: 171
Login: Registered

Responded At: Jun 17, 2022 18:44:54 pm
Last Seen: Jun 17, 2022 08:27:22 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Demolished, firewood
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** Parkdale needs more car park space to use the train. More car park spaces, less trees
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Optimise the station entrance + platform location 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Preserve and enhance Parkdale's village character 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

More car parking space. Please do not plant trees that have root travel which will damage infrastructure, thanks

Respondent No: 172
Login: Registered

Responded At: Jun 18, 2022 13:47:23 pm
Last Seen: Jun 18, 2022 03:26:10 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Mixed use/Cafe, community info, indoor meeting space linked to open space area
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** It's vital that there is no loss of parking, if possible more parking should be incorporated into landscaped open spaces to reduce on-street parking in surrounding streets. Parking requirements will only increase in coming years with increased frequency of trains especially when the new rail loop opens at Cheltenham.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise car parking 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Ref. Q2. The councils push to "have the chance to extend bike paths and active transport connections to Mordialloc", should include access to Bradshaw Bushland Reserve/Park from any bike/pedestrian paths.

Respondent No: 173
Login: Registered

Responded At: Jun 18, 2022 16:49:53 pm
Last Seen: Jun 18, 2022 06:14:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	could be used for a cafe/bbq space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Preserve and enhance Parkdale's village character 4. Optimise the station entrance + platform location 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Need to ensure that there is a commitment to retaining and adding established plantings and reducing the bulk and impact of the elevated structure. Putting in vertical greenings of columns the length of the structure, integrating the landscaping throughout, Using natural materials to break down the volume of the elevated structure is important too. We do not need to increase car parking or turn the space underneath into a large car park- this would attract anti-social behaviour, encourage more driving in the neighbourhood and add to the visual pollution of the area. The car parks should be minimal and discrete only. Incorporating a playground (natural-could include water play?) near the village also provides another outlet for families. Ensuring the whole area is cohesive in terms of the overall design too. Consider the beach/natural bushland of Bradshaw park ect when planning this out.

Respondent No: 174
Login: Registered
Responded At: Jun 19, 2022 19:58:14 pm
Last Seen: Jun 19, 2022 05:33:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Donated to charity or community group to use.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise the station entrance + platform location 6. Preserve and enhance Parkdale's village character 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Thank you for your work and advocacy on this design, I strongly support the increased planting to mitigate the urban heat island effect and raised pedestrian crossings for users such as parents with prams and people with mobility issues. It is pleasing to see recreational spaces for a range of age groups in the design as well as planning for active transport for students travelling to local schools.

Respondent No: 175
Login: Registered

Responded At: Jun 19, 2022 20:02:24 pm
Last Seen: Jun 19, 2022 09:47:32 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe or historical memorabilia or both
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Nothing to add

Respondent No: 176
Login: Registered

Responded At: Jun 19, 2022 20:18:03 pm
Last Seen: Jun 19, 2022 09:59:19 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village **If none, please explain why/what we've missed** Enclosed dog park where they can run off leash
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	cafe, coffee or ice cream shop - something that is run by the council for example and encourages community meeting and interaction
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I do not support Skyrail and prefer the trench option. The overall designs I have seen look really cheap and nasty. The large glass structure that hosts the lift and stairs is modern looking but is an imposing eyesore. Its relationship to everything around it is too large and takes up too much volume. It also has no relationship to the gross 80s pergolas that have been suggested. Timber is ok and suits Parkdale but the pergolas are so ugly and old fashioned - there are many modern designs of timber pergolas. We are a village, but that doesn't mean we are daggy. Skyrail will take away the open space that is actually already there and be a concrete eyesore. We already have walking/cycling tracks on Beach rd and Queens St, so I don't feel we need all this extra. It's really disappointing that the community is being continually ignored regarding this matter and it's clear our state government and council do not care about the people that are actually impacted by this development. We live here 24/7.

Respondent No: 177
Login: Registered

Responded At: Jun 20, 2022 09:22:19 am
Last Seen: Jun 19, 2022 23:15:39 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe or restaurant
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Upgrade the surrounding streetscapes 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I suggest planting of fruit trees along the path to provide something for the community to make use of or a community garden . Also instead of just wasted open space along a path consider placing outdoor gym equipment for use of an ever expanding obese community

Respondent No: 178
Login: Registered

Responded At: Jun 20, 2022 13:22:30 pm
Last Seen: Jun 20, 2022 03:15:48 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Na
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Na

Respondent No: 179
Login: Registered

Responded At: Jun 20, 2022 17:50:47 pm
Last Seen: Jun 20, 2022 07:43:40 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Don’t mind
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise the station entrance + platform location 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise car parking 6. Retain + repurpose heritage structures 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Do not support elevated rail

Respondent No: 180
Login: Registered
Responded At: Jun 20, 2022 18:27:12 pm
Last Seen: Jun 20, 2022 08:15:04 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Convert into retail or similar. I believe we've missed the mark at Mentone as the area looks quote abandoned, even though there's table & chairs, lovely garden around it. Need to entire people to use the heritage areas. Alternate is demolish.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise the station entrance + platform location 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Preference is to provide both options for an underground rail corridor vs. elevated rail solution.

Respondent No: 181
Login: Registered
Responded At: Jun 20, 2022 21:01:32 pm
Last Seen: Jun 20, 2022 10:30:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	If they have no historical significance, I would not support reuse. They will become a maintenance and property management issue for Council. What would be their useful purpose. How will they be activated.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Preserve and enhance Parkdale's village character 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

More detail on the signalised SUP crossing for cyclists and pedestrians at 1. Warrigal Rd, Como Pde intersection and 2. Parkers Rd intersection. There is a risk that they will not be signalised due to the large flow of vehicles through these 2 busy intersections particularly at school times.

Respondent No: 182
Login: Registered

Responded At: Jun 20, 2022 23:28:28 pm
Last Seen: Jun 20, 2022 12:59:40 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Don't care about the heritage building
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** I'd prefer to minimise and even reduce parking spaces to be able to maximise recreation areas, open space and a village feel to socialise.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

More sporting and recreation options please - examples being tennis half courts, basketball courts, table tennis, gym equipment, etc. We really need to minimise car parking and maximise these open spaces, it's a great opportunity to enhance the area for the local community and make a beautiful village to be active, socialise and enjoy the local amenities. Thanks for the chance to give our feedback

Respondent No: 183
Login: Registered

Responded At: Jun 22, 2022 19:37:28 pm
Last Seen: Jun 22, 2022 09:32:42 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Returned to original state
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Optimise the station entrance + platform location 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Retain + repurpose heritage structures 5. Preserve and enhance Parkdale's village character 6. Upgrade the surrounding streetscapes 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I support the elevated rail proposal. It's worked elsewhere and will work here.

Respondent No: 184
Login: Registered
Responded At: Jun 22, 2022 20:02:37 pm
Last Seen: Jun 22, 2022 09:54:28 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	N/A
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

We would prefer to see the rail go underground like Mentone

Respondent No: 185
Login: Registered

Responded At: Jun 23, 2022 12:47:01 pm
Last Seen: Jun 23, 2022 02:41:12 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Public seating and shelter
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

It would be fantastic to have a safe bike path from Moorabbin to the Mentone school precinct - that could drastically reduce vehicle traffic in that area. It's only 6 km to school for us, but there is just no safe way to ride it so we have to drive. Surely there is enough room along either Nepean Highway or the railway for a safe bike path.

Respondent No: 186
Login: Registered

Responded At: Jun 23, 2022 17:38:44 pm
Last Seen: Jun 23, 2022 07:30:16 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Retain + repurpose heritage structures 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Needs alot more greenery than Carrum which looks like a barren wasteland compared to pre level crossing removal

Respondent No: 187
Login: Registered

Responded At: Jun 23, 2022 19:29:31 pm
Last Seen: Jun 23, 2022 09:05:40 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Possible information kiosk
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise the station entrance + platform location 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Optimise car parking 8. Preserve and enhance Parkdale’s village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Unsure if this is appropriate for this form but I strongly object to a skyrail for Parkdale

Respondent No: 188
Login: Registered

Responded At: Jun 23, 2022 20:49:34 pm
Last Seen: Jun 23, 2022 10:44:24 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Included in new build
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise car parking 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Retain + repurpose heritage structures 7. Optimise the station entrance + platform location 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 189
Login: Registered

Responded At: Jun 23, 2022 21:09:56 pm
Last Seen: Jun 23, 2022 11:00:42 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Neutral
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Optimise the station entrance + platform location 3. Retain + repurpose heritage structures 4. Optimise car parking 5. Preserve and enhance Parkdale's village character 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Make sure that there is no repeat of the disaster that is Chelsea.

Respondent No: 190
Login: Registered

Responded At: Jun 23, 2022 22:28:52 pm
Last Seen: Jun 23, 2022 12:16:46 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	However you see fit
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Upgrade the surrounding streetscapes 4. Preserve and enhance Parkdale's village character 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I request that the work and buildings aesthetically appealing. To date the structures and workmanship especially concrete look like something from a third world country . Appalling to say the least

Respondent No: 191
Login: Registered

Responded At: Jun 24, 2022 12:28:23 pm
Last Seen: Jun 24, 2022 01:52:12 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	a meeting place or cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise the station entrance + platform location 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

additional car parking should be either around 7th street or over Parkers rd. towards Mordi. if a road opening under skyrail is proposed, around 5th or 6th would be sensible, but any further south would create more traffic in shopping area, and be disruptive.

Respondent No: 192
Login: Registered

Responded At: Jun 25, 2022 15:50:23 pm
Last Seen: Jun 25, 2022 05:42:14 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community meeting spaces
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	not answered
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Much of its success will depend on what the Skyrail looks like

Respondent No: 193
Login: Registered

Responded At: Jun 26, 2022 15:21:30 pm
Last Seen: Jun 26, 2022 04:59:30 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village **If none, please explain why/what we've missed** Can we please have a skateboard park with similar to that in Thames Promenade Chelsea. Up near Warrigal Road end away from the Village would be perfect.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Use it anywhere along the Village strip. Use it as an entrance way to the area or as part of a new cafe or restaurant construction.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** It all comes down to what activities are available for our children and teenagers. If, for example, we had a skate park built, the youth would be able to get their by themselves by the pathways or public transport already available. Therefore less parking and driving by mums and dads would be a flow on effect. I would be happy for parking to be reduced if the swap was seeing that my kids could do physical activity close to home that does not involve a car to get them there.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely

Q9. **Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Upgrade the surrounding streetscapes 4. Retain + repurpose heritage structures 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please please please get us a skatepark. That is all I ask for. It is such a long way for the kids to go to Chelsea. The tiny park near Mordialloc creek is terribly inadequate. The skate park opposite Southland is not in good location at all, and it is quite "rough" and "feral". Apart from those 3, there is nothing available for Parkdale children. Many children and teenagers would use this skatepark. It would also encourage families into the area to spend their money on the retail outlets such as cafes and restaurants and other traders if the children are entertained with a skate park. Many thanks.

Respondent No: 194
Login: Registered
Responded At: Jun 26, 2022 21:08:45 pm
Last Seen: Jun 26, 2022 10:56:47 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising The chance to extend bike paths and active transport connections to Mordialloc Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Removed
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise car parking 6. Optimise the station entrance + platform location 7. Preserve and enhance Parkdale's village character 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Get the project done fast! Everyday passed is a waste of taxpayer money

Respondent No: 195
Login: Registered

Responded At: Jun 27, 2022 11:40:01 am
Last Seen: Jun 27, 2022 01:33:48 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	I would like it to be used similar to Mentone station.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Preserve and enhance Parkdale's village character 6. Optimise the station entrance + platform location 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 196
Login: Registered
Responded At: Jun 27, 2022 12:34:22 pm
Last Seen: Jun 27, 2022 02:16:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	ART SPACE / COFFEE HOUSE
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Optimise car parking 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Optimise the station entrance + platform location 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I love the idea of the pump track for kids. I would like to make sure skateboarding can be used on the track also or have a separate section for a ramp etc. My child goes all the way to Beaumaris daily to use the Skate Ramps at Donald McDonald Park. Would be nice if he didn't have to go so far.

Respondent No: 197
Login: Registered

Responded At: Jun 27, 2022 13:42:02 pm
Last Seen: Jun 27, 2022 03:32:36 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Not sure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Preserve and enhance Parkdale's village character 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

When it comes to green spaces please consider the EVC (ecological vegetation class) of the area and aim to only plant indigenous plants to encourage the native fauna species in the area to continue to live there.

Respondent No: 198
Login: Registered

Responded At: Jun 27, 2022 14:23:44 pm
Last Seen: Jun 27, 2022 04:19:33 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Left as is !!
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise the station entrance + platform location 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Lets call it what it is - Sky Rail and NO we don"t want it. Needed consultation much earlier , this is window dressing

Respondent No: 199
Login: Registered

Responded At: Jun 27, 2022 15:11:51 pm
Last Seen: Jun 27, 2022 05:01:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	N/a
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	not answered
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	not answered
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Retain + repurpose heritage structures 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please retain existing established trees as much as possible, especially the magnificent peppercorn tree at the station on como east.

Respondent No: 200
Login: Registered

Responded At: Jun 27, 2022 16:02:37 pm
Last Seen: Jun 27, 2022 05:53:56 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Moved to a reserve or parkland
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Preserve and enhance Parkdale's village character 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Retain + repurpose heritage structures 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Upgrade the surrounding streetscapes 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Parking is an absolute priority. Cars are pushed all the way down many side streets everyday

Respondent No: 201
Login: Registered

Responded At: Jun 27, 2022 17:03:09 pm
Last Seen: Jun 27, 2022 06:53:58 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	To display historical information about the area, like they have done at Mentone. Open space area with seating and grass area for dogs to use too.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise the station entrance + platform location 4. Optimise car parking 5. Upgrade the surrounding streetscapes 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Create intersections and pedestrian crossings that are attractive + accessible
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please ensure you are a voice for the people of Parkdale and Mentone, who were not consulted at all prior to the announcement of an elevated skyrail. Skyrail will be a devastation for Parkdale and you, as our elected council representatives, must stand up and advocate for the wishes of the majority who do not want an elevated rail.

Respondent No: 202
Login: Registered

Responded At: Jun 27, 2022 19:37:07 pm
Last Seen: Jun 27, 2022 09:22:11 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A station and station entrance that looks good Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Activity use it in the new structure rather than it just be an unused but preserved building
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Retain + repurpose heritage structures 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Save as many of the existing trees on both sides of the current station.

Respondent No: 203
Login: Registered

Responded At: Jun 27, 2022 19:37:32 pm
Last Seen: Jun 27, 2022 09:29:58 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** I want the station to go underground!
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	As a current station!
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I'm very strongly believe it should go underground like Mentone station is!

Respondent No: 204
Login: Registered

Responded At: Jun 27, 2022 20:06:52 pm
Last Seen: Jun 27, 2022 09:58:54 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Senior's area Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Cafe, retail
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Retain + repurpose heritage structures 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Preserve and enhance Parkdale's village character 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I much prefer elevated rail than sunken rail

Respondent No: 205
Login: Registered
Responded At: Jun 27, 2022 20:52:18 pm
Last Seen: Jun 27, 2022 10:40:23 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	It can be incorporated as a shelter with a bench to sit on and a garden around it
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Optimise car parking 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Preserve and enhance Parkdale's village character 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

We have more people moving into areas with rail or that are close to rail. Unfortunately we need more parking bays for this. Otherwise you see more people parking illegally and unsafely. I have personally had to not shop at Parkdale multiple times as even after circling the block a few times, as no parking was available.

Respondent No: 206
Login: Registered
Responded At: Jun 27, 2022 22:02:43 pm
Last Seen: Jun 27, 2022 11:45:02 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Rail Under Road Trench, given the community were given zero choice in the option prior to the Government announcement. Appalling given the community is a key stakeholder that lives with the outcome after the project team has left
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Incorporated into a Rail Under Road solution as was so successfully done at Mentone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Provide an innovative, rail under road solution, as was done successfully at Mentone
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Retain + repurpose heritage structures 3. Preserve and enhance Parkdale's village character 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Upgrade the surrounding streetscapes 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Completely disengaged and disenfranchised by the Governments decision to not consult with the Community on options prior to an announcement at Parkdale. A trenched solution is completely feasible, with LASSI map analysis showing a wider easement at Parkdale than Edithvale, which had a trenched solution. Feel like our voice as a community no longer matters as decisions are steamrolled through without consultation. Its an absolute disgrace as to how the community of Parkdale have been treated, and the local MP refusing to answer questions on prior consultation on future crossings such as Mordialloc and Aspendale is simply not good enough. The local communities permanently impacted (as opposed to commuters passing through for a minute on a train) are not being listened to, or even asked for their opinion, prior to these announcements being made. Never in my lifetime did I think a Victorian Government would behave in the manner. This is not a political issue, but a community one. And I would ask Kingston Council to add a voice of advocacy for a community who feels like they have no voice.

Respondent No: 207
Login: Registered

Responded At: Jun 28, 2022 08:14:38 am
Last Seen: Jun 27, 2022 22:06:24 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Maybe as a cafe or spot with benches and tables to have a picnic or BBQ
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Retain + repurpose heritage structures 6. Optimise the station entrance + platform location 7. Preserve and enhance Parkdale's village character 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

It would be great if some sports courts could be added underneath such as a multipurpose basketball/netball/soccer/futsal court would be amazing.

Respondent No: 208
Login: Registered
Responded At: Jun 28, 2022 08:57:03 am
Last Seen: Jun 27, 2022 22:49:19 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	As the normal station don't touch it
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Retain + repurpose heritage structures 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Don't have it above ground leave it as is or bellow ground

Respondent No: 209
Login: Registered

Responded At: Jun 28, 2022 08:57:09 am
Last Seen: Jun 27, 2022 22:51:14 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Senior's area Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Café, sitting area, Museum if relocated in park nearby, I think preserving is a lovely idea but I also think the old can be incorporated in the new design rather than placed somewhere else
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Upgrade the surrounding streetscapes 5. Optimise car parking 6. Preserve and enhance Parkdale's village character 7. Optimise the station entrance + platform location 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I look forward for the project to go ahead despite some people saying the majority of the people are against it I believe this is just a small group. The majority supports safer crossing and update of the station.

Respondent No: 210
Login: Registered

Responded At: Jun 28, 2022 11:58:50 am
Last Seen: Jun 28, 2022 01:45:56 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Left as is, I support preservation in the same location, relocation is no preservation
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Parkdale should not become a parking bay for commuters, it's a small station and not a main station as per Mentone or Mordy, additional parking will create a car park landscape and not be in keeping with the small village feel
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Optimise car parking 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Upgrade the surrounding streetscapes 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Can council please advocate the capped road crossings options as per glen huntly and balcome rd intersections. Loss of village feel is so important to Parkdale residents , with over development of surrounding areas to follow once a sky rail is built. Please also no bright colours panels that they seem to think makes concrete pillars look more attractive.

Respondent No: 211
Login: Registered

Responded At: Jun 28, 2022 14:25:36 pm
Last Seen: Jun 28, 2022 04:13:11 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** I believe rail over road to be the wrong choice in this project and it will completely change the Parkdale area for worse and will be an eyesore for generations to come , Parkdale is not on the Nepean highway it is a village so any similarities that people might draw to it being the same as Carrum and other stations is totally irrelevant
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Remain in the existing spot no changes , rail should be under the road and it can be the entrance as it always has been
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	**Other (please specify)** I have seen none of the planting or landscaping in any of the other rail over road projects , the defining lasting image and memory is concrete monstrosity over shadowing roads , businesses and homes , as I drove through Clayton this Morning that is exactly what drew my attention
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Retain + repurpose heritage structures 4. Optimise car parking 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Upgrade the surrounding streetscapes 7. Optimise the station entrance + platform location 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I fully oppose the proposal from the state government for rail over road , it will destroy our village and it's surrounding homes . There must be another viable alternative proposed , rail over road cannot be the only solution and no strategy or planning or cost outcome has been presented to anyone that i know off , as I mentioned we are no along the Nepean highway , this is not Carrum or Frankston this is unique village within metro melbourne and for some reason the government is Adam's at to ensure we lose the heritage and the uniqueness of one of melbournes most beautiful areas

Respondent No: 212
Login: Registered

Responded At: Jun 28, 2022 14:56:37 pm
Last Seen: Jun 28, 2022 04:37:41 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Shelter from rain, or repurposed into picnic areas
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Optimise car parking 5. Upgrade the surrounding streetscapes 6. Optimise the station entrance + platform location 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Hopefully these concept drawings can be followed through with the government

Respondent No: 213
Login: Registered

Responded At: Jun 28, 2022 15:26:22 pm
Last Seen: Jun 28, 2022 05:06:28 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	art space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I cannot stress strongly enough, after my experience with LXRP in Edi-Chelsea-BB - don't trust them. Their SLG is for show. The rewilding of our rail corridor has been a joke, and they are leaving rate payers with a lot of kikuyu to maintain. (get rid of I hope). They love concrete and plant the minimum of trees they can get away with. Carrum has not been well done either - lots of missed opportunities for shade and the re-introduction of biodiversity. They have hidden behind covid regs to not engage with the locals. The pedestrian crossing at Chelsea is a disgrace. They are pro car. That's it.

Respondent No: 214
Login: Registered

Responded At: Jun 28, 2022 16:23:14 pm
Last Seen: Jun 28, 2022 06:16:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	Part of undercover area with tables for eating and socialising
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Optimise car parking 3. Preserve and enhance Parkdale's village character 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Retain + repurpose heritage structures 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please make sure traffic lights are part of this at Warrigal rd crossing due to volume of school pedestrians.

Respondent No: 215
Login: Registered

Responded At: Jun 28, 2022 19:15:49 pm
Last Seen: Jun 28, 2022 09:10:22 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Senior's area Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Relocate to rail history museums
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create intersections and pedestrian crossings that are attractive + accessible 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 216
Login: Registered
Responded At: Jun 28, 2022 20:47:21 pm
Last Seen: Jun 28, 2022 10:39:42 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Unsure at the moment
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise car parking 8. Optimise the station entrance + platform location
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Please ensure design consultation takes an intersectional gendered lens approach and the voices of young people are also heard to it to ensure the spaces are gender sensitive.

Respondent No: 217
Login: Registered
Responded At: Jun 29, 2022 07:46:25 am
Last Seen: Jun 28, 2022 21:36:03 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Heavy planting zone Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	It could be converted into a cafe or space that celebrates and displays the history of the community.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Retain + repurpose heritage structures 6. Upgrade the surrounding streetscapes 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Nil

Respondent No: 218
Login: Registered
Responded At: Jun 29, 2022 07:52:28 am
Last Seen: Jun 28, 2022 21:46:38 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	I don’t think the buildings are that important.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Retain + repurpose heritage structures 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Preserve and enhance Parkdale's village character 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Upgrade the surrounding streetscapes 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

X

Respondent No: 219
Login: Registered

Responded At: Jun 30, 2022 06:54:31 am
Last Seen: Jun 29, 2022 20:47:33 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Retained with rail under.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Optimise the station entrance + platform location 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Another member wrote and I completely agree- Completely disengaged and disenfranchised by the Governments decision to not consult with the Community on options prior to an announcement at Parkdale. A trenched solution is completely feasible, with LASSI map analysis showing a wider easement at Parkdale than Edithvale, which had a trenched solution. Feel like our voice as a community no longer matters as decisions are steamrolled through without consultation. Its an absolute disgrace as to how the community of Parkdale have been treated, and the local MP refusing to answer questions on prior consultation on future crossings such as Mordialloc and Aspendale is simply not good enough. The local communities permanently impacted (as opposed to commuters passing through for a minute on a train) are not being listened to, or even asked for their opinion, prior to these announcements being made. Never in my lifetime did I think a Victorian Government would behave in the manner. This is not a political issue, but a community one. And I would ask Kingston Council to add a voice of advocacy for a community who feels like they have no voice.

Respondent No: 220
Login: Registered

Responded At: Jun 30, 2022 21:24:07 pm
Last Seen: Jun 30, 2022 11:04:51 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	A cafe
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would like a playground/playgrounds suitable for a range of ages

Respondent No: 221
Login: Registered

Responded At: Jul 01, 2022 06:16:39 am
Last Seen: Jun 30, 2022 20:06:20 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees The chance to extend bike paths and active transport connections to Mordialloc Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Integrated into a community area, perhaps as undercover seating or local history information station.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create new active transport connections to Mentone, Mordialloc + beyond 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Optimise the station entrance + platform location 8. Upgrade the surrounding streetscapes
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Only that I do NOT support elevated rail.

Respondent No: 222
Login: Registered
Responded At: Jul 01, 2022 17:00:15 pm
Last Seen: Jul 01, 2022 06:08:46 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Coffee shops, photographic history display, rail museum, flower shop
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

This is a good attempt to mitigate some of the impacts of a horrible VicGov decision (without consultation and adequate explanation) that will be an ugly and imposing, over shadowing structure on the village and ambiance of Parkdale. It will hopefully help to preserve the sense of community that is now threatened.

Respondent No: 223
Login: Registered

Responded At: Jul 01, 2022 18:38:09 pm
Last Seen: Jul 01, 2022 08:26:24 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Possibly a space for storing community garden equipment?
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The community is very disappointed in the rail bridge. Please ensure you advocate for a green, community friendly solution and don't turn Parkdale into a car park under a concrete bridge. It would be nice to be Heard- and the council supporting the people living here.

Respondent No: 224
Login: Registered

Responded At: Jul 02, 2022 00:10:23 am
Last Seen: Jul 01, 2022 13:44:45 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	use it as a coffee shop
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** You need to allow for parking and a bike path from Chelsea to Cheltenham and beyond. Unfortunatley it's not just about parkdale - it's about surrounding suburbs too. and you need to allow extra for all of the ridiculous amounts of subdivision going on. Space for people to sit and have a coffee is great... but sitting in shade when you have a beach down the road isn't going to be first choice - more cafes. People from Mordialloc need somewhere to escape the stupidity of non locals in summer, since you can't get a table or carpark anywhere.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many

Q9. **Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

- Please don't create dangerous or slow intersections. - Don't lose parking - we need same or more (especially with addition subdivision slated for the future e.g that utterly ridiculous proposal for 30 dwellings on stewart st / near the station) - Don't ruin the village feel - bigger isn't better. I can imagine they're going to butcher Mordialloc (please don't!) - so we'll be wanting to escape for somewhere more quieter away from the crowds. - open space for a weekend market would be great

Respondent No: 225
Login: Registered
Responded At: Jul 02, 2022 15:03:47 pm
Last Seen: Jul 02, 2022 04:59:34 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Retain + repurpose heritage structures 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Upgrade the surrounding streetscapes 6. Preserve and enhance Parkdale's village character 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

.

Respondent No: 226
Login: Registered

Responded At: Jul 03, 2022 09:37:58 am
Last Seen: Jul 02, 2022 23:24:09 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	I don't mind getting rid off the out dated building if the station goes underground
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	not answered
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	not answered
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	not answered
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	not answered
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Optimise car parking 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Preserve and enhance Parkdale's village character 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

The railway should go underground as it keeps the environment in a state that is peaceful and tranquil. I don't want to go pass a monstrosity of an overhead railway when I come home from Parkdale Beach.

Respondent No: 227
Login: Registered

Responded At: Jul 03, 2022 10:43:09 am
Last Seen: Jul 03, 2022 00:29:00 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Stay in current position and operate in its current state
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Leave Parkdale in it's current state
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	not answered
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	not answered

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Retain + repurpose heritage structures 2. Preserve and enhance Parkdale's village character 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise car parking 6. Upgrade the surrounding streetscapes 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Parkdale does not need to be changed. Us local residents are the ones using the crossing and do not want to loose the beautiful village atmosphere we love about living in Parkdale

Respondent No: 228
Login: Registered
Responded At: Jul 03, 2022 11:54:46 am
Last Seen: Jul 03, 2022 01:43:49 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	Preservation is pointless and unnecessary money spent given proposed aesthetic changes.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create new active transport connections to Mentone, Mordialloc + beyond 2. Retain + repurpose heritage structures 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise car parking 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Preserve and enhance Parkdale's village character
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Unfortunate that this is being considered - total waste of funds which are better spent elsewhere to benefit all victorians.

Respondent No: 229
Login: Registered
Responded At: Jul 03, 2022 15:10:09 pm
Last Seen: Jul 03, 2022 05:05:36 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel A station and station entrance that looks good The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Leave it alone
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

-

Respondent No: 230
Login: Registered

Responded At: Jul 03, 2022 18:07:08 pm
Last Seen: Jul 03, 2022 07:57:33 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Senior's area Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As a local Art Space
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would like to see tall, mature trees (including the existing Palms) planted . Tall trees increase the biodiversity of the area and it will soften the visual impact of the concrete skyrail.

Respondent No: 231
Login: Registered

Responded At: Jul 03, 2022 21:03:30 pm
Last Seen: Jul 03, 2022 10:55:48 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** No need to change the current set up
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community Projects & Entertainment
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Upgrade the surrounding streetscapes 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Simply leave the crossing as it is , do not proceed with elevated rail which will be a total eyesore

Respondent No: 232
Login: Registered

Responded At: Jul 03, 2022 21:47:26 pm
Last Seen: Jul 03, 2022 11:42:15 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking Creating a more a pedestrian friendly area
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Unsure
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Optimise car parking 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create the greenest, most sustainable level crossing removal corridor in Australia 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 233
Login: Registered

Responded At: Jul 04, 2022 12:10:10 pm
Last Seen: Jul 04, 2022 01:53:07 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** The council design has missed the driving consideration of the LXRP - carparking. It was widely published when the option was first mooted that this section would make up for the lost carspaces in the Mentone design.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As a kisok ABOVE the trenched rail
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Not very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** parking has always been a priority for the LXRP, the proposed Council design is hopeful yet naive in its objectives. Parking will dominate the space and the propsal by LXRP should continue to be opposed. Council has been too easily led on the project to date.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Retain + repurpose heritage structures 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Optimise car parking 5. Upgrade the surrounding streetscapes 6. Optimise the station entrance + platform location 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Create the greenest, most sustainable level crossing removal corridor in Australia
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Council must continue to resist the LXRP proposal. They have not listened to date - and it is foolish to think the LXRP will consider this proposal now. The 'consultation' process has been deficient and 'tick box' ignoring genuine community concerns. No options were provided. Several Council memebrs are clearly too laigned with the state politic and are not representing community. Council must continue to resist and prepare an alternate plan in the event of a change in government.

Respondent No: 234
Login: Registered

Responded At: Jul 04, 2022 12:27:44 pm
Last Seen: Jul 04, 2022 01:52:10 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Senior's area Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Expanding the landscaping ideas beyond the project area into the neighbourhood The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Part of the station or made into a cafe style building with garden
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	not answered
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Upgrade the surrounding streetscapes 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Retain + repurpose heritage structures 6. Optimise car parking 7. Optimise the station entrance + platform location 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I would also like to add that 10 times more trees should be added along the walkways on Como Pde East and West. As the walkways alongside the railway line around Cheltenham and Mentone and even down at Edithvale and Chelsea look ugly, shockingly bare and just wire fences. The tress already planted will never ever cover what was there before. The loss of trees and shrubs has lost the green environment we once had, so please plant more trees and shrubs as far as Bradshaw Park.

Respondent No: 235 **Responded At:** Jul 04, 2022 16:31:10 pm
Login: Registered **Last Seen:** Jul 04, 2022 05:33:44 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village **If none, please explain why/what we've missed** The skyrail development planned would be a disaster and be an ugly and unwanted answer. The heritage of Parkdale should be preserved .
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	NO skyrail and sympathetic work to improve things would be fine.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Somewhat important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** By all means make safe and quality improvements, However skyrail should not be included in any plans at all.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Create the greenest, most sustainable level crossing removal corridor in Australia 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Retain + repurpose heritage structures 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Under no circumstances do I support skyrail at Parkdale. Parkdale has many special aspects which will be destroyed if this does proceed. Then it will be too late and regardless if the promised benefits our wonderful Parkdale village atmosphere will be permanently ruined.

Respondent No: 236
Login: Registered

Responded At: Jul 04, 2022 17:58:52 pm
Last Seen: Jul 04, 2022 07:54:14 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees Making sure we don't lose any carparking The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	Kept or some part of it integrated into the new station
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Optimise the station entrance + platform location 5. Upgrade the surrounding streetscapes 6. Retain + repurpose heritage structures 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No

Respondent No: 237
Login: Registered

Responded At: Jul 04, 2022 18:36:24 pm
Last Seen: Jul 04, 2022 06:34:33 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Nothing for people who want to sit under cover. Car parking will be reduced for shops in Como Parade West near Parkers Road. Section 6.4 Map 03 shows "Concept for Preston Station". Having spent time living in Preston, I can assure you Parkdale village atmosphere is not like Preston. Shared pedestrian/bicycle paths are shown. As we know from the Breach Road shared paths built at a cost of over $10M, they do not work for older pedestrians. Why do we need shared paths as well as an "Improved on-street cycling environment"? The only pedestrian operated traffic signals are near Bethell Avenue. There should be traffic signals at both Warrigal Road and Parkers Road intersections. Proposed traffic management is much inferior to that provided at Mentone, Cheltenham, Bon Beach, Carrum etc.
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Making sure we don't lose any carparking Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely disagree
Q4.	**How would you like to see the heritage building used?**	There is no reason for keeping either the current Parkdale Station or the electric substation near Warragul Road.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces

Q8. **Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9. **Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	not answered
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Optimise car parking 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise the station entrance + platform location 6. Create the greenest, most sustainable level crossing removal corridor in Australia 7. Upgrade the surrounding streetscapes 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Survey would not let me answer question 9 or 10. The document is clear and explains the proposal clearly and concisely. I was unsure whether the new "wombat" crossings would require pedestrians to give way to cars or vice versa. The current crossings mostly require pedestrians to give way to cars, although there is no marking on the road edge to advise this. I do not support the bicycle connection from Mentone to Mordialloc. There was a recent "Bay Trail" built along the western side of Beach Road which does the same thing and is little used. I foresee the same thing happening with any other special bike path. I often drive along the Nepean Highway past Carrum and that path is very much underutilised.

Respondent No: 238
Login: Registered

Responded At: Jul 05, 2022 16:07:41 pm
Last Seen: Jul 05, 2022 05:49:14 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As an historic site with option to sit and reflect in
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Maximising nature spaces and lots of trees and green space is my priority; not parking. In the previous Question 6. Carrum is all car parking and looks like a concrete carpark - because that is what it is. I do not support parking in any way like Carrum. I support utilising the space for nature/trees/planting, and safe spaces for people to gather and connect.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Upgrade the surrounding streetscapes 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I found some of the questions were not clearly relatable to the design framework. eg I went looking forward what elevated pedestrian crossings were/looked like and couldn't easily find this.

Respondent No: 239
Login: Registered

Responded At: Jul 06, 2022 14:14:09 pm
Last Seen: Jul 06, 2022 04:09:32 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat agree
Q4.	**How would you like to see the heritage building used?**	not bothered by heritage features
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Upgrade the surrounding streetscapes 3. Preserve and enhance Parkdale's village character 4. Create new active transport connections to Mentone, Mordialloc + beyond 5. Optimise the station entrance + platform location 6. Retain + repurpose heritage structures 7. Create intersections and pedestrian crossings that are attractive + accessible 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 240
Login: Registered

Responded At: Jul 06, 2022 15:40:14 pm
Last Seen: Jul 06, 2022 04:49:32 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Senior's area Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Creating new spaces for recreation or socialising Expanding the landscaping ideas beyond the project area into the neighbourhood
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Community access space. Our local garden club currently has difficulty accessing a meeting room after hours.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Optimise the station entrance + platform location 4. Retain + repurpose heritage structures 5. Create new active transport connections to Mentone, Mordialloc + beyond 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Well done. If as expected the overhead rail connection takes place it is important that we have the Council in their fighting to get the best urban design outcomes for Kingston residents.

Respondent No: 241 **Responded At:** Jul 06, 2022 20:48:49 pm
Login: Registered **Last Seen:** Jul 06, 2022 10:20:34 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	**If none, please explain why/what we've missed** Could not enlarge the plan
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	A shelter or to house the historical society
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Anyone travelling by train into the City on the Frankston line will be aware that there is barely a piece of concrete, wall or fence that has not been tagged north of Cheltenham. It is a disgrace. Graffiti is rife and unsightly and even the rail bridge over the Nepean Highway going into Mordialloc has not escaped - nor has it been removed for years. If the sky rail goes ahead with concrete pillars throughout the length of Parkdale village, graffiti with be inevitable. What is the plan to deal with any graffiti? Can removal within 24 hrs or less be expected? Has this been discussed and if so what are the solutions?

Respondent No: 242
Login: Registered

Responded At: Jul 07, 2022 08:13:38 am
Last Seen: Jul 06, 2022 21:58:40 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Small museum about parkdale. Small galleries to his artwork of local artists that would change over time. Small picnic areas providing covered spaces.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** I'd happily see a reduction in the number of longer term car parking to increase open space areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Upgrade the surrounding streetscapes 6. Create new active transport connections to Mentone, Mordialloc + beyond 7. Optimise the station entrance + platform location 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Some charging stations for electric cars would be a good initiative. Ie, convert some existing parking spaces to electric charging parking spaces for short term parking. Vertical wall gardens to help hide the concrete mass. I really don't think we need any "active" or recreation areas at the parkers road end, the less concrete the better. Anything like that should be at the Warrigal end where people who want to use such spaces would specifically travel to those areas, rather than than simply taking up space and adding to concrete mass in the station district.

Respondent No: 243
Login: Registered
Responded At: Jul 07, 2022 08:13:45 am
Last Seen: Jul 06, 2022 21:58:47 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Sheltered area for people to use within the open space. Maybe it could house old photos of the local area and station.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Upgrade the surrounding streetscapes 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise the station entrance + platform location 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Vertical gardens on the Skyrail structures would be amazing, to add to the green and cover up the bulk. As long as they can grow in the conditions, of course. I don't want to see any 'active' areas - people who live here go to the beach or parks and I think it would really take away from the aesthetic appeal of the green spaces. If this is implemented I think the Warrigal Rd end would be most appropriate, so it's not within the village.

Respondent No: 244
Login: Registered

Responded At: Jul 07, 2022 14:31:21 pm
Last Seen: Jul 07, 2022 04:25:35 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Conversation zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Making sure we don't lose any carparking A station and station entrance that looks good
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	cafe possibly
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I think we should sacrifice some open space in the proposed design to increase parking spaces
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	No, there are too many
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	The plan has too many raised crossings and they should be reduced
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly support, please consider it
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Optimise car parking 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Optimise the station entrance + platform location 4. Upgrade the surrounding streetscapes 5. Preserve and enhance Parkdale's village character 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 245
Login: Registered

Responded At: Jul 07, 2022 15:34:22 pm
Last Seen: Jul 07, 2022 05:24:09 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Somewhat disagree
Q4.	**How would you like to see the heritage building used?**	If any are to be retained, they could be used for shelter adjacent to playground possibly with activities inside. Could be used for family gatherings, parties etc. on a booked basis.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** There should be no net loss but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Optimise car parking 4. Upgrade the surrounding streetscapes 5. Optimise the station entrance + platform location 6. Create intersections and pedestrian crossings that are attractive + accessible 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I support the proposed approach compared with trench. It will add facilities and amenity to our suburb.

Respondent No: 246
Login: Registered

Responded At: Jul 07, 2022 16:49:24 pm
Last Seen: Jul 07, 2022 06:37:11 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	Creating new spaces for recreation or socialising Creating a more a pedestrian friendly area Upgrades to the footpath and streetscape around the shopping strip
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	N/A
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Upgrade the surrounding streetscapes 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Create the greenest, most sustainable level crossing removal corridor in Australia 4. Preserve and enhance Parkdale's village character 5. Optimise the station entrance + platform location 6. Optimise car parking 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

I'm supportive of the LXR in Parkdale and am happy with the elevated option which will hopefully connect the two sides of the railway line and enhance the village.

Respondent No: 247
Login: Registered

Responded At: Jul 07, 2022 20:18:35 pm
Last Seen: Jul 07, 2022 10:04:35 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Conversation zone Garden zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel The chance to extend bike paths and active transport connections to Mordialloc
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	pop up retail/ market space or meeting room for hire by local groups
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Not really
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Yes
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Create new active transport connections to Mentone, Mordialloc + beyond 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Retain + repurpose heritage structures 7. Upgrade the surrounding streetscapes 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Keep fighting against elevated rail. It is ugly and inappropriate and I can't believe we would leave that legacy for our future generations. It breaks my heart. The Carrum area with its ugly, rusty decoration and spiky plantings is very unattractive. It matters less there because of the width of Nepean Highway and the lack of a village. It would destroy the attractiveness of Parkdale. The only thing that will help is to cover the butt ugly concrete with green plantings. I look out of my property onto Parkdale Station and see gardens and heritage buildings. I also see sunsets from my balcony. This will be replaced by depressing concrete. I drove under the Clayton crossing yesterday and it makes me feel ill to think we will have such an ugly structure in our lovely village.

Respondent No: 248
Login: Registered
Responded At: Jul 07, 2022 21:14:41 pm
Last Seen: Jul 07, 2022 10:38:45 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Bouldering (climbing wall) and pump track zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	Retained as part of village square built atop a cut and cover trench solution as per Mentone station. NO SKYRAIL.
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Absolutely not
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	**Other (please specify)** Move all carparks from proposed village square. Absolutely no more carparks. Not a single extra carpark to increase congestion and traffic safety risks around the station.
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Somewhat supportive
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Strongly do not support
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Create the greenest, most sustainable level crossing removal corridor in Australia 2. Preserve and enhance Parkdale's village character 3. Retain + repurpose heritage structures 4. Create intersections and pedestrian crossings that are attractive + accessible 5. Optimise the station entrance + platform location 6. Upgrade the surrounding streetscapes 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Optimise car parking
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Neutral

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

No Skyrail. Do everything in your power to oppose it vehemently. If it's must happen, the entire space beneath and around it should be planted with mature vegetation. Not 6mth old saplings that will die due to lack or water or sunlight, mature established trees. Everywhere, 100's of them. No more carparks, in fact less would be fine. Create a large and genuinely connected village square that focuses on nature and green space, not cheap ugly concrete and steel.

Respondent No: 249
Login: Registered

Responded At: Jul 08, 2022 09:33:21 am
Last Seen: Jul 07, 2022 23:13:46 pm

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Protecting our heritage buildings
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Definitely agree
Q4.	**How would you like to see the heritage building used?**	As part of the new station area. The new station should have a heritage-style character to match the surrounding area, not an ultra modern building
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Yes, definitely
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I would like to see more raised pedestrian crossings

Q10. **Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	Somewhat
Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Do not support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create intersections and pedestrian crossings that are attractive + accessible 3. Retain + repurpose heritage structures 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Upgrade the surrounding streetscapes 6. Optimise the station entrance + platform location 7. Optimise car parking 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Somewhat supportive

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

Can you please consider an additional pedestrian crossing along Warrigal Road between the new elevated rail and Nepean Highway (near the bus stop)? Sometimes the only way to cross this stretch of road is when the train barrier is down and the traffic stops so this will be a nightmare when it is removed. Please consider the MAINTENANCE costs of all green spaces. Someone will need to factor in ongoing maintenance of all of this - there is nothing worse than neglected public spaces. So please be REALISTIC with what can be achieved and choose low maintenance wherever possible. Please champion noise abatement design measures wherever possible to the appropriate party - the freight trains who use the lines are very noisy and not sure how much worse this will get with elevated rail.

Respondent No: 250
Login: Registered
Responded At: Jul 08, 2022 15:16:04 pm
Last Seen: Jul 08, 2022 04:40:16 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Garden zone Parkdale station + village Nature zone
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel Making sure we don't lose any carparking
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	Parkdale station buildings are of no historic importance
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Yes, strongly support
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I fully support no net loss and don't mind some parking being moved as per the Framework Plan
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Strongly support
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Somewhat supportive
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Upgrade the surrounding streetscapes 3. Create intersections and pedestrian crossings that are attractive + accessible 4. Create the greenest, most sustainable level crossing removal corridor in Australia 5. Optimise car parking 6. Optimise the station entrance + platform location 7. Create new active transport connections to Mentone, Mordialloc + beyond 8. Retain + repurpose heritage structures
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Strongly support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

no

Respondent No: 251
Login: Registered

Responded At: Jul 08, 2022 16:17:14 pm
Last Seen: Jul 08, 2022 05:49:25 am

Q1.	**Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06 – Key Directions) (Choose up to 4) ?**	Heavy planting zone Parkdale station + village
Q2.	**If elevated rail does proceed, which of the following issues matter most to you in the project? (Select up to 3)**	A greener and more attractive landscape, retaining trees A project that blends well with Parkdale and Mentone's village feel
Q3.	**Do you support our proposal to request the State Government to preserve and relocate heritage station buildings?**	Neutral
Q4.	**How would you like to see the heritage building used?**	use as the station .... spend money on issues such as homelessness
Q5.	**The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals, you have seen, how important is this to you?**	Very important
Q6.	**Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping – does Parkdale need a similar approach ?**	Somewhat
Q7.	**Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?**	I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible
Q8.	**Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design?**	Somewhat
Q9.	**Based on your review of the plan which of the following approaches would you most support:**	I am comfortable with the proposed number of raised pedestrian crossings
Q10.	**Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8) ?**	No

Q11. **Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas?**	Neutral
Q12. **Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct?**	Neutral
Q13. **Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8) (Rank each option)**	1. Preserve and enhance Parkdale's village character 2. Create the greenest, most sustainable level crossing removal corridor in Australia 3. Upgrade the surrounding streetscapes 4. Optimise the station entrance + platform location 5. Create intersections and pedestrian crossings that are attractive + accessible 6. Optimise car parking 7. Retain + repurpose heritage structures 8. Create new active transport connections to Mentone, Mordialloc + beyond
Q14. **If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?**	Do not support

Q15. **Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add?**

NO SKYRAIL PLEASE

8 July 2022

Draft Urban Design Framework Parkdale-Mentone
Justin Kelly, Strategic Planning strategic.planning@kingston.vic.gov.au
City of Kingston

Dear Justin

Draft Urban Design Framework for level crossing removals at Warrigal Rd & Parkers Rd

As residents of Mordialloc, we frequently visit Parkdale village and Council's library, and family in Mentone by train or car. We appreciate the green, village-type and residential amenity of the Parkdale-Mentone rail and Como Parade corridor and are keen to see this amenity retained and improved in this project.

We have previously written in support of elevated rail, where the topography or conditions require that, for better pedestrian and road connectivity and open space provision in urban centres.

Draft Framework. This concept is overly complex in trying to cater for everyone within a confined and linear geographic area of Kingston. Otherwise, we **somewhat agree** with these design features, except where indicated:

- *A range of different zones to use newly created spaces along the railway corridor including:*
- *A village square at the new Parkdale Station to connect into the existing shopping areas*. **Yes**, with seating, shade trees, and paving relieved with greenery.
- *Green zones with planting to compliment the natural landscape*. **Yes**, predominantly local native plants to maintain a corridor for native wildlife and support local biodiversity.
- *Active spaces for play and sports*. **No**, inappropriate in a residential corridor, because active space would attract activity and noise and be a nuisance for residents, add infrastructure and lighting, add parking to serve activities, all of which would reduce green space and undermine the green corridor and residential character.
- *Conversation zones for connecting with your neighbours.* **Possibly**, see comment below.
- *Support for retaining heritage buildings in close proximity to their existing location*. **Yes**, in-situ if possible.
- *A pedestrian/shared user pathway along the corridor*. **Yes**, if separated (see d) below).

Request, please:

a) No invasive species for this corridor, including Canary Island Palms.
b) No fake grass/plastic turf anywhere in this corridor, because it breaks down into plastic tufts or bits that enter soil and waterways and become ingested by animals or add chemicals to the environment.
c) No feature lighting and minimal night lighting for safe passage only through this corridor, street lighting is enough. Any necessary lighting to be directed downward and insect-friendly.
d) Native bush foods garden, if no invasive species used.
e) Permeable surfaces to absorb rainwater and minimal sealed paving.
f) Include a green dog park for passive recreation, because there are few dog exercise areas in the Parkdale area.
g) Delete active spaces (see comment above), they belong in sports/parks areas not amongst homes.
h) Separate paths where possible—bicycle path along Como Parade West and pedestrian path along Como Parade East and White Street. Shared paths cause conflict for users, but please do locate any shared path opposite Bradshaw Reserve, not adjacent to it to avoid impacts on the reserve.
i) Reduce the number of design elements, this concept attempts to fit too many uses into the linear space.
j) Informal landscaping, rather than the rather contrived and overly complex landscape and design features.

Land for Wildlife logo courtesy of Land for Wildlife

8 July 2022

Draft Urban Design Framework Parkdale-Mentone
Justin Kelly, Senior Urban Design Advisor Justin Kelly <Justin.Kelly@kingston.vic.gov.au>
City of Kingston

Dear Justin

Draft Urban Design Framework for level crossing removals at Warrigal Rd & Parkers Rd

About Bradshaw Bushland Reserve
Bradshaw Bushland Reserve has been rehabilitated over a period of 50 years, after local residents saved the site in 1972, and a Friends group formed in 1990. The original indigenous vegetation is being rehabilitated or returned with improved local biodiversity levels and as habitat for local and transient wildlife, hence the Land for Wildlife status. Bradshaw Bushland Reserve also provides a valuable habitat link between nearby bushy gardens, rail and road reserves, the coast and hinterland. Restoration of the original plant communities is a work in progress as the integrity of the indigenous vegetation improves and as emergent species appear.

LXRP level crossing removals project at Warrigal Rd & Parkers Rd
The Friends of Bradshaw Bushland Reserve have previously corresponded with Council officers and LXRP on this project, and met on-site with Kingston Open Space Projects officer Greg Cater, LXRP and volunteers in April. We are keen to ensure no adverse impacts on Bradshaw Bushland Reserve from the design, construction and eventual operation and use under this project.

KCC Draft Urban Design Concept
The Friends priorities are:

1) Protection of remnant vegetation on: 1) the rail reserve adjacent to Bradshaw Reserve (remarkable survivors), and 2) at Parkdale on the road/rail reserve (Metro Vegetation Officer and botanist David Bainbridge know the location).
2) Protection of Bradshaw Bushland Reserve in its entirety and all indigenous vegetation within.
3) Landscape species to be predominantly indigenous with non-invasive natives to maintain the native wildlife corridor and support and improve local biodiversity.
4) Involvement of the Bunurong people who have RAP status for the Kingston area, to promote local indigenous heritage and bush foods.
5) Preservation of dark sky for wildlife navigation and visibility of the night sky for astronomers, and for residents. Thus, no night lighting of paths, recreational areas or any facilities. Any necessary night lighting to be minimal for safe passage, directed downward, hooded and insect-friendly.
6) Invasive weeds eradicated in the vicinity of the Reserve on the road and rail reserve and Nepean Highway bridge embankment.
7) A shared path located along Como Parade West opposite Bradshaw Reserve. FoBBR previously advocated for no shared path adjacent to the Reserve to avoid inevitable litter or adverse visitation impacts on the Reserve, but this is shown in the concept.

   Alternatively, separate paths: Como Parade West bicycle path plus Como Parade East and White Street pedestrian path to Nepean Highway.

8) A possible third rail line to be aligned on the Mordialloc side of the Nepean Highway Bridge to lessen impact on Bradshaw Reserve, rather than the city side where Red Gum trees at the southern point may be impacted.
9) Permeable paving to replenish groundwater for vegetated areas, residential gardens and the water table for Bradshaw Bushland Reserve.
10) A dog park would be useful as a green passive recreation area, because Parkdale has a shortage of dog exercise places.
11) No environmentally-harmful plastic 'turf' for any part of this design concept.
12) Please correct the name Bradshaw Park to Bradshaw Bushland Reserve, a place name officially adopted some years ago.

Draft Framework. FoBBR preferences:

- *A range of different zones to use newly created spaces along the railway corridor including:*
  Reduce the number and variety of competing features and uses within this short section, especially those that bring littering and food waste, and keep parking to a minimum and provide bicycle racks.
- *A village square at the new Parkdale Station to connect into the existing shopping areas*.
  Seats, indigenous shade trees, and minimal paving.
- *Green zones with planting to compliment the natural landscape*.
  As for point 3) above.
- *Active spaces for play and sports*.
  Not in this residential corridor or near Bradshaw Reserve. Active use would bring litter, activity, noise and lighting, infrastructure, parking, etc, and inevitable impacts on residents and Bradshaw flora and fauna. Active sport is well-catered for nearby. Passive recreation is more suited to this residential area and near Bradshaw Reserve, and passive recreation areas, walking and resting places are needed more as density increases, etc.
  Conversation zones for connecting with your neighbours.
  Quiet areas for chats but not infrastructure like this.
- *Support for retaining heritage buildings in close proximity to their existing location*.
  Absolutely, with information on local aboriginal and European history, natural ecology and biodiversity.
- *A pedestrian/shared user pathway along the corridor*.
  Locate opposite Bradshaw Bushland Reserve or separate paths, as for point 5) above.

The Friends of Bradshaw Bushland Reserve are keen to see a positive outcome from both Council's design input and LXRP's project for local climate and biodiversity, Bradshaw Bushland Reserve, local residents and Parkdale village. We appreciate involvement with any aspect of this project.

Yours sincerely

1 Our plan features key zones along the rail corridor. Which zones would you be most likely to use or support (refer Section 06–Key Directions)?

1. *Bouldering (climbing wall) and pump track zone*. **No**, belongs in sports/park area, but possibly within Parkdale village precinct.
2. *Heavy planting zone*. **Yes**, would screen Warrigal Road traffic.
3. *Conversation zone*. **Possibly**, with seating only. **Remove swings and grid**, active use would encourage shouting and the grid is ugly and unnecessary infrastructure, which is inappropriate in a residential area.
4. *Senior's area*. **No**, the gym-like feature belongs in a sports/park area, it might attract younger users that discourage seniors. Should it remain, keep it simple timber/recycled plastic amongst greenery.
5. *Garden zone*. **Prefer** a Nature Zone instead. Should it remain, keep a garden informal with less concrete.
6. *Parkdale station + village*. **Somewhat agree** with intentions—retain village character, pedestrian focus, station at-grade, bus bays, retain parking. **Suggest**: coastal green and sandy colours, historical murals.
7. *Nature zone*. **Yes**, to complement local natural areas. **Suggest**: a native bush foods garden (see d) above).
8. *If none, please explain why/what we've missed*. **Request**: a green dog park (see f) above).

2 If elevated rail does proceed, which of the following issues matter most to you in the project?

Priority 1. *A greener and more attractive landscape, retaining trees*.
Priority 2. *Protecting our heritage buildings*.
Priority 3. *A project that blends well with Parkdale and Mentone's village feel*.
Priority 4. *Expanding the landscaping ideas beyond the project area into the neighbourhood*.
Priority 5. *A station and station entrance that looks good*.
Priority 6. *Creating a more a pedestrian friendly area*.
Priority 7. *Creating new spaces for recreation or socialising*.
Priority 8. *Making sure we don't lose any carparking*.
Priority 9. *Upgrades to the footpath and streetscape around the shopping strip*.
Priority 10. *The chance to extend bike paths and active transport connections to Mordialloc*.

3 Do you support our proposal to request the State Government to preserve and relocate heritage station buildings? **Yes**, they're an architectural example of an era and living history of the railway corridor at Parkdale.

4 How would you like to see the heritage building used? **Suggest**: local history display, community hub, gallery, arts and craft.

5 The draft framework aims to deliver a climate responsive outcome with lots of planting and landscaping. When considering other level crossings removals you have seen, how important is this to you? **Very important**, especially shade trees, and green surfaces rather than sealed ones that increase urban heat.

6 Outcomes were achieved in Carrum with the Victorian Government upgrading the streetscapes adjacent to the rail corridor, so the design would blend well into the neighbourhood with improved paving outcomes and extra landscaping–does Parkdale need a similar approach? **Yes**, except less paving and more indigenous and native vegetation. Carrum has excessive paving that is bleak.

7 Balancing the amount of Parking is a key issue for the Parkdale Village. Which of the following approaches would you most support?

Priority 1. *I support no loss of parking spaces loss but would prefer parking to stay in the same place as much as possible.*
Priority 2. *I fully support no net loss and don't mind some parking being moved as per the Framework Plan*. **Request**: Parking lots are contained within the extent of Parkdale village, and do not take up the road/rail reserve open space.

Priority 3. *Parking is important but I also support investment in cycling paths, open space and safe pedestrian areas*.
No priority. *We think we should sacrifice some open space in the proposed design to increase parking spaces*.
No priority. *I think we should increase parking space a lot, I don't mind if we have to reduce open spaces and pedestrian areas in the design*.
Other (please specify). **Suggest**: bicycle racks.

8 Pedestrian safety is a key focus of the Framework. Do you support the use of raised and easier to navigate pedestrian crossings, in the proposed design? **Yes**, if raised pedestrian crossings suit all users and wheeled transport.

9 Based on your review of the plan which of the following (pedestrian crossing) approaches would you most support:
I would like to see more raised pedestrian crossings. **Request**: as many pedestrian crossings as is practicable and safe for all.

10 Do you support a new safe proposed bicycle/active transport connection from Mentone and across the Nepean Highway into Mordialloc (refer Section Key Directions 6.8)? **Yes**, in principle, it could be well-used. **Request**: Separate bicycle and pedestrian paths where possible (see h) above).

11 Council is exploring the idea in the Draft Framework to create some upgrades to the Como Parade West streetscape to potentially include some parklet dining areas. Do you support the loss of some car parking spaces to create additional outdoor dining areas? **Comment**: Somewhat support, if footpaths are kept clear of dining furniture and people that block pedestrian passage. **Request**: No gas heaters are used; we think butane gas is derived from crude oil and emits carbon when burnt.

12 Would you support adding an additional vehicle crossing point (between Warrigal Road and Parkers Road to link Como Parade East and West) in the proposed design to provide a circuit for vehicle movements around the new station precinct? **Possibly**, advantage and location are unclear.

13 Which principles matter most to you when guiding plans for the centre? Rank the most important to you (1) to least important (8).
Priority 1. *Create the greenest, most sustainable level crossing removal corridor in Australia*. Ambitious!
Priority 2. *Retain + repurpose heritage structures.*
Priority 3. *Preserve and enhance Parkdale's village character.*
Priority 4. *Create intersections and pedestrian crossings that are attractive + accessible.*
Priority 5. *Upgrade the surrounding streetscapes.*
Priority 6. *Optimise the station entrance + platform location.*
Priority 7. *Create new active transport connections to Mentone, Mordialloc + beyond.*
Priority 8. *Optimise car parking.*

14 If the State Government proceeds with an elevated rail solution how supportive are you of Council actively advocating the Council's position with its adopted Urban Design Framework?
Somewhat support, with modifications as indicated in this feedback.

15 Thank you for your feedback. Is there anything else about the Draft Urban Design Framework you'd like to add? **Yes**. Thank you for this initiative and advocating for the local community.

We appreciate the opportunity to comment on this significant urban character concept and trust our comments are useful.

Yours sincerely

To: StrategicPlanning
Subject: Feedback on Council's draft Urban Design Framework
Date: Friday, 8 July 2022 1:11:29 PM
Attachments: image001.jpg

Dear Strategic Planner - City of Kingston,
Thanks for the chance to comment on the draft Urban Design Framework as it relates to the Parkdale level crossing removal project. There are a lot of positive elements of the draft document, particularly the focus on enhancing the feel and appearance of the Parkdale village shopping area. An elevated structure will, of course, detract from the character and charm of Parkdale, especially through the shopping area, where many local community facilities exist.
Given the primary reason for the Victorian Government implementing the level crossing removal project is that safety is "a core benefit", I think the urban design framework should more clearly identify the existing and foreseeable safety concerns, and how they will be addressed as part of the rail crossing removal project and the associated urban design process. Safety is mentioned here and there throughout the document, with minimal written detail or evidence on safety provided. This makes it difficult to determine whether safety is being comprehensively addressed within the framework. While there are a few general references to safety in the draft urban design framework, it is only when Map 03 is examined in some detail that it is possible to infer how safety is to be incorporated in the proposed new design.
The pleasing features of Map 03 are discussed below:

- **The retention of roundabouts at Parkers/Como Pde West and Warrigal/Como Pde West** – both will operate with far greater levels of safety and convenience than if traffic signals were to be installed. Any landscaping or planting on the circular islands and surrounding areas would help to 'soften' the appearance of both roundabouts and enhance the feel and visual impact of the respective areas;
- **The addition of seven wombat crossings in and around Como Parades East and West and Parkers Rd is very positive in supporting safe active travel** – however, the two proposed wombat crossings shown to cross Parkers Road and Heslop St are relatively minor movements in comparison to what I believe is the main pedestrian movement across Parkers Rd, immediately SW of the roundabout. Pedestrians are unlikely to use the proposed two wombat crossings to cross Parkers Rd at this point. With this in mind, could the proposed wombat crossings be reconfigured to a single wombat crossing of Parkers Rd, just in advance of the intersection of Como Pde West, with the other wombat crossing retained in the position shown across Hyslop St? I think this would better cater for the main pedestrian crossing movements and desire line;
- What provision will be made for **safe crossing of the 'shared path within Station Precinct'** across Parkers Rd where the level crossing is currently positioned?
- What is planned for the section of **Como Pde West between Parkers Rd and Alameda St?** This segment has the potential to become a shared zone, with an upgraded surface (e.g., textured pavers) in keeping with the desired type of environment and the aim of creating pedestrian-friendly space. Perhaps there is scope to extend this concept further to the North-West, one more block?
- What speed limit will apply in Como Pde West and East and along Parkers Rd - **low vehicle speeds through the Parkdale village will be vital to safety, especially for pedestrians and school children,** supporting active travel and creating surroundings compatible with the local character of the shopping area and surrounding land uses. The Academic Expert Group formed to advise the 3rd Global Ministerial Conference on Road Safety made nine key recommendations to address the unacceptable loss of life and the incidence of severe injury on the world's roads. Of particular relevance here is Recommendation #8 "In order to

protect vulnerable road users and achieve sustainability goals addressing livable cities, health and security, we recommend that a maximum road travel speed limit of 30 km/h be mandated in urban areas unless strong evidence exists that higher speeds are safe." Higher speed limits are proven to generate higher risk for pedestrians, especially children and older people;

- There are clear signs of **good alignment of the draft Urban Design Framework with the Safe System principles**. In this regard, it is noteworthy that the Third Global Ministerial Conference on Road Safety, held in Stockholm in 2020 and hosted by the United Nations, World Health Organisation and Swedish Transport Administration, stressed the absolute need for change over the coming decade and beyond, to arrest the global loss of life and long-term health. A key conference recommendation was to **apply Safe System principles across all areas, especially in the design and operation of roads**.

A few additional thoughts for consideration:

- It is noted in the draft Urban Design Framework "05. Create integrated intersections and crossings that are attractive + accessible Why To **balance the efficiency and safety of both vehicular and non-vehicular traffic.**" In 2004, Australia and NZ adopted the Safe System approach to traffic safety, as have many other countries, before and since. The Safe System continues to be endorsed as global best-practice (refer to the United Nations General Assembly 2021. Resolution on Improving global road safety. A/74/L.86, 18 August 2021, and the World Health Organisation 2021. Global Plan for the Second Decade of Action for Road Safety 2021–2030). By adopting the Safe System, **balancing efficiency and safety is no longer acceptable on ethical grounds**. That is, it is not OK to trade the lives or the health of people using roads to provide greater efficiencies of travel. This is central to the origins of Vision Zero, which now guides road safety globally;
- The **Movement and Place framework** might be able to be used to help to strengthen the case for elevating the attributes of Place in Parkdale, and ensuring that pedestrians, cyclists, school children, public transport users and local traffic needs are prioritised.

I hope these thoughts are of value in finalising the draft Urban Design Framework, as it relates to the Mentone to Parkdale Crossing Removal. Please let me know if any of my comments require clarification.

Regards,

Subject: Kingston Residents Association Submission: Mentone to Parkdale Level Crossing Removal Urban Design Framework
Date: Friday, 8 July 2022 8:51:07 AM
Attachments: LXRP Council Submission.pdf

Dear City of Kingston,

Please see attached the Kingston Residents Association submission for the Mentone to Parkdale Level Crossing Removal Urban Design Framework.

If you do have any further questions or comments regarding our submission please refer these questions to KRA Committee Member, .

KINGSTON RESIDENTS ASSOCIATION EST. 2012

Kingston Residents Association
Submission to City of Kingston
On
Mentone to Parkdale Level Crossing Removal
Urban Design Framework

A. Introduction

This submission is made on behalf of the Kingston Residents Association.

KRA strongly supports integrated and coordinated planning involving LXRP, Council, the community, traders and others to ensure that there is a highly resolved and integrated design outcome.

It is noted that the concepts outlined in the draft Urban Design Framework (UDF) are more detailed than the material currently made available by the LXRP.

However, we also recognise that there are significant consistencies between the UDF and LXRP's stated intentions and initial designs.

In particular, KRA supports the need to protect and enhance those elements of the neighbourhood that are identified by the UDF as valued by the community, namely:

- Village feel / atmosphere;
- Quit tree lined streets;
- Local shopping strip;
- Walkability and accessibility; and
- Coastal feel.

It is equally clear that this project offers a once in 100-year opportunity to re-imagine Parkdale, improving amenity, traffic flow and liveability.

B. Housing Strategy Zoning

Context for this project includes the Housing Strategy and Neighbourhood Character Study adopted by Council in October 2001, which includes a significant area of "Increased Change" in the area bounded by Bethell Avenue, Nepean Highway, Laburnnum Street and Parkers Road East.

Similarly, an Increased Change area has been designated along Warrigal Road between Nepean Highway and Como Parade.

Over time, these changes will result in increased housing density and total population in the LXRP project precinct. In turn, this suggests an increased need for recreational space. This highlights a positive aspect of elevated rail relative to the

trenching approach adopted for Edithvale, Chelsea and Bonbeach, which provides little if any space for recreational activities and canopy vegetation.

C. Additional Vehicle Crossing Point

Council has requested comments on the concept of and additional vehicle crossing between Parkers and Warrigal Rd to link Como Parade East and West.

KRA **does not at this stage support** this option as we believe it would increase traffic flow in residential streets between Como Parade East and Nepean Highway. The removal of the level crossings should be sufficient to improve access on Parkers and Warrigal Roads.

D. Streetscaping

Improved streetscaping for the shopping area is a significant opportunity for this project. While the LXRP's initial designs do not suggest any widening of the footpath, **better pavement treatment, furniture and landscaping that is integrated with the rail corridor is strongly supported**. This should include under-grounding of power and other wires and if possible widening of the footpath.

E. Climate Context

KRA **supports the approach of minimising negative environmental impacts and maximising opportunities for retention of vegetation and establishment of a green corridor**. Elevated rail offers opportunities for planting that is sympathetic with Parkdale's coastal location and for a larger canopy than would be possible with the trench approach.

KRA would also **support the provision of EV charging and the installation of solar panels** as part of the project.

Effective water management and diversion to planting under the rail corridor will also be necessary.

F. Urban Design Objectives

The UDF has listed eight urban design objectives:

1. *Creating the greenest, most sustainable level crossing removal corridor in Australia*

   KRA strongly supports this objective, the reason for its inclusion and how it can be achieved.

2. *Preserve and enhance Parkdale's village character*

   KRA strongly supports this objective, the reason for its inclusion and how it can be achieved.

3. *Upgrade surrounding streetscapes*

   KRA strongly supports this objective, the reason for its inclusion and how it can be achieved.

   However, the only comments we would make is in relation on-street parking. The UDF proposes:

   > "Formalise on-street parking on Como Parade W/E with line marking, pavement treatment, kerbs and signage."

   We question whether a fully bituminised treatment compared with the current porous surfaces in some areas is consistent with the objective of maintaining the current look and feel of the area. While we have no issue with more formalised arrangements, it would be of concern if the result was hard-edged and stark.

4. *Optimise the station entrance and platform location*

   KRA strongly supports this objective, the reason for its inclusion and how it can be achieved.

   We agree that parking in the immediate vicinity of the station and shopping precinct should not be allocated for commuter parking and that walking and cycling should be encouraged. However, it is also important to recognise that a **reduction in commuter parking has the potential to result in increased commuter parking in the residential streets adjoining Como Parade East and West**. KRA sees this as a very undesirable outcome.

5. *Create integrated intersections and crossings that are attractive and accessible*

   KRA strongly supports this objective, the reason for its inclusion and how it can be achieved.

   However, it is unclear what is intended in relation to The Corso and Mitchell Street intersections with Warrigal road and how this relates to the level crossing removals.

   We agree that existing and proposed flat top speed humps be converted to wombat crossings. The current crossings can cause confusion among drivers and pedestrians. Further, safe access across Como Parade East and West to the rail corridor will be important.

   In relation to the Elm Grove crossing, it is noted that the LXRP's initial designs envisage under-rail access finishing around Herbert Street (with a pathway on the East side to a crossing at Elm Grove. In contrast, Council's UDF envisages and longer elevated rail, allowing a cross-over under the rail from McIndoe Parade to Elm Grove (i.e. the site of the currently closed crossing).

This is clearly a difficult issue as the UDF's approach would involve higher cost and a longer elevated structure impacting more houses.

At the very least the cross-over on Como Parade East should be moved North on the LXRP's design. It is KRA's view that **the elevated rail should be no longer than necessary and that extending it to allow a cross-over at Elm Grove is not justified**.

6. *Optimise car park provision*

On many occasions there is a lack of available parking along and adjacent to the shopping strip.

The UDF notes that among traders "few considered car parking to be a significant issue". However, at times, it is an issue for people attempting to find parking to access the commercial precinct.

Further, it needs to be recognised that there has been a significant level of commuter parking along both sides of Como Parade, often in areas that have not been specifically prepared for parking (e.g. Como Parade West south of Parkers Road).

The project certainly provides an opportunity to address these issues, but also needs to recognise that a large open bituminised car park would not be visually attractive.

Furthermore, views on the issue of parking vary widely, from:

- Reducing availability to promote walking and cycling to the commercial precinct, to
- Increasing availability to deal with the current situation of occasional congestion and lack of access.

The parking issue also needs to be considered in the context of the footpath congestion that can occur in the shopping precinct. There is a clear need to widen the footpath or sections of the footpath to improve the pedestrian access and amenity for diners. However, this also has the potential to impact on parking. The conversion of the 90-degree parking bays (presumably including disability spaces) within the station precinct to free up space for streetscaping does not address the fact that streetscaping is required at other points along the shopping strip.

It is KRA's position that:

- Negotiations between Council and LXRP should include consideration of **how pedestrian and diner access can be improved without reducing car parking access**.
- **Disability parking needs to be provided at points that improve access to both the shopping precinct and the station**.
- The precinct should include the provision of Electric Vehicle charging stations.
- **Formalising 90-degree car parking bays** on Como Parade E and W north of Birdwood St and south of Parkers Rd is appropriate, but **needs to be**

sympathetic with the neighbourhood character. Current parking uses porous surfaces and retention of vegetation. This may be preferable to a highly formalised approach using bitumen. That said, it is recognised that current parking lacks drainage in some areas and can be rendered inoperative after heavy rain.

- There should be prioritised access for walking, cycling and public transport, including provision of Parkiteer for commuters and bicycle racks for shoppers.
- Improved accessibility between Como Parade E and W is a positive aspect of the elevated rail approach that will increase the number of visitor parking spaces that are conveniently located for customers of Parkdale businesses on either side of the rail corridor.

7. *Retain and repurpose heritage structures*

KRA supports the objective of retaining and repurposing heritage structures subject to further information about how existing building(s) could be used to complement the project. For example, a building within the village square couple be made available for community events such as children's parties, or adjacent to recreational areas for shelter.

8. *Create new active transport connections to Mentone, Mordialloc and beyond*

KRA strongly supports this objective, the reason for its inclusion and how it can be achieved.

However, we make the following points:

- **It is essential that the proposed SUP not impact on or encroach on Bradshaw Park**. This means that it should be on the Como Parade West side of the rail line prior to Bradshaw Park, possibly from the point where the elevated rail ends.
- The creation of new facilities such as basketball, fitness equipment and running trails needs to be sympathetic with the "green" approach that is being proposed.
- Facilities that are developed need to be ones that will be used by the community and meet a range of interests, needs and abilities.

G. Key Directions

The maps that have been provided indicate a strong preference for vegetation to create a green corridor. KRA supports this concept including zones of heavy planting.

It is noted that there are designated zones for:

- Bouldering and pump track
- Heavy planting

- Conversation
- Seniors
- Garden
- Nature

We offer the following comments:

- There is a range of activities including children's playgrounds, dog walking, basketball courts etc that are not included in these maps. It is important that there be a **rigorous assessment of how and how often facilities such as those shown on the maps and others are being utilised** following completion of other elevated rail projects. Results from the LXRP consultation on these issues should also be used to inform decisions about how best to utilise the available space.
- It is not clear how the town square will be designed and how it will interface with the shopping precinct on both sides of the rail line. Again, it will be important to have **clear objectives as to how this area might be used** and become an active part of the community.
- It is noted that exercise equipment should be located throughout the nature zone. It is important that equipment provided is fit for purpose and meets that needs to a range of abilities and provides a variety of equipment that is informed by exercise professionals. Often equipment provided is largely unusable for most people (e.g. chin-up bars), or at the other end of the spectrum, is insufficiently challenging to provide a basis for ongoing exercise. We would like to see **facilities that encourage members of the community to engage in regular exercise**.

H. Urban Design Guidelines

1. Landscape and public realm

KRA strongly supports the listed objectives and agrees with the stated undesirable outcomes.

In relation the Guidelines, KRA offers the following comments:

- The elevated rail approach offers an opportunity to create significant areas of landscaping and public realm.
- The LXRP Open Space Advisory Panel has discussed the concept of taking the informal and natural aspect of Bradshaw Park to inform the planting and landscape design along the rail corridor. **KRA is strongly supportive of this concept as it is consistent with the coastal feel of Parkdale**.
- **KRA supports the predominant use of native vegetation where possible**.
- While it is recognised that vegetation will be lost during construction, **it is important to recognise that there a number of significant trees and sections that should be protected**. An example would be the stand of

trees on Como Parade East just South of Parkers Road. KRA urges Council to advocate strongly to prevent the extensive tree loss that occurred with the Mentone project on the city side of Warrigal Road.

- While both the LXRP and UDF include a village square, there is little if any detail about how it is envisaged that it would be used. For example, it has the potential to achieve a number of outcomes:
    - East-West shopping precinct access
    - Casual seating and tables
    - Space for events
    - Commercial activity such as a coffee shop
    - Etc.

  Envisaging how this area might be used and what this means for design needs to be made explicit. It will be of little value if it is an empty open space. It needs to have a purpose and to interface directly with the shopping strip on both sides of Como Parade.
- The concept of a youth-friendly area on the Mentone side of Warrigal Road is supported, although further consideration needs to be given to the nature of the activities provided there.

2. *Pedestrian and cycle connections*

   KRA strongly supports the listed objectives and agrees with the stated undesirable outcomes.

   In relation the Guidelines, KRA offers the following comments:

   - As noted already, we strongly object to the statement in Item 1.1 that the Shared User Pathway (SUP) should "continue south through Bradshaw Park". **The SUP should be on the Como Parade West side of the rail line prior to Bradshaw Park, possibly from the point where the elevated rail ends, not on the east side as indicated in the UDF**.
   - **The proposed works should also include improvements in landscaping in the area between the rail line and Como Parade opposite Royal Parade** (Map 6). This could be consistent with the vegetation in Bradshaw Park on the other side of the rail line at this point.
   - As noted above, the elevated rail should be no longer than necessary and extending it to allow a direct cross-over at Elm Grove is not justified. However, a crossing from the rail corridor to the Eastern side of Como Parade East at Elm Grove is supported.

3. *Roads and parking*

   In addition to the comments made in relation "Optimise Car Park Provision" (Point 6 under the Urban Design Objectives section above) KRA makes the following additional comments in relation to the objectives:

- Objective 5, suggests that there can be both "additional space to support streetscape improvements" AND "no net loss in commuter and visitor parking". These objectives are both supported by KRA.

  However, while the Objectives indicate "relocating some car parking to the edge of the station precinct and activity centre" (Objective 1) and providing parallel parking "within the station precinct on both sides of Como Parade E and W" will achieve this outcome, **it is unclear whether both outcomes can be achieved with this strategy**.

- **Accessible parking should provide convenient access to both the station and shopping precincts**.

- ***Undesirable Outcomes* should include**:

  - *"**A net loss of local parking** for those accessing the shopping area by car".*
  - *"**Accessible parking is insufficient and does not provide easy access** to the shopping and station precinct".*
  - *"Parking arrangements do not take into account future requirements for EV charging".*

Subject to the above comments, KRA supports the Roads and Parking Guidelines.

4. *Station and built form*

   KRA strongly supports the listed objectives and agrees with the stated undesirable outcomes.

   In relation to the Guidelines, we offer the following comments:

   - The use of art on the viaduct uprights can also reduce visual bulk.
   - Bike parking should include both sheltered lock-up facilities as well as casual facilities to support shoppers.
   - **There is no comment in the UDF about the inclusion or exclusion of public toilets within or close to the station and shops. This needs to be addressed**.

5. *Wayfinding*

   KRA strongly supports the listed objectives and agrees with the stated undesirable outcomes.

   The only observation we would make is that while separate pedestrian and cycling paths are provide at a number of LXRP projects (e.g. Coburg/Moreland), there is a strong tendency for pedestrians to use the cycling path. This is a design issue that needs to be considered to ensure that **walking paths do not take indirect routes that are seen as less convenient/direct than the cycle path**.

6. *Materials and colour palette*

   KRA strongly supports the listed objectives and agrees with the stated undesirable outcomes.

   The only suggestion in relation to the colour palette and materials would be to consider materials that **reference a pier** (e.g. bollards, areas paved with pier-type material).

7. *Fixtures palette*

   KRA strongly supports the listed objectives and agrees with the stated undesirable outcomes.

I. Contact

Dear Kingston Council,

So far this project has been deliberately mishandled by our state government's total disregard for the people's first choice in removing Parkdale's rail crossings. The simple choices are, 'A' Sky rail elevated above ground level. 'B' Rail in a trench below ground level. 'C' Rail below ground in a covered tunnel. Or 'D' Do nothing! So far a majority of respondents have voted for 'C' Rail below ground in a covered tunnel.

The fact this government has ignored this preference is indicative of their dictatorial attitude towards us tax payers. We get the same discourtesy when we write to them with no reply. How do we keep them to account when they are so rude and ignorent.

We need our Council to force Labor to revers this disastrous decision before it to late. Or at the very lest delay the start to this project and get the incoming parliament to listen the peoples choices. People power has to be a force to be reckoned with.

Sky Rail will destroy the village like character and ambiance of the Parkdale shopping strip and devalue the property market in the area. Judging by other Sky rail projects it will cast a deep shadow over the shops over the winter months and do little to help with the local traffic, only encouraging even more congesting traffic to flow freely between Beach Road and Nepean Highway.

As for the green space the contractors are crowing about, it will be covered by this giant monolith supported by unsightly concrete pliers destroying this usable space.

It may cost the government more to go underground but it's not their money, it's ours and the end results will of far more value to Parkdale resident's shoppers and traders alike. These are the people who will have to live with what ever the end results are.

What happen to the democratic process? So far a defining silence from the opposition!

If neither major party is going to listen to the majority on local issues like this, what is the point of having an election? What are we paying tax for if it's going to cost our area its liveability status?

From what I have seen of Parkdale Sky Rail plans so far it will be a devastating disaster for the area. We would be far better off doing nothing at all, at least until common senses prevails!

m

Dear Sir/Madam,

Concerning the level crossing
removals at Warrigal Rd and Parkers Rd I am in total agreement with the

proposal as outlined over the last
few months.

Best regards from David Barlow, 3/32
Mentone Parade, Mentone 3194

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This email has been checked for viruses by AVG.
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url=https%3A%2F%2Fwww.avg.com%2Fit.aspx&data=05%7C01%7Cinfo%40kingston.vic.gov.au%7Cdd2ea1f2ade44ea172150fdde4ed8167%7C1c2cd7b7f3544ed8b1a6ad8901d206d2%7C0%7C0%7C637909008724282136%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C3000%7C%7C%7C&sdata=6dD9kBB%2BPwFBkO4O9N%2BdTs2Xc8Y%2F6uIiBlNKbIyfY%3D&reserved=0

To: contact@levelcrossings.vic.gov.au
Cc: info@kingston.vic.gov.au
Subject: Parkers Rd, Parkdale - Level Crossing Removal
Date: Wednesday, 15 June 2022 8:08:05 PM

Greetings LXRP team,

Thank you in advance for taking the time to assist with my enquiry.

I have noticed that residents and local community members of Parkdale have been engaged for an opportunity to provide feedback for Stage Two of the design consultation process.

As a resident and member of the community, I wish to provide feedback consistent with both community interests and Level Crossing Removal Project (LXRP) objectives. However, to do so, clarity behind the intent of the LXRP at Parkdale Station is required.

Information required for best possible feedback

I'd like to request that a copy of the business case study for the Parkers Road LXRP be made available to better understand the project's interests.

Any information, including a cost benefit analysis, transport impact assessment reports/SIDRA models that were prepared, reviewed and endorsed to show the benefits to arterial transport network functions would better optimise the quality of feedback from the community in regards to the design concepts.

Clarifying the benefits – to the state or community?

Contrary to the state-wide objectives of the LXRP program to improve the safety and operational efficiency of state routes, the project serves only to benefit local functions which makes it a special case compared to all other LXRPs in Victoria. Unless stated otherwise in a transport framework plan or within the context of the findings from the Parkers Road Level Crossing studies, there would be fewer demands regarding design variations as the project would not be bound by obligations to accommodate access to heavy vehicles such as freight or bus.

To confirm that this would be the case, more background on the project is required to better understand the development and its design potential.

Scaling to local needs

At this stage, I am unsure as to what the project intends to achieve and can only assume that it seeks to benefit the local community in some way (possibly local road safety).

Such clearance heights like the 5.8m provided for the Cranbourne/Pakenham line SkyRail would serve no function in a local road environment. In this case, LXRP is not providing a grade separation to address congestion and safety issues for movement corridors of the likes of Clayton Rd (Mordialloc-Doncaster Road), but rather, providing one to ease local road congestion. In other words, this project seeks to benefit the local community rather

than any state service.

It has never been a state-wide objective to improve traffic congestion within local road networks, hence why it is unclear as to what this specific project sets out to achieve, which makes providing constructive design feedback a challenging task. Also considering that the development is funded by taxpayers from across the state, it would be ideal to know if there are any funding limitations that could impact the design due to the project, in its whole, being a benefit to a single local neighbourhood only.

Safety risks in the local community

Assuming that achieving a safer traffic environment within the local neighbourhood is the intent of the Parkers Rd LXRP. Adopting a standard SkyRail design will potentially attract Heavy Vehicles and Freight into the neighbourhood due to the improved flow of traffic within the local network.

An LXRP upgrade at this site would likely provide further detriment to local community safety with Parkers Road presenting itself as a much more appealing option for freight. This upgrade potentially attracts freight that seeks to bypass the Nepean Hwy Overpass (4.4m clearance height) into Parkdale rather than as per the state-wide freight plan, detour through Lower Dandenong Road, Boundary Road and White Street.

As it currently stands, there have been no accidents at the level crossing within the last 5 years and only 3 accidents within the vicinity. Being that all 3 accidents within the vicinity involve pedestrians, if we were to encourage larger vehicles in this area, the likelihood of a pedestrian related accident would increase due to the higher presence of larger vehicles with restricted visual sightlines.

This may have been addressed in some previous study for the project. However, without knowledge of this, there are concerns that a standard SkyRail design would deem appealing to truck drivers looking for shortcuts to Mordialloc, ultimately, imposing a risk on local neighbourhood traffic safety.

Optimising feedback with the above information

I’m not sure where the local community stands in regard to the project. However, it appears that the state seeks its’ feedback for the design components only.

With the information requested above, better feedback can be provided regarding the scale and dimensions of the bridge structure (optimising visual bulk, shadowing and ultimately mitigating the safety risks potentially incurred by the project). Noting that Parkers Road serves no arterial transport functions, unless stated otherwise in the case study, there would be more flexibility on clearance heights as unlike all other Level Crossings removed, there are no state-wide transport functions utilizing this crossing.

I look forward to hearing from you within 7 days with some more background on the project's scope, objectives and study findings so I can provide some feedback via the community channels available.

Should you have any enquiries, please don't hesitate to contact me on this email.

To: info@kingston.vic.gov.au; strategic.planning@kingston.vic.gov.au
Subject: Level Crossing Removal Project: Parkdale to Mentone Urban Design Framework
Date: Wednesday, 15 June 2022 7:29:28 PM

Hi,

What a terrible decision. The more I think about it, the more evident it becomes. Whoever makes these decisions do not know the area; its people; its rich history and *clearly* does not have a vision of its future. You can put as many green things on it as you want, this won't hide the monolithic monstrosity. A train line is not something to be proud of, to be presented to the world on stone pedestals. Parkdale is a quaint, aged area. A train line going through it is dominating enough, OVER IT - ? pfft forget it, I implore that you see that this doesn't belong at our home.

The increasing mindset, the mutual understanding that the government and council do not care what people think. Your open letter made it clear that no one you'd heard from are keen on the idea but you do it anyway - absurd. Are you trying to slow the growth of the city by making it a noisy and ugly machine? The transit lines wrapping its tendrils around the outer, seemingly out-of-mind suburbs.

I used to cross the train tracks daily, years ago when I was studying at one of the local schools. I don't even want to think about having to walk under such a thing to get to the beach. I ride the Frankston line train at least once a week to my job as a software engineer where I work with people researching everything ranging from navigation to communication, even cancer. On the daily, I make decisions to expedite and produce meaningful results for world firsts in these areas. Nowhere can I find a way that the proposed drafts make any logical sense. Your construction will sit for at least a hundred years. Then what... tear it down?

What a legacy to leave behind. Turning the Frankston line into a rollercoaster, the up and down might make some passengers as sick as the residents of the idea.
Just dig a hole, it looks good; it works.

Feedback Comments: 7th June 2022

06 Key Directions

6.2 Map 01

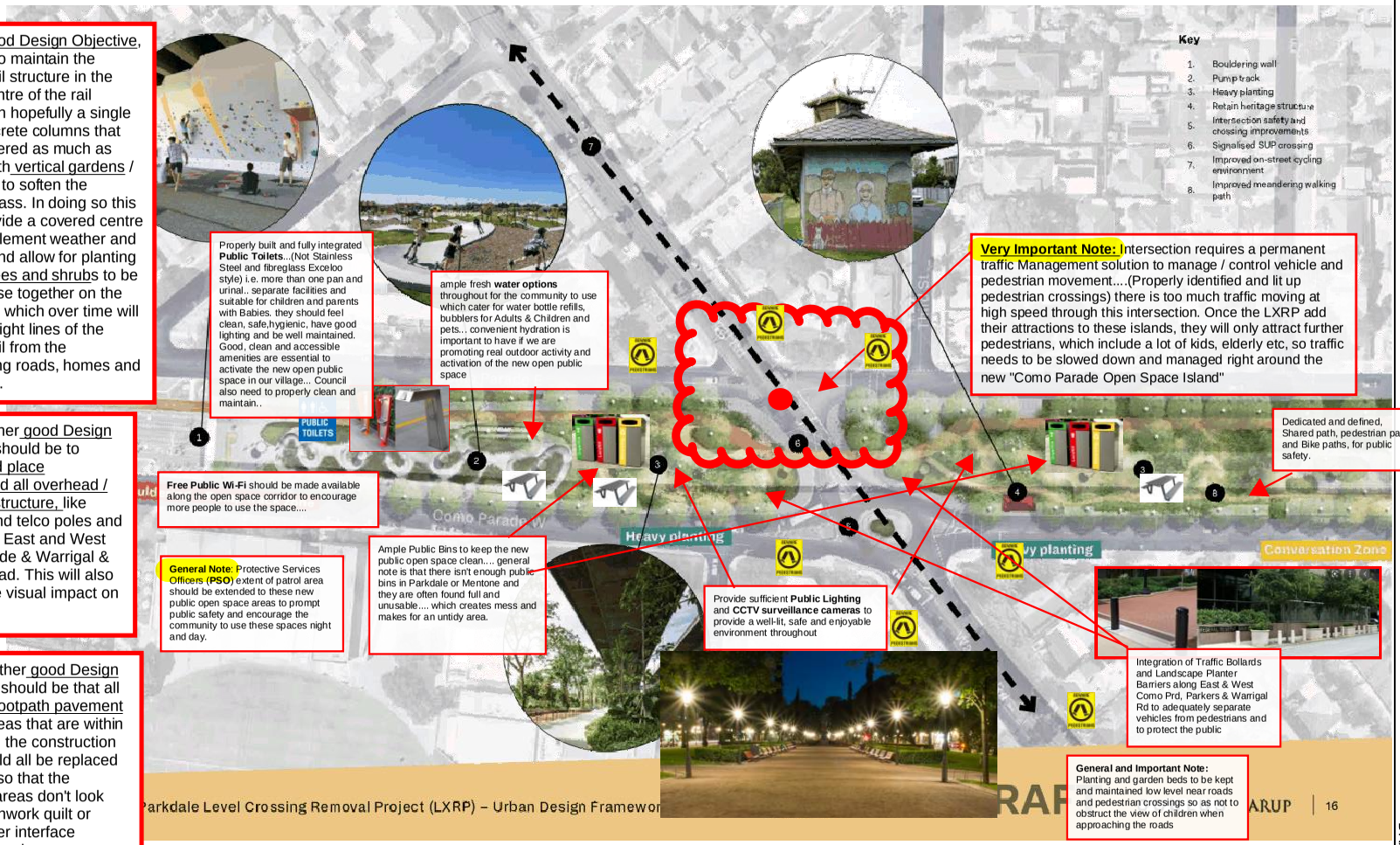
Bouldering + pump track zone
This zone includes the transition from surface-rail to elevated-rail. Given its proximity to local schools, it is proposed to have a recreational theme, with a pump track and bouldering wall envisaged because of their suitability to the environment created by the elevated rail. This area also has the potential to include half-courts.

Heavy planting zone
This zone wouldbe defined by heavy planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. The heritage structure should be retained and integrated into the landscaping. envisaged because of their suitability to the environment created by the elevated rail.

Note: A good Design Objective, should be to maintain the elevated rail structure in the middle / centre of the rail corridor with hopefully a single row of concrete columns that can be covered as much as possible with vertical gardens / plant cover to soften the concrete mass. In doing so this should provide a covered centre area for inclement weather and sun relief and allow for planting of larger trees and shrubs to be planted close together on the outer edge, which over time will buffer the sight lines of the elevated rail from the neighbouring roads, homes and businesses.

Note: Another good Design Objective, should be to remove and place underground all overhead / aerial infrastructure, like electrical and telco poles and wires along East and West Como Parade & Warrigal & Parkers Road. This will also improve the visual impact on the area.

Note: Another good Design Objective, should be that all road and footpath pavement surface areas that are within or abutting the construction zone should all be replaced with new, so that the adjoining areas don't look like a patchwork quilt or create other interface maintenance issues.



Feedback Comments: 7th June 2022

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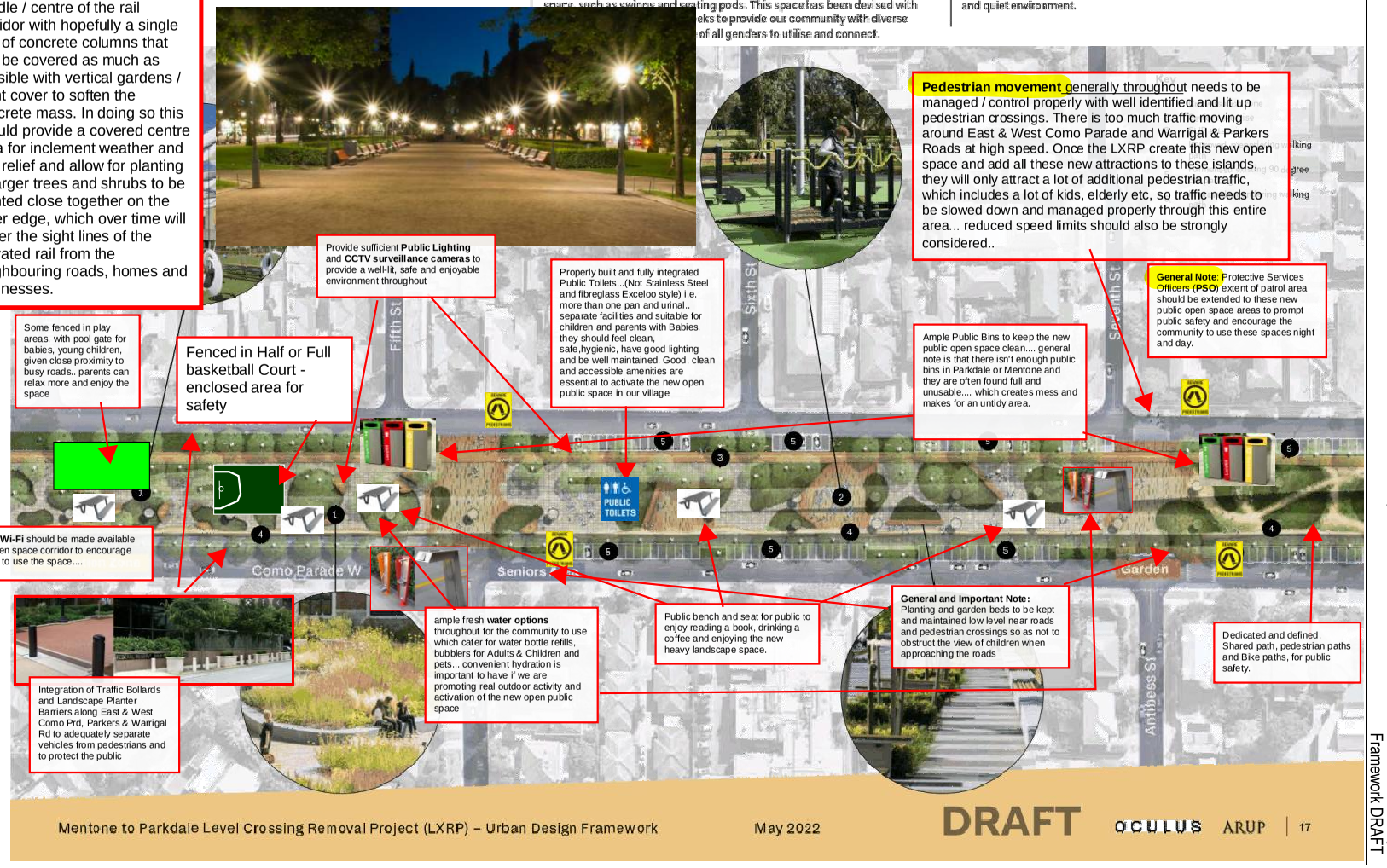
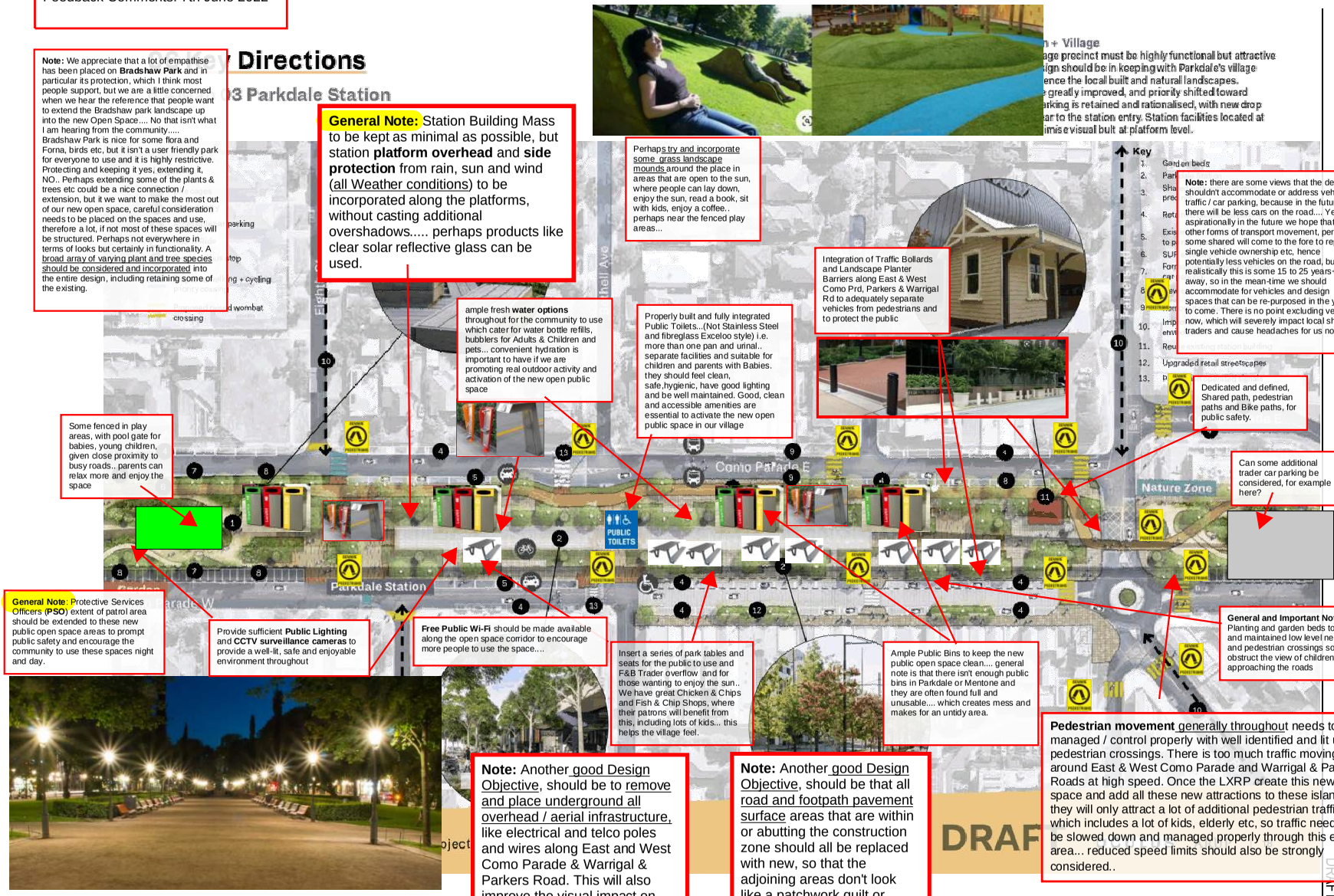


Feedback Comments: 7th June 2022



Note: We appreciate that a lot of empathise has been placed on **Bradshaw Park** and in particular its protection, which I think most people support, but we are a little concerned when we hear the reference that people want to extend the Bradshaw park landscape up into the new Open Space.... No that isn't what I am hearing from the community..... Bradshaw Park is nice for some flora and Forna, birds etc, but it isn't a user friendly park for everyone to use and it is highly restrictive. Protecting and keeping it yes, extending it, NO.. Perhaps extending some of the plants & trees etc could be a nice connection / extension, but it we want to make the most out of our new open space, careful consideration needs to be placed on the spaces and use, therefore a lot, if not most of these spaces will be structured. Perhaps not everywhere in terms of looks but certainly in functionality. A broad array of varying plant and tree species should be considered and incorporated into the entire design, including retaining some of the existing.

General Note: Station Building Mass to be kept as minimal as possible, but station **platform overhead** and **side protection** from rain, sun and wind (all Weather conditions) to be incorporated along the platforms, without casting additional overshadows..... perhaps products like clear solar reflective glass can be used.

Perhaps try and incorporate some grass landscape mounds around the place in areas that are open to the sun, where people can lay down, enjoy the sun, read a book, sit with kids, enjoy a coffee.. perhaps near the fenced play areas...

Integration of Traffic Bollards and Landscape Planter Barriers along East & West Como Prd, Parkers & Warrigal Rd to adequately separate vehicles from pedestrians and to protect the public

Note: there are some views that the design shouldn't accommodate or address vehicle traffic / car parking, because in the future there will be less cars on the road.... Yes aspirationally in the future we hope that other forms of transport movement, perhaps some shared will come to the fore to replace single vehicle ownership etc, hence potentially less vehicles on the road, but realistically this is some 15 to 25 years+ away, so in the mean-time we should accommodate for vehicles and design spaces that can be re-purposed in the years to come. There is no point excluding vehicles now, which will severely impact local shop traders and cause headaches for us now.

ample fresh **water options** throughout for the community to use which cater for water bottle refills, bubblers for Adults & Children and pets... convenient hydration is important to have if we are promoting real outdoor activity and activation of the new open public space

Properly built and fully integrated Public Toilets...(Not Stainless Steel and fibreglass Exceloo style) i.e. more than one pan and urinal.. separate facilities and suitable for children and parents with Babies. they should feel clean, safe,hygienic, have good lighting and be well maintained. Good, clean and accessible amenities are essential to activate the new open public space in our village

Dedicated and defined, Shared path, pedestrian paths and Bike paths, for public safety.

Some fenced in play areas, with pool gate for babies, young children, given close proximity to busy roads.. parents can relax more and enjoy the space

Can some additional trader car parking be considered, for example here?

General Note: Protective Services Officers (**PSO**) extent of patrol area should be extended to these new public open space areas to prompt public safety and encourage the community to use these spaces night and day.

Provide sufficient **Public Lighting** and **CCTV surveillance cameras** to provide a well-lit, safe and enjoyable environment throughout

Free Public Wi-Fi should be made available along the open space corridor to encourage more people to use the space....

Insert a series of park tables and seats for the public to use and F&B Trader overflow and for those wanting to enjoy the sun.. We have great Chicken & Chips and Fish & Chip Shops, where their patrons will benefit from this, including lots of kids... this helps the village feel.

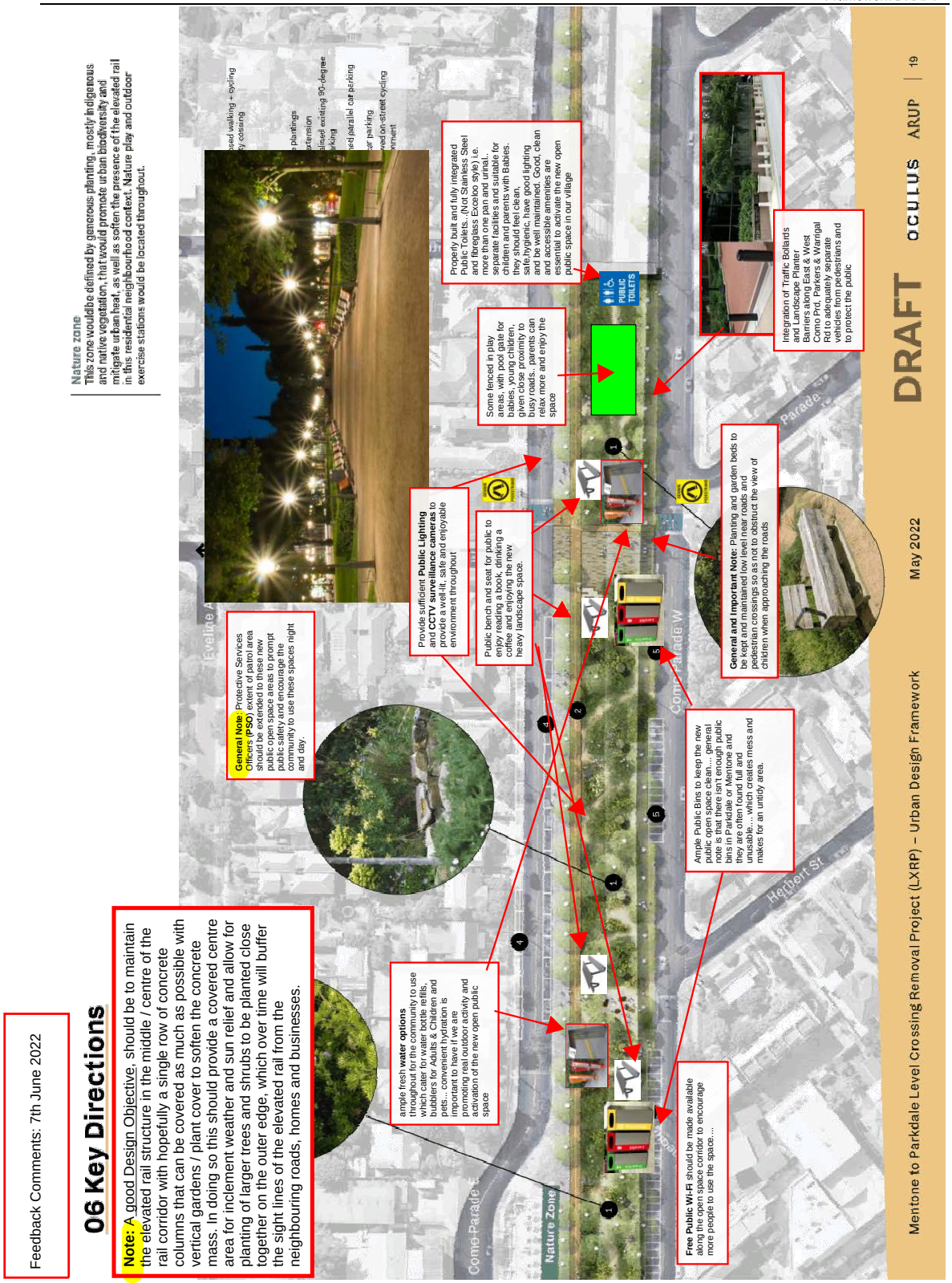
Ample Public Bins to keep the new public open space clean.... general note is that there isn't enough public bins in Parkdale or Mentone and they are often found full and unusable.... which creates mess and makes for an untidy area.

General and Important Note: Planting and garden beds to be kept and maintained low level near roads and pedestrian crossings so as not to obstruct the view of children when approaching the roads

Note: Another good Design Objective, should be to remove and place underground all overhead / aerial infrastructure, like electrical and telco poles and wires along East and West Como Parade & Warrigal & Parkers Road. This will also improve the visual impact on the area.

Note: Another good Design Objective, should be that all road and footpath pavement surface areas that are within or abutting the construction zone should all be replaced with new, so that the adjoining areas don't look like a patchwork quilt or create other interface maintenance issues.

Pedestrian movement generally throughout needs to be managed / control properly with well identified and lit up pedestrian crossings. There is too much traffic moving around East & West Como Parade and Warrigal & Parkers Roads at high speed. Once the LXRP create this new open space and add all these new attractions to these islands, they will only attract a lot of additional pedestrian traffic, which includes a lot of kids, elderly etc, so traffic needs to be slowed down and managed properly through this entire area... reduced speed limits should also be strongly considered..


Feedback Comments: 7th June 2022
06 Key Directions
Note: A good Design Objective, should be to maintain the elevated rail structure in the middle / centre of the rail corridor with hopefully a single row of concrete columns that can be covered as much as possible with vertical gardens / plant cover to soften the concrete mass. In doing so this should provide a covered centre area for inclement weather and sun relief and allow for planting of larger trees and shrubs to be planted close together on the outer edge, which over time will buffer the sight lines of the elevated rail from the neighbouring roads, homes and businesses.
Nature zone
This zone would be defined by generous planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. Nature play and outdoor exercise stations would be located throughout.
Como Parade E
Como Parade W
Herbert St
Nature Zone
Eveline Ave
ample fresh water options throughout for the community to use which cater for water bottle refills, bubblers for Adults & Children and pets... convenient hydration is important to have if we are promoting real outdoor activity and activation of the new open public space
Free Public Wi-Fi should be made available along the open space corridor to encourage more people to use the space....
General Note: Protective Services Officers (PSO) extent of patrol area should be extended to these new public open space areas to prompt public safety and encourage the community to use these spaces night and day.
Provide sufficient Public Lighting and CCTV surveillance cameras to provide a well-lit, safe and enjoyable environment throughout
Public bench and seat for public to enjoy reading a book, drinking a coffee and enjoying the new heavy landscape space.
Some fenced in play areas, with pool gate for babies, young children, given close proximity to busy roads, parents can relax, move and enjoy the space
Properly built and fully integrated Public Toilets. Robust, Steel and Frameless. Good design i.e. more than one pan and urinal, separate facilities and suitable for children and parents with Babies. they should feel clean, safe,hygienic, have good lighting and be well maintained. Good, clean and accessible amenities are essential to activate the new open public space in our village
PUBLIC TOILETS
Ample Public Bins to keep the new public open space clean... general note is that there isn't enough public bins in Parkdale or Mentone and they are often found full and unusable.... which creates mess and makes for an untidy area.
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Integration of Traffic Bollards and Landscape Planter Barriers along East & West Como Prd, Parkers & Warrigal Rd to adequately separate vehicles from pedestrians and to protect the public
Como Parade
DRAFT
OCULUS ARUP
Mentone to Parkdale Level Crossing Removal Project (LXRP) – Urban Design Framework
May 2022
19

Feedback Comments: 7th June 2022

06 Key Directions

6.7 Map 05

Nature zone
This zone would be defined by generous planting, mostly indigenous and native vegetation, that would promote urban biodiversity and mitigate urban heat, as well as soften the presence of the elevated rail in this residential neighbourhood context. Nature play and outdoor exercise stations would be located throughout.

Feedback Comments: 7th June 2022

06 Key Directions

6.8 Map 06

Big Support for this initiative - Great Community Connectivity.... a great way to connect Mentone & Parkdale with Mordialloc....

Submission Regarding Parkdale Level Crossing

I have been a resident of Parkdale for most of my 70 years, growing up at 255 Como Parade East (between Peter Ave and White St), then 29 Rennison St for 5 years, 10 years at 2 Elm Grove, then 22 years at 4 Elm Grove.

I have been reading "Mentone to Parkdale Level Crossing Removal Urban Design Framework – Draft", and wish to make the following points.

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Como Parade East – Warragul Rd Intersection 5
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Crossing Como Parade East 6
Station Platform Wind 7

SUP

What is a SUP? As far as I am aware, it is a Stand Up Paddleboard. From the way it is used in the document, I assume it is a Shared U?? Path. A google search does not help. It refers you to stand up paddleboard as above.

Wombat Crossing

What do you regard to be a wombat crossing? I have never heard this term used in regard to crossings for humans. A google search reveals that Vicroads uses this term as a raised pedestrian crossing. However it is not clear whether this necessarily includes signs giving pedestrian priority.

I have been concerned over recent years about proliferation of pedestrian crossings where cars still have priority. There are a number of these along Como Parade East and West, and they create continual confusion. Cars often give way to pedestrians, which would seem to be a good thing, but it can create expectation that cars will always give way.

As far as I am concerned, these are a design failure. It needs to be clear whether these are or are not pedestrian crossings. If they are a pedestrian crossing, then they should have signs and lights accordingly. If they are not pedestrian crossings, they should not be imitating one.

SUP Bridge over Nepean Highway and Bradshaw Park

This SUP bridge over Nepean Highway is a great idea considering the support structure is already there. I am pleased to see that the northern approach SUP path is on railway land so that it will not eat into Bradfield Park. However, along Como Parade East, between White St and Laburnum St, the path appears to go through the native tea tree (ti tree?) on the road reserve. These tea trees are the last remnant of the native vegetation that once covered this area and should be retained. The SUP should be built on railway land in this area, and the tea tree retained.

The intention is that these SUPs will increasingly be used for commuting. In that case, there will need to be lights installed along this area of the SUP.

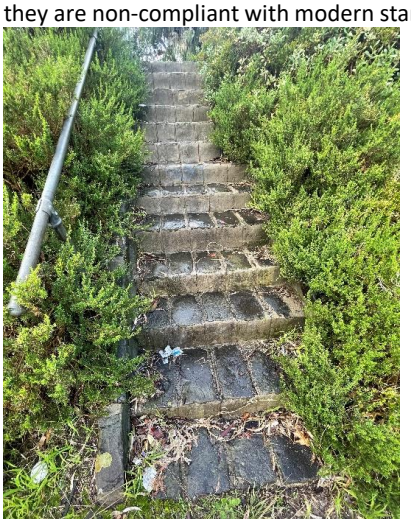
Can the large area to the west of the railway, and north the highway be vegetated with the native tea tree, to effectively be an extension of Bradshaw Park? This area was filled to a raised level in the 1960's to carry a temporary railway line to a wooden trestle bridge while the new bridge was built. After that, it was a grassed area until 2017, when a re-sleepering project was carried out, and is now used as a junk area by railway workers. See below.

Nepean Highway Pedestrian Paths

While a lot of money will be spent building the new bridge, Kingston Council needs to have a good look at the pedestrian paths beside Nepean Highway under the existing railway bridge. The bridge was built with pedestrian paths on both sides, but these are an absolute disgrace, strewn with rubbish and with overgrown access tracks, as shown below .

On the western side of Nepean Highway, a new concrete path should be constructed from White St/Nepean Highway intersection to Como Parade West via the underpass. This could be connected to the new SUP, hopefully minimising damage to Bradshaw Park.

On the Eastern side of Nepean Highway a new concrete path should be constructed from the service road turnoff (opposite 401 Nepean Highway) to the 1st Mordialloc Scout Hall (429 Nepean Highway) via the underpass. The existing bluestone stairs (below) would be redundant, and should be removed. Each of these steps has a height of 200mm and depth of 360-460 mm with a slight slope. I am sure they are non-compliant with modern standards.



These works can be done now, and they need to be maintained.

Como Parade East – Warragul Rd Intersection

From Como Parade East in either direction, it is very difficult to cross or turn right into Warragul Rd, particularly during "Little Darling Hour" when children are being dropped off or picked up from school. There needs to be a roundabout installed.

Como Parade East – Parkers Rd Intersection

This intersection needs considerable work, to ease congestion and for pedestrian safety. Because Como Parade East is offset over Parkers Rd, the best option may be to install an infinity shaped ∞ roundabout similar to the one of McDonald St and Chute St, Mordialloc.

McDonald St – Chute St roundabout

Crossing Como Parade East

In a recent attempt to improve safety, council recently constructed a new path past 195 Como Parade East, and removed the crossover ramp at No 197. The new path is good for wheelchairs, but almost all pedestrians still cross at the location of the old crossover, but with a new tripping hazard to contend with. It is another design failure.

Prior to the construction of the units at 190-208 Como Parade East about 15 years ago, there was a pedestrian crossover ramp on the western side, just to the south of the current driveway to 190-208. It was removed when the driveway was constructed. People now cross when they first reach the driveway ramp, which means crossing at more of an angle, with resultant poorer visibility.

It is suggested that a new pedestrian crossing be installed as shown below. Then almost all people walking up Como Parade East to the railway station would use it with greatly improved safely.

Station Platform Wind

From the elevated station platform, I am sure there will be a magnificent view over the bay, as per Carrum station. However, it will be very exposed, and there needs to be sufficient wind barriers for comfort of people on the platform. Wind barriers at Carrum are insufficient. Please negotiate with LXRP to ensure this is done.

Submission Regarding Parkdale Level Crossing

I have been a resident of Parkdale for most of my 70 years, growing up at 255 Como Parade East (between Peter Ave and White St), then 29 Rennison St for 5 years, 10 years at 2 Elm Grove, then 22 years at 4 Elm Grove.

I have been reading "Mentone to Parkdale Level Crossing Removal Urban Design Framework – Draft", and wish to make the following points.

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Como Parade East – Warragul Rd Intersection 5
Como Parade East – Parkers Rd Intersection 5
Crossing Como Parade East 6
Station Platform Wind 7

SUP

What is a SUP? As far as I am aware, it is a Stand Up Paddleboard. From the way it is used in the document, I assume it is a Shared U?? Path. A google search does not help. It refers you to stand up paddleboard as above.

Wombat Crossing

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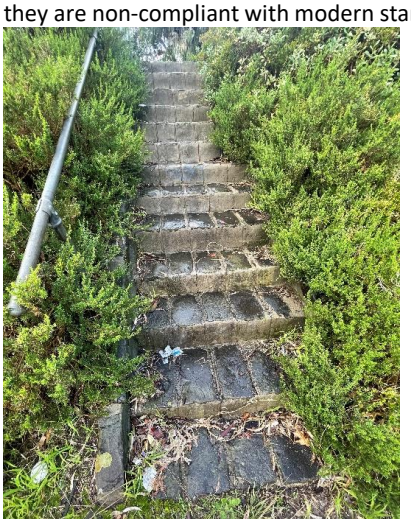

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Land for Wildlife logo courtesy of Land for Wildlife

8 July 2022

Draft Urban Design Framework Parkdale-Mentone
Justin Kelly, Senior Urban Design Advisor Justin Kelly <Justin.Kelly@kingston.vic.gov.au>
City of Kingston

Dear Justin

Draft Urban Design Framework for level crossing removals at Warrigal Rd & Parkers Rd

About Bradshaw Bushland Reserve
Bradshaw Bushland Reserve has been rehabilitated over a period of 50 years, after local residents saved the site in 1972, and a Friends group formed in 1990. The original indigenous vegetation is being rehabilitated or returned with improved local biodiversity levels and as habitat for local and transient wildlife, hence the Land for Wildlife status. Bradshaw Bushland Reserve also provides a valuable habitat link between nearby bushy gardens, rail and road reserves, the coast and hinterland. Restoration of the original plant communities is a work in progress as the integrity of the indigenous vegetation improves and as emergent species appear.

LXRP level crossing removals project at Warrigal Rd & Parkers Rd
The Friends of Bradshaw Bushland Reserve have previously corresponded with Council officers and LXRP on this project, and met on-site with Kingston Open Space Projects officer Greg Cater, LXRP and volunteers in April. We are keen to ensure no adverse impacts on Bradshaw Bushland Reserve from the design, construction and eventual operation and use under this project.

KCC Draft Urban Design Concept
The Friends priorities are:

1) Protection of remnant vegetation on: 1) the rail reserve adjacent to Bradshaw Reserve (remarkable survivors), and 2) at Parkdale on the road/rail reserve (Metro Vegetation Officer and botanist David Bainbridge know the location).
2) Protection of Bradshaw Bushland Reserve in its entirety and all indigenous vegetation within.
3) Landscape species to be predominantly indigenous with non-invasive natives to maintain the native wildlife corridor and support and improve local biodiversity.
4) Involvement of the Bunurong people who have RAP status for the Kingston area, to promote local indigenous heritage and bush foods.
5) Preservation of dark sky for wildlife navigation and visibility of the night sky for astronomers, and for residents. Thus, no night lighting of paths, recreational areas or any facilities. Any necessary night lighting to be minimal for safe passage, directed downward, hooded and insect-friendly.
6) Invasive weeds eradicated in the vicinity of the Reserve on the road and rail reserve and Nepean Highway bridge embankment.
7) A shared path located along Como Parade West opposite Bradshaw Reserve. FoBBR previously advocated for no shared path adjacent to the Reserve to avoid inevitable litter or adverse visitation impacts on the Reserve, but this is shown in the concept.

   Alternatively, separate paths: Como Parade West bicycle path plus Como Parade East and White Street pedestrian path to Nepean Highway.

8) A possible third rail line to be aligned on the Mordialloc side of the Nepean Highway Bridge to lessen impact on Bradshaw Reserve, rather than the city side where Red Gum trees at the southern point may be impacted.
9) Permeable paving to replenish groundwater for vegetated areas, residential gardens and the water table for Bradshaw Bushland Reserve.
10) A dog park would be useful as a green passive recreation area, because Parkdale has a shortage of dog exercise places.
11) No environmentally-harmful plastic 'turf' for any part of this design concept.
12) Please correct the name Bradshaw Park to Bradshaw Bushland Reserve, a place name officially adopted some years ago.

Draft Framework. FoBBR preferences:

- *A range of different zones to use newly created spaces along the railway corridor including:*
  Reduce the number and variety of competing features and uses within this short section, especially those that bring littering and food waste, and keep parking to a minimum and provide bicycle racks.
- *A village square at the new Parkdale Station to connect into the existing shopping areas*.
  Seats, indigenous shade trees, and minimal paving.
- *Green zones with planting to compliment the natural landscape*.
  As for point 3) above.
- *Active spaces for play and sports*.
  Not in this residential corridor or near Bradshaw Reserve. Active use would bring litter, activity, noise and lighting, infrastructure, parking, etc, and inevitable impacts on residents and Bradshaw flora and fauna. Active sport is well-catered for nearby. Passive recreation is more suited to this residential area and near Bradshaw Reserve, and passive recreation areas, walking and resting places are needed more as density increases, etc.
  Conversation zones for connecting with your neighbours.
  Quiet areas for chats but not infrastructure like this.
- *Support for retaining heritage buildings in close proximity to their existing location*.
  Absolutely, with information on local aboriginal and European history, natural ecology and biodiversity.
- *A pedestrian/shared user pathway along the corridor*.
  Locate opposite Bradshaw Bushland Reserve or separate paths, as for point 5) above.

The Friends of Bradshaw Bushland Reserve are keen to see a positive outcome from both Council's design input and LXRP's project for local climate and biodiversity, Bradshaw Bushland Reserve, local residents and Parkdale village. We appreciate involvement with any aspect of this project.

Yours sincerely

Council Meeting

25 July 2022

Agenda Item No: 8.8

SUBMISSION TO THE DRAFT SOCIAL AND AFFORDABLE HOUSING COMPACT

Contact Officer: Mathieu Maugueret, Strategic Planner

Purpose of Report

The purpose of this report is to seek Council endorsement of a submission prepared by officers in relation the Homes Victoria Social and Affordable Housing Compact (June 2022).

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Note the Social and Affordable Housing Compact, June 2022 prepared by Homes Victoria (Appendix 1).
2. Endorse the attached submission (Appendix 2) to the Social and Affordable Housing Compact (June 2022) and submit it to Homes Victoria.

1. Executive Summary

Homes Victoria and the Municipal Association of Victoria (MAV) have prepared a draft Social and Affordable Housing Compact for consultation.

The Compact seeks to strengthen collaboration between Homes Victoria and local governments in the planning, delivery and management of social and affordable housing and homelessness and housing services to improve and sustain housing outcomes for people with very low, low and moderate incomes across all Victorian communities.

Council officers are supportive of the draft Compact (Appendix 1) and have drafted a submission to Homes Victoria (Appendix 2) which includes a number of suggestions to strengthen the overall intent of the document.

2. Background

Social and Affordable Housing Compact, June 2022

In November 2020, the Victorian Government committed to work with Local Government to develop a 'social and affordable housing compact'. The Social and Affordable Housing Compact (the Compact) will document a strengthened partnership between state and local governments that gives councils a 'seat at the table' in identifying priorities for social and affordable housing growth in their municipalities. This is in line with the 2014 Victorian State-Local Government Agreement principles of improving communication, cooperation and transparency between the 2 levels of government.

The Compact represents a partnership between Homes Victoria and local governments, represented by the Municipal Association of Victoria. The Compact seeks to strengthen collaboration between Homes Victoria and local governments in the planning, delivery and management of social and affordable housing and homelessness and housing services – to improve and sustain housing outcomes for people with very low, low and moderate incomes across all Victorian communities.

It is proposed that implementation of the Compact will be achieved through a state-wide 5-year Compact Implementation Plan, which will be reviewed annually, and Local Agreements between Homes Victoria and individual councils or groups of councils.

Homes Victoria and the Municipal Association of Victoria (MAV) have prepared a draft Compact for consultation and is currently seeking feedback from councils on:

- Practical opportunities for Homes Victoria and councils to work together to grow and improve social and affordable housing for communities across Victoria
- A draft Social and Affordable Housing Compact.

The draft Compact identifies:

- A clear shared purpose for collaboration between Homes Victoria and councils
- 6 objectives for the social and affordable housing system
- A set of principles for how Homes Victoria and councils will engage with one another
- 4 strategic priorities for collaboration between Homes Victoria and councils.

The draft Compact aims to recognise the diversity of local governments across metropolitan and regional Victoria. The Compact is not a legally binding agreement but is being negotiated and entered into in good faith by Homes Victoria and MAV on behalf of local governments.

The draft Compact proposes that implementation of the strategic priorities will be achieved through:

- A 5-year Compact Implementation Plan that will be reviewed annually. The Compact Implementation Plan will identify specific actions to be undertaken to achieve the strategic priorities, the responsible parties and timeframes for completion.
- Local Agreements between Homes Victoria and individual councils or groups of councils. Local Agreements will identify agreed local priorities for social and affordable housing and develop place-based responses to local housing issues and challenges.
- An annual Roundtable of local and state government and other key stakeholders to review progress on the Compact implementation and provide advice to a Homes Victoria and MAV.

Homes Victoria
Homes Victoria is part of the Victorian Government's Department of Families, Fairness and Housing (DFFH). Homes Victoria manages Victoria's public housing and is steward of the social housing and homelessness systems. It is also responsible for the delivery of the Big Housing Build and is delivering even more new homes for Victorians in need of housing support through various programs.

Homes Victoria has a range of functions across the social housing, affordable housing and homelessness systems:

- Funding and stewardship of the social housing system
- Development and management of housing assets across homelessness, social and affordable housing properties
- Provider of public housing (with tenancy management provided by DFFH 17 Areas), affordable housing and specialist disability accommodation
- Funding and stewardship of the homelessness system, housing support services and Supported Residential Service (SRS) sector.

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Liveable - Our city will be a vibrant, enjoyable, and easy place to live.
Strategy: support the development of affordable housing options, including social and community housing

The Compact is aligned with Objective 1.1.6 of Council's Plan 2021-2025 which seeks to "*support the development of affordable housing options, including social and community housing"* and Action 18 of the Annual Actions Plan 2022-2023 which seeks to "*Implement the Social and Affordable Housing Strategy – Continue to explore opportunities with Private Developers, on Key Government Sites and provide support to the Homes for Homes initiative*."

The Compact also aligns with Council's *Social and Affordable Housing Strategy, 2020* which seeks to address the issue of social and affordable housing undersupply in Kingston. The strategic commitments of the Compact align with the pillars and strategies of Council's Strategy – regulation, partnerships, investment and advocacy.

3.2 Social and Affordable Housing Compact, June 2022

Council officers are supportive of the draft Compact (Appendix 1) and have prepared a submission to Homes Victoria (Appendix 2) which includes a number of suggestions to strengthen the overall intent of the document.

Scope and Purpose
The language of the purpose of the draft Compact should be explicit and contain greater measurable details. The only mechanism currently cited to enable the growth in the supply of social and affordable housing is the 173 Agreement. S173 Agreements are voluntary and require significant work to justify, establish and administer, and often need defending at VCAT.

The submission suggests that other models and mechanisms of social and affordable housing delivery should also be considered as part of the Compact. These could include the:

- Introduction of Inclusionary Zoning provisions or other state-wide provisions that would deliver a consistent approach to social and affordable housing.
- Gifting of land to Registered Housing Agencies.
- Sale of land at a discount to Registered Housing Agencies.
- Leasing of government owned land (including 'air rights') to developers.
- Use of joint venture or partnership between different levels of Government and/or the private sector.
- Use of a special purpose vehicle (SPV) such as a housing trust.

Objectives
It is considered that the following should be considered as part of the drafting of the Objectives:

- In general, the wording of the objectives is broad and could be made more explicit, this would create greater direction and accountability.
- At present, Objective 1 only makes reference to social housing for people on low incomes. This should be amended to also include 'very low' and 'middle-income' households to align with the definition of affordable housing pursuant to the *Planning and Environment Act 1987*.
- The objectives should also include a new statement to the effect of "*…to facilitate discussions and collaboration between all levels of Government to strive towards the common goal of delivering the supply of social and affordable housing."*

Roles of the Parties
Key issues which have inhibited the ability of Council to increase social and affordable housing have generally included:

- Resources available to advocate, lead and undertake complex negotiations.
- Limited ability to enter into partnerships with Government agencies (Commonwealth and State) to investigate surplus land available or land which could be redeveloped for better use or yield.
- Limited direction from the State Government regarding the most appropriate tool to achieve the provision of affordable housing.

It is considered that DFFH which includes Homes Victoria should provide local government with appropriate resourcing on a needs basis and funding to assist in the delivery of social and affordable housing projects.

Furthermore, Homes Victoria should adopt an intermediary role and connect Local Government to other State Government agencies where appropriate to facilitate partnerships for the delivery of housing.

While the Compact seeks to further formalise partnership arrangements between State and Local Government a mechanism to engage more effectively across the range of state agencies that influence Social and Affordable Housing policy should be explicit and supported in the Compact.

Strategic Priorities
Similarly, to the Scope and Purpose section of the draft Compact, the Strategic Priorities only reference Section 173 Agreements to drive social and affordable housing growth. It is considered other models and mechanisms of delivery should be considered.

3.3 Consultation/Internal Review
The Compact has been developed by Homes Victoria in collaboration with the Municipal Association of Victoria (MAV) on behalf of local governments.

Homes Victoria is currently seeking feedback on the draft Compact.

4. Conclusion

The Compact represents an important commitment from Homes Victoria to work in partnership with local governments to address the critical undersupply of social and affordable housing across the state.

4.1 Social Implications

The Compact will strengthen collaboration between Homes Victoria and local governments in the planning, delivery and management of social and affordable housing and homelessness and housing services – to improve and sustain housing outcomes for people with very low, low and moderate incomes across all Victorian communities.

4.2 Resource Implications

Resources required for representing Kingston on this project are provided within existing departmental resource allocations.

Appendices

Appendix 1 - Draft Social and Affordable Housing Compact June 2022 (Ref 22/192247)

Appendix 2 - Submission to Homes Victoria on the draft Compact (Ref 22/192262)

Author/s:	Mathieu Maugueret, Strategic Planner
Reviewed and Approved By:	Rita Astill, Team Leader Strategic Planning
	Paul Marsden, Manager City Strategy
	Jonathan Guttmann, General Manager Planning and Place

8.8

SUBMISSION TO THE DRAFT SOCIAL AND AFFORDABLE HOUSING COMPACT

1 Draft Social and Affordable Housing Compact June 2022..... 863

2 Submission to Homes Victoria on the draft Compact..... 869

SOCIAL AND AFFORDABLE HOUSING COMPACT

CONTEXT

Homes Victoria and local government, represented by the Municipal Association of Victoria (MAV), enter into this Compact to strengthen collaboration between Homes Victoria and local government in the planning, delivery and management of the social and affordable housing and homelessness and housing service system.

The Social and Affordable Housing Compact is a key commitment of the Big Housing Build, the Victorian Government's $5.3 billion investment in more social and affordable housing.

This Compact identifies objectives and strategic priorities for Homes Victoria and local government to work together to improve and sustain housing outcomes for people with very low, low and moderate incomes across all Victorian communities. The Compact is intended to give councils a 'seat at the table' in identifying priorities for social and affordable housing growth in their municipalities, enabling the use of council land and improving planning outcomes.

The Compact will build upon the important role that councils have in planning, community engagement, understanding of local housing need, and the delivery of local services, bringing a place-based, people-centred approach to the delivery of social and affordable housing.

SCOPE AND PURPOSE

This Compact between state and local government identifies a shared vision and strategic priorities for the social and affordable housing system. For the purposes of this Compact, the social and affordable housing system includes state-owned public housing, community housing agency-owned and managed housing, specialist disability accommodation, crisis accommodation, rooming houses, affordable housing, National Rental Affordability Scheme properties, and homelessness and housing support services (see Definitions).

The purpose of the Compact is to:

1. leverage the roles and responsibilities of state and local government in the planning and delivery of social and affordable housing
2. strengthen a shared focus on improving housing outcomes for people on very low, low and moderate incomes across Victoria, supported by sharing of information, analysis and best practice
3. enable growth in social and affordable housing through existing enablers such as Section 173 Agreements under the *Planning and Environment Act 1987*
4. build community understanding of the benefits that flow to individuals, families and communities from social and affordable housing.

RELATIONSHIP TO OTHER AGREEMENTS

This Compact is not intended to supersede or alter existing contractual arrangements or other agreements between Homes Victoria and councils or MAV.

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OFFICIAL

The *Victorian State-Local Government Agreement* (VSLGA) 2014 provides an overarching framework to strengthen state-local government relations by committing to improved and sustained levels of communication, consultation and cooperation. It outlines a commitment by both parties to progress social, economic and environmental outcomes for Victorian communities.

This Compact sits beneath the VSLGA and the *Partnership Agreement between the Department of Health and Human Services (now DFFH) and MAV 2018-23* and is based on a spirit of cooperation and a shared commitment to achieve better housing outcomes for people on very low, low and moderate incomes across Victoria.

Consistent with the VSLGA, the parties agree to consult one another on policy initiatives that may have a significant impact on the role of local government in achieving the objectives and strategic priorities set out in the Compact.

The Compact is designed to have state-wide application and to set a framework for the creation of bilateral and multilateral agreements between Homes Victoria and individual councils or groups of councils. These agreements may reflect specific local or regional settings, needs and priorities in social and affordable housing, and provide actions that can be monitored and reviewed over time.

The Compact is not a legally binding agreement but is negotiated and entered into in good faith by the parties and shall be respected accordingly.

The parties agree that in the event of a party stating that one or more undertakings in the Compact is not being fulfilled, the parties will use best endeavours to ensure that that undertaking is satisfied or that an alternative solution is agreed.

OBJECTIVES

Through this Compact, the parties will collaborate to achieve six objectives for the social and affordable housing system:

1. Grow social housing for people on low incomes or with special needs
2. Facilitate scale in affordable housing to help address the gap in housing supply between the private rental market and social housing
3. Enable self-determination to deliver Aboriginal housing outcomes
4. Support people to lead a life they value by adopting a person-centred housing and service system
5. Reduce homelessness through prevention, early intervention and more integrated, flexible responses tailored to people’s needs
6. Create great places to live, embedding good housing and urban design in the future social and affordable housing system

PRINCIPLES

The parties to this Compact commit to working together in new ways to improve social and affordable housing outcomes for individuals, families and communities. The parties also commit to mutual respect of the role that elected members play in decision-making, and the role that officers at different levels of government play in policy-making and implementation.

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The parties to this Compact agree to act in line with the following principles:

- Putting people at the centre - giving clients and residents agency in the delivery of social and affordable housing and support services
- Using a place-based approach to the planning and delivery of social and affordable housing tailored to local community needs
- Recognising the diversity of local governments across metropolitan and regional Victoria
- Working in a transparent and mutually accountable way to design, plan and deliver on agreed priorities
- Sharing information, analysis and best practice.

ROLES OF THE PARTIES

This Compact recognises the complementary roles and responsibilities of state and local governments in the social and affordable housing system.

Homes Victoria is part of the Victorian Government's Department of Families, Fairness and Housing (DFFH). Homes Victoria manages Victoria's social housing system, comprising public and community housing, and homelessness services. It is the state's largest housing developer and plays a stewardship role for community housing. It pursues state-wide policies and social reforms that enable a sustainable and effective social and affordable housing system.

Homes Victoria also links to Victorian Government policy and initiatives which are set out in the *Planning and Environment Act 1987*, the Planning Policy Framework, Plan Melbourne 2017-2050 and Homes for Victorians.

Local Government has a statutory and social responsibility for planning for its local community. It supports social and affordable housing outcomes by developing and implementing local planning schemes and designing strategies and policies that respond to local homelessness and housing issues.

The Municipal Association of Victoria is the statutory peak body for Victoria's 79 councils. It represents the interests of local government and advocates on councils' behalf. It brings a state-wide local government perspective to councils' role in delivering their statutory responsibilities for planning for local communities. Councils have a range of interests in supporting social and affordable housing outcomes, including developing and implementing local planning schemes, and designing and facilitating strategies and policies that respond to local homelessness and housing issues.

Each council takes a place-based approach to planning, funding and infrastructure investment, as well as the coordination and delivery of services to address community needs and priorities.

The roles of the Commonwealth Government and non-government service providers as key stakeholders in achieving outcomes are also acknowledged.

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STRATEGIC PRIORITIES

The following broad strategic priorities will be the focus of collaborative efforts between the parties to this Compact:

- **drive social and affordable housing growth,** including by investigating and supporting the use of Section 173 Agreements under the *Planning and Environment Act 1987*, and providing a clear pathway for the funding of social and affordable housing projects on council-owned land
- **identify local priorities for the renewal and development of social and affordable housing,** ensuring this is fully integrated into the local landscape and conforms to local planning schemes
- **coordinate services, supports and infrastructure for people who live in social and affordable housing** – supported by sharing of information on local housing needs, including the Victorian Housing Register
- **promote the value of social and affordable housing to communities**, including by sharing good practice engagement strategies and communication materials

IMPLEMENTATION

It is intended that the Social and Affordable Housing Compact will apply for a period of ten years.

Implementation of the strategic priorities will be achieved through a state-wide five-year Compact Implementation Plan that will be reviewed annually. The Compact Implementation Plan will identify specific actions to be undertaken to achieve the strategic priorities, the responsible parties and timeframes for completion. The Compact Implementation Plan will be developed by the Compact Working Group and agreed by the Compact Steering Group (see Governance section).

At the local level, implementation of the strategic priorities will be achieved through Local Agreements between Homes Victoria and individual councils or groups of councils. Local Agreements will provide flexibility to develop innovative responses to local needs, consistent with the Compact's directions, principles and strategic priorities.

Other organisations may also be party to Local Agreements, if agreed by the government parties and consistent with the Compact's directions, principles and strategic priorities.

Local Agreements may:

- identify agreed local priorities for social and affordable housing, underpinned by shared data and information on local housing needs
- develop place-based responses to local housing issues and challenges
- set out the specific roles and responsibilities of each party to the agreement
- establish agreed planning, information sharing, consultation and communication protocols

The development of a framework for Local Agreements will be one of the first actions undertaken by the parties.

DRAFT

GOVERNANCE

A Compact Steering Group with representatives of Homes Victoria and MAV will be established to monitor and review the implementation of the Compact, including approval of the Compact Implementation Plan. This will include reviewing how the partnership is achieving the Compact purpose, directions and principles.

A Compact Working Group, comprising staff from Homes Victoria and MAV, will be established to support the implementation of the Compact, develop the Compact Implementation Plan and report on progress to the Compact Steering Group.

The Compact Implementation Plan will be developed in collaboration between the parties, with progress reviewed regularly, including an annual meeting between the Chief Executives of Homes Victoria and the MAV. An annual Compact Roundtable will also be held to enable discussion and advice from representatives from local government, community housing and industry sectors.

Local Agreements will be agreed between Homes Victoria and the participating council(s). The Compact Steering Group will monitor implementation of Local Agreements. The annual Compact Roundtable will discuss insights and case studies from the Local Agreements, to support the sharing of good practice and innovative models to achieve the Compact's directions and strategic priorities.

DRAFT

OFFICIAL

DEFINITIONS

Affordable housing

Affordable housing is a broad term describing housing suitable for the needs of a range of very low to moderate income households and priced (whether purchased or rented) so these households can meet their other essential living costs. The *Planning and Environment Act 1987* includes a definition of affordable housing as housing appropriate for very-low, low and moderate income ranges. This broad definition includes social housing within it.

For the purposes of this Compact, affordable housing is housing for either purchase or rent by households at a price that ensures households on low or moderate incomes can afford to meet their essential living costs. Under this definition, affordable housing is considered distinct from social housing and sits on the housing continuum between social housing and the private market.

Social housing

Social housing is secure and affordable long-term rental housing for people on low incomes or with special needs. It includes public housing, owned and managed by the Government, as well as community and Aboriginal housing, run by the not-for-profit sector. Rent is capped relative to household income. Both public and community housing is regulated by the Housing Act 1983.

The Housing Act 1983 defines social housing as:

(a) public housing; and

(b) housing owned, controlled or managed by a participating registered agency.

DRAFT

OFFICIAL

25 July 2022

City of KINGSTON

Ben Rimmer
CEO Homes Victoria
50 Lonsdale Street
Melbourne, Victoria, 3000

Re: Submission to the Draft Social and Affordable Housing Compact – June 2022.

Sent to: ben.rimmer@dffh.vic.gov.au

Dear Ben,

Thank you for the opportunity to provide a submission to Homes Victoria in relation the draft Social and Affordable Housing Compact – June 2022.

The City of Kingston commends Homes Victoria on the breadth of work currently being undertaken to support the future provision of social and affordable housing across Victoria and provide safe and secure housing to the most vulnerable members of our community.

Furthermore, Council welcomes the opportunity the Compact presents to work with Homes Victoria to identify priorities for social and affordable housing growth within Kingston. Council, through its existing relationships with developers, housing associations and the broader community is well placed to proactively identify and explore opportunities for the delivery of social and affordable housing within its own municipal boundary. In this regard Council supports absolutely the intent of the Compact and trusts that it will lead to a collaborative and proactive approach to future State Government investment in social and affordable housing within Kingston

As you are aware, from the early 1980s when social housing comprised around 10% to 15% of new dwellings, Government investment has dwindled to now represent around 2% to 3% of new dwellings. The current housing affordability crisis requires a whole of Government approach underpinned by significant capital investment from the State Government.

Local government has direct insights into the very human, community-level impacts of housing unaffordability. Left unchecked, housing inequality leads to cities with dramatic increases in disadvantage, homelessness, diminished diversity and highly inefficient and eventually uncompetitive labour markets.

In order to kerb the increasing housing affordability crisis Council adopted the Kingston Social and Affordable Housings Strategy in July 2020. Using data from the 2016 census, the Strategy identified that within the City of Kingston alone a minimum of 6,175 social housing dwellings were required. This figure does not take into account recent events such as the major impacts of the COVID-19 pandemic and the settlement of Ukrainian families in Kingston on visitor visas.

For these reasons it is estimated that the minimum social and affordable housing required to meet the needs of the most vulnerable members of our community is now considerably higher. Council has previously successfully negotiated a number of positive social and affordable contributions. These projects include:

- 75 apartments on a Council owned car park site adjacent to the Kingston Town Hall in 2011. This project was successfully delivered in partnership with Housing First and the MAB Corporation a funded largely through the Commonwealth Governments Stimulus Package.
- Highett Gasworks site (a State Urban Renewal Site) which was the subject of hearings through the Victorian Government Land Standing Advisory Committee Process. The Minister for Planning approved an outcome that this Government land parcel should provide up to 10% affordable housing.

However, to achieve these contributions, Council has faced a number of major challenges. These have included:

- Lengthy negotiations with uncertain outcomes.

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1300 653 356 131 450 03 9581 4500 PO Box 1000, Mentone 3194 info@kingston.vic.gov.au cityofkingston kingstoncc

- Limited ability to influence the State Government agencies to consider allocating/gifting government owned land for housing. Surplus Commonwealth owned land should also not be immune from consideration.
- Limited opportunities for Local Government to better connect its credible 'developers' with Housing Associations and Homes Victoria to facilitate opportunistic partnerships
- Uncertainty in the sector about when to include an explicit requirement relating to the provision for affordable housing.

Although these challenges have created difficulty, they also provide the greatest opportunities to genuinely influence the 'on the ground' enablers of affordable housing supply.

It is also important to note that Council appreciates the work that has been achieved by Homes Victoria in relation to the Modular Homes Project in Clarinda and other significant investments we understand are now planned within the municipality. These projects are expected to directly address homelessness by providing safe and secure housing to vulnerable households.

Delivering affordable housing takes strong technical skills, resources, strategy and quality partnerships. Creating certainty in the process of negotiating for social and affordable housing is required to safeguard the future supply of housing.

It is considered that the Social and Affordable Housing Compact is a significant step in the right direction to strengthen the partnership between Homes Victoria and Council. This partnership will create certainty in the negotiation process and ultimately lead to an increase in social and affordable housing within the municipality.

Kingston City Council is supportive of the draft Compact and makes the following suggestions to strengthen the overall intent of the document:

Scope and Purpose
The language of the purpose of the draft Compact should be explicit and contain greater measurable details. The only mechanism currently cited to enable the growth in the supply of social and affordable housing is the Section 173 Agreement. Noting that S173 Agreements are voluntary and require significant work to justify, establish and administer Council believes there would be benefit in expanding this reference to speak to a broader scope of mechanisms aimed at securing social and affordable housing contributions.

The Victorian Auditor-General's Office found through its March 2020 Managing Development Contributions audit that:

- *For many councils, VA/s173 agreements are the only realistic option to collect contributions for infrastructure. However, these one-off agreements are not designed specifically for development contributions and are unsuitable for supporting infrastructure delivery at the scale offered by the DCP and ICP programs (note: only applies to 7 of 79 councils).*
- *Councils' use of VA/s173s lacks transparency because there is no publicly available information about their usage. It is not possible to know or compare how councils use this tool, or its impacts on development, council revenue and infrastructure delivery.*

It is considered critical that other models and mechanisms of social and affordable housing delivery are considered and explored as part of the Compact. These could include the:

- Introduction of Inclusionary Zoning provisions or other state-wide provisions that would deliver a consistent approach to social and affordable housing.
- Gifting of land to Registered Housing Agencies.
- Sale of land at a discount to Registered Housing Agencies.
- Leasing of government owned land (including 'air rights') to developers.
- Use of joint venture or partnership between different levels of Government and/or the private sector.
- Use of a special purpose vehicle (SPV) such as a housing trust.

Objectives
It is suggested that the following should be considered as part of the drafting of the Objectives.

- In general, the wording of the objectives is broad and could be made more explicit, this would create a clearer direction for all signatories to the Compact and greater accountability of outcomes.

- At present, Objective 1 only makes reference to social housing for people on low incomes. This should be amended to also include 'very low' and 'middle-income' households to align with the definition of affordable housing pursuant to the *Planning and Environment Act 1987*.
- To highlight the importance of a partnership approach to the delivery of social an affordable housing consideration should be given to the inclusion of an additional objective to the effect of "…*to facilitate discussions and collaboration between all levels of Government to strive towards the common goal of delivering the supply of social and affordable housing"*.

Roles of the Parties
Key issues which have inhibited the ability of Council to increase social and affordable housing have generally included:

- Resources available to advocate, lead and undertake complex negotiations.
- A lack of clear, focussed and ongoing partnerships with Government agencies (Commonwealth and State) to investigate surplus land available or land which could be redeveloped for better use or yield.
- A general lack of direction from the State Government regarding the most appropriate tool to achieve the provision of affordable housing.

Given the specialised nature of the work, most Councils are limited to a degree in their ability to adequately resource lengthy and complex negotiations. It is considered that DFFH which includes Homes Victoria could play an important role in supporting local government with appropriate resourcing on a needs basis and funding to assist in the delivery of social and affordable housing projects.

Our experience working with a range of State Government agencies including the Victorian Planning Authority, Development Victoria and Level Crossing Removal Project has revealed a lack of consensus and understanding of broader State Government social and affordable housing objectives and delivery models. It is Council's view that Homes Victoria could play an important and impactful intermediary role into the future connecting local government to other State government agencies where appropriate to facilitate partnerships for the delivery of housing.

There are many departments and agencies involved in Social and Affordable Housing directly and indirectly in addition to Homes Victoria, these include DFFH, DEWLP, DJPR, DTF, LGV and CAV. The need for a positive working relationship was highlighted through the many planning exemptions introduced to facilitate Social and Affordable Housing. While the Compact seeks to further formalise partnership arrangements between State and Local Government a mechanism to engage more effectively across the range of state agencies that influence Social and Affordable Housing policy should be explicit and supported in the Compact.

All levels of Government have an obligation to work together to foster a future where the most vulnerable members of our communities are at a minimum provided with safe and secure long-term housing. For this to be achieved, a true partnership must be established with the clear purpose of eliminating homelessness via the continued delivery of housing.

Strategic Priorities
Similarly, to the Scope and Purpose section of the draft Compact, the Strategic Priorities only references Section 173 Agreements to drive social and affordable housing growth. This is considered to be an unnecessarily limited scope with other models and mechanisms of delivery requiring further consideration and reference in the Compact.

Council again wishes to acknowledge the opportunity presented by Homes Victoria to provide a submission to the draft Social and Affordable Housing Compact – June 2022. We look forward to a successful and enduring partnership between our two organisations.

Should you have any queries in relation the feedback provided above, please contact Jonathan Guttmann, General Manager Planning and Place on 9581 4708 or via email at Jonathan.Guttmann@kingston.vic.gov.au.

Yours sincerely,

Cr Steve Staikos
MAYOR, CITY OF KINGSTON

Council Meeting

25 July 2022

Agenda Item No: 8.9

AMENDMENT C206KING - CORRECTION OF ANOMALIES IN THE KINGSTON PLANNING SCHEME

Contact Officer: Mathieu Maugueret, Strategic Planner

Purpose of Report

This report recommends that the Council seek authorisation from the Minister for Planning to prepare Planning Scheme Amendment C206king to correct errors and anomalies in the Kingston Planning Scheme.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Request authorisation from the Minister for Planning to prepare Amendment C206king to the Kingston Planning Scheme generally in accordance with Appendix 1; and
2. Subject to authorisation being granted by the Minister for Planning, prepare Amendment C206king to the Kingston Planning Scheme and exhibit the Amendment in accordance with the *Planning and Environment Act 1987*.

1. Executive Summary

Kingston City Council, in its capacity as the Planning Authority, is responsible for regularly reviewing the Kingston Planning Scheme as required by Section 12(B) of the Planning and Environment Act 1987.

Minor errors and anomalies were identified in the Kingston Planning Scheme Review 2012 that require correction via a planning scheme amendment. Since the review other errors and anomalies have also been identified which are also proposed to be addressed as part of this Amendment.

The proposed Amendment represents the third and final process of correcting errors and anomalies which results primarily from the findings of the 2012 Planning Scheme Review. The two previous anomalies amendments include:

- Amendment C149king which provided for 253 corrections generally applicable to Council owned land. The Amendment was approved by the Minister for Planning on 15 August 2019.
- Amendment C197king which provided for 56 corrections. The Amendment was approved by the Minister for Planning on the 24 February 2022.

The proposed Planning Scheme Amendment C206king consists of corrections which includes mapping errors, redundant overlay provisions, land affected by multiple zones and land where the zone is inconsistent with its use.

The proposed Amendment will contribute to the more effective operation and administration of the Kingston Planning Scheme by ensuring that Council and landowners are not encumbered by unnecessary, redundant, or irrelevant controls.

This report recommends that Council seek authorisation from the Minister for Planning to prepare Planning Scheme Amendment C206king generally in accordance with Appendix 1. Subject to authorisation being granted by the Minister, it is proposed that Council publicly exhibit the Amendment in accordance with the Planning and Environment Act 1987 for a period of 4 weeks.

A further report will be provided to Council once exhibition concludes providing a summary of submissions received and further recommendations.

2. Background

At its Ordinary Council Meeting on the 26 March 2012, Council passed a resolution to adopt the 2012 Planning Scheme Review. Amongst other matters, the key findings of the review process included undertaking amendments to the Kingston Planning Scheme to resolve anomalies identified.

During the research phase of the Planning Scheme Review 2012, City Strategy, in conjunction with the Property Services and Parks Departments, undertook a thorough audit of all the maps associated with the Planning Scheme to identify any errors and anomalies. It was established that there were a significant number of zoning and overlay inconsistencies requiring rectification. Since the adoption of the 2012 review other errors and anomalies have also been identified which are also proposed to be addressed as part of Amendment C206king.

The proposed Amendment C206king represents the third and final anomalies amendment which results from the findings of the 2012 Planning Scheme Review. The Amendment follows two previous anomalies amendments namely:

- Amendment C149king, which was approved by the Minister for Planning on 15 August 2019, provided for 253 corrections to errors and anomalies in the Kingston Planning Scheme generally applicable to Council owned land.
- Amendment C197king, which was approved by the Minister for Planning on the 24 February 2022 provided for 56 corrections to errors and anomalies in the Kingston Planning Scheme and applied to Council, State Government, and privately owned land.

3. Discussion

3.1 The Proposed Amendment (C206king)

The proposed Amendment applies to 61 sites throughout the City of Kingston and seeks to:

Rectify zoning of public land so that these areas are appropriately zoned to reflect their use as a park (Public Park and Recreation Zone (PPRZ)) or public use (Public Use Zone (PUZ)) as appropriate.

- Rectify zoning of land with dual zones so that the appropriate zone applies to the entire site.
- Correctly map the application of the Heritage Overlay to reflect where the place of significance is located.
- Removing the Heritage Overlay and Environmental Significance Overlay Schedule 3 - Significant Trees where the place of significance or tree no longer exists.
- Amend the Schedules to the Activity Centre Zone to remove the application of Clause 55 to apartment developments, as this conflicts with the requirements of Clause 37.08 and Clause 58.
- Amend the Schedule to the Specific Controls Overlay to remove the reference to SCO4 (Kaufland Supermarket), which was previously removed as part of Amendment C197king.

A complete list of the proposed changes, including a more detailed explanation of each proposed change is provided in the explanatory report at Appendix 1.

The proposed Amendment will contribute to the more effective operation and administration of the Kingston Planning Scheme by ensuring that Council and landowners are not encumbered by unnecessary, redundant or irrelevant controls.

3.2 Options

3.2.1 Option 1 - **Pursue a Planning scheme Amendment** - (This is the recommended option)
Request the Minister for Planning to authorise the preparation of Amendment C206king to correct the anomalies as identified in Appendix 1.

3.2.2 Option 2 - **Not pursue a Planning Scheme Amendment**
Council has the option of not pursuing the proposed Amendment. This option is not supported by officers as it would prevent the statutory implementation of the Planning Scheme Review and effective operation of the Kingston Planning Scheme.

4. Consultation

4.1 Internal Consultation:

Discussions have occurred between the City Strategy, Open Space and Property Services Departments.

4.2 Community Consultation:

If the Amendment proceeds, further consultation will occur in accordance with the notice requirements in the Planning and Environment Act 1987. This would involve placing the Planning Scheme Amendment on public exhibition for a period of at least four (4) weeks with the following consultation being undertaken:

- Direct notification to all landowners and occupiers directly affected by the Amendment.
- Notices placed in the Government Gazette and papers that circulate within the municipality.
- Amendment documentation being made available on Council’s website and in Councils Cheltenham office.
- Direct notification to Ministers and relevant public authorities.

5. Compliance Checklist

5.1 Council Plan Alignment

Strategic Direction: Liveable - Our city will be a vibrant, enjoyable, and easy place to live.
Strategy: preserve and enhance Kingston's character and heritage

The proposed Amendment is consistent with the Council Plan as it corrects errors and anomalies in the planning scheme contributing to the more effective operation and administration of Scheme.

5.2 Governance Principles Alignment

Principle (b) - priority is to be given to achieving the best outcomes for the municipal community, including future generations.

The Amendment will ensure that zones and overlays are correctly applied to relevant sites. This will ensure their preservation for future generations.

5.3 Financial Considerations

Budget

There is currently adequate budget present in the Strategic Planning Team to cover the costs of this Amendment and if required representation at Planning Panels by Council officers.

Staff Resources

This project will be managed by existing staff and will not require additional staffing resources.

5.4 Risk considerations

There is limited risk associated with the implementation of this Amendment.

6. Conclusion

Proposed Planning Scheme Amendment C206king seeks to resolve errors and anomalies in the Kingston Planning Scheme that have been identified primarily through the findings of the 2012 Planning Scheme Review. The proposed Amendment will contribute to the more effective operation and administration of the Kingston Planning Scheme by ensuring that Council and landowners are not encumbered by unnecessary, redundant, or irrelevant controls.

This report recommends that a request be made to the Minister for Planning to authorise the preparation of Amendment C206king to the Kingston Planning Scheme and if authorisation is granted to proceed with public exhibition.

Appendices

Appendix 1 - Amendment C206king - Explanatory Report (Ref 22/109643)

Author/s:	Mathieu Maugueret, Strategic Planner
Reviewed and Approved By:	Rita Astill, Team Leader Strategic Planning
	Paul Marsden, Manager City Strategy
	Jonathan Guttmann, General Manager Planning and Place

8.9

AMENDMENT C206KING - CORRECTION OF ANOMALIES IN THE KINGSTON PLANNING SCHEME

1 Amendment C206king - Explanatory Report..... 879

Planning and Environment Act 1987

KINGSTON PLANNING SCHEME

AMENDMENT C206KING

EXPLANATORY REPORT

Who is the planning authority?

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

The amendment has been made at the request of the City of Kingston.

Land affected by the amendment

The amendment applies to 61 sites throughout the City of Kingston.

A mapping reference table is attached at Appendix A to this Explanatory Report.

Of these 61 sites, 13 have been identified as requiring rezoning. These sites are located at:

- 1A Foster Street, Aspendale
- 2 Lawrence Avenue, Aspendale
- 51 Larnook Crescent, Aspendale
- 5 Launching Way, Carrum
- 2-6 Swansea Road, Chelsea
- 56 Kallay Street, Clayton South
- 3 Enngonia Crescent, Clayton South
- The Esplanade, Edithvale
- 15-29 Legana Court, Patterson Lakes
- 1 Learmonth Road, Patterson Lakes
- 21-59 Learmonth Road, Patterson Lakes
- 187-189 Gladesville Boulevard, Patterson Lakes
- 35 Terrigal Drive, Patterson Lakes

The remaining 48 sites require changes to an Overlay. These sites are located at:

- 1 Station Street, Aspendale
- Station Street, Chelsea (Chelsea Station & Signal Box)
- 318 Station Street, Chelsea
- 84-130 Thames Promenade, Chelsea (Bicentennial Park)
- Charman Road, Cheltenham (Cheltenham Station)
- 289 Centre Dandenong Road, Cheltenham
- 607A Nepean Highway, Carrum
- 12A Lochiel Avenue, Edithvale
- 12B Lochiel Avenue, Edithvale
- 2 Clydebank Road, Edithvale

- 1/2 Clydebank Road, Edithvale
- 2/2 Clydebank Road, Edithvale
- 3/2 Clydebank Road, Edithvale
- 4/2 Clydebank Road, Edithvale
- 198 Old Dandenong Road, Heatherton
- 32-54 Ross Street, Heatherton
- 11 Hall Mark Road, Mordialloc
- 34 Brindisi Street, Mentone
- 96-114 Como Parade, Mentone
- 2 Mentone Parade, Mentone
- 5 Salmon Street, Mentone
- 1/5 Salmon Street, Mentone
- 2/5 Salmon Street, Mentone
- 3/5 Salmon Street, Mentone
- 4/5 Salmon Street, Mentone
- 5/5 Salmon Street, Mentone
- 6/5 Salmon Street, Mentone
- 7/5 Salmon Street, Mentone
- 8/5 Salmon Street, Mentone
- 9/5 Salmon Street, Mentone
- 10/5 Salmon Street, Mentone
- 979 Nepean Highway, Moorabbin
- 58 Barkly Street, Mordialloc
- Corner Albert Street & Bear Street, Mordialloc (Mordialloc Railway Station)
- Lot 1 Centre Road, Oakleigh South
- Como Parade West, Parkdale (Railway Electricity Substation)
- 2 Clematis Court, Patterson Lakes
- 222 Gladesville Boulevard, Patterson Lakes
- 224 Gladesville Boulevard, Patterson Lakes
- 226 Gladesville Boulevard, Patterson Lakes
- 234 Gladesville Boulevard, Patterson Lakes
- 236 Gladesville Boulevard, Patterson Lakes
- 238 Gladesville Boulevard, Patterson Lakes
- 1 Gull Court, Patterson Lakes
- 34 Curlew Point Drive, Patterson Lakes
- 32 Curlew Point Drive, Patterson Lakes
- 1/75-93 Gladesville Boulevard, Patterson Lakes
- 1/197-199 McLeod Road, Patterson Lakes

The amendment also seeks to make corrections to:

- Schedule 1 to Clause 37.08 Activity Centre Zone

- Schedule 2 to Clause 37.08 Activity Centre Zone
- Schedule 3 to Clause 37.08 Activity Centre Zone
- Schedule 3 to Clause 42.01 Environmental Significance Overlay (ESO3)
- Schedule to Clause 45.12 Specific Controls Overlay
- Schedule to Clause 43.01 Heritage Overlay

What the amendment does

The amendment proposes to implement various corrections to the mapping of zones and overlays, in order to resolve anomalies and errors in the Kingston Planning Scheme.

The anomalies include mapping errors, redundant overlay provisions, land affected by multiple zones and land where the zone is inconsistent with its use.

The amendment proposes to implement the following corrections:

Aspendale

- Rezone part of land located at 1A Foster Street, Aspendale from Commercial 1 Zone (C1Z) to General Residential Zone – Schedule 2 (GRZ2).

  The site is privately owned and occupied by a 2 storey multi-unit development currently under construction. The site is encumbered by dual zones. The majority of the site is zoned GRZ2 and part of the site along the eastern boundary is zoned C1Z. It is recommended that the site be rezoned to GRZ2 to reflect the existing residential use of the site.

- Rezone part of land located at 2 Lawrence Avenue, Aspendale from General Residential Zone - Schedule 2 (GRZ2) to Public Use Zone (PUZ6).

  The site is owned by Council and used for the purposes of a carpark. The site is encumbered by dual zones being the PUZ6 and GRZ2. It is recommended that the site be rezoned to PUZ6 to reflect Council's ownership of the use of the site.

- Rezone land located at 51 Larnook Crescent, Aspendale from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation (PPRZ).

  The site is owned by Council and used as open space. The site is known as Larnook Reserve and provides an important connection between Larnook Crescent and the Yammerbrook Nature Reserve. The site is zoned GRZ3. It is recommended that the site be rezoned to PPRZ to reflect Council's ownership and use of the site as a public open space.

- Amend the mapping to the Heritage Overlay (HO14) located at 1 Station Street, Aspendale to only include elements of heritage significance.

  HO14 applies to two parts of the site. The citation identifies that "*the heritage place includes the two buildings dating from the original 1929 construction, and their setback from Attenborough Road and Pine Crescent*". The two buildings of heritage significance mentioned in the citation are within the HO located in the south-western corner of the site.

  The other part of the HO is located east of the site and partially includes a building of a later period which is not included in the citation and does not appear to be of any heritage significance. It is recommended to amend HO14 to remove the eastern portion of HO14 so that only the buildings of heritage significance identified in the citation are included in the HO.

Chelsea

- Rezone part of land located at 2-6 Swansea Road, Chelsea from General Residential Zone - Schedule 2 (GRZ2) to Public Use Zone (PUZ6).

  The site is owned by Council and used for the purposes of a carpark. The site is encumbered by dual zones being the PUZ6 and GRZ2. It is recommended that the site be rezoned to PUZ6 to reflect Council's ownership and use of the site.

- Delete Heritage Overlay (HO31) over land located at the corner of Station Street and Chelsea Road, Chelsea.

HO31 previously applied to the Chelsea Station & Signal Box. The station and signal box were both demolished as part of the level crossing removal project. It is recommended that HO31 be deleted to reflect existing conditions.

- HO32 relates to the Mason's Picture Theatre, which is located at 318 Station Street, Chelsea and is in private ownership. The citation identifies the place of heritage as "*Mason's Picture Theatre*". However, part of the theatre building is not currently located within the HO. It is recommended that HO32 be extended to include all relevant elements of heritage significance to match the citation.
- Amend the mapping to the Heritage Overlay (HO34) located at 84-130 Thames Promenade, Chelsea (Bicentennial Park) to include all relevant elements of heritage significance.

  HO34 relates to traffic lights, which are located at Bicentennial Park. The HO does not currently reflect the location of the elements of significance and does not apply to the heritage traffic lights. It is recommended that HO34 be amended to include both traffic lights to match the citation.

Clayton South

- Rezone land located at 56 Kallay Street, Clayton South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation (PPRZ).

  The site is owned by Council and used for open space. The site is zoned General Residential Zone – Schedule 3 (GRZ3). A more appropriate zone would be a Public Park and Recreation Zone (PPRZ) to reflect council's ownership and use of the site. It is recommended to rezone the site to PPRZ.
- Rezone land located at 3 Enngonia Crescent, Clayton South from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation (PPRZ).

  The site is owned by Council and used for open space. The site is zoned General Residential Zone – Schedule 3 (GRZ3). A more appropriate zone would be a Public Park and Recreation Zone (PPRZ) to reflect council's ownership and use of the site. It is recommended to rezone the site to PPRZ.

Cheltenham

- Delete Heritage Overlay (HO2) over land located along Charman Road.

  HO2 previously applied to the Cheltenham Station. The station was deconstructed and relocated as part of the level crossing removal project. It is recommended that HO2 be deleted to reflect existing conditions.
- Amend the mapping to the Heritage Overlay (HO43) located to the rear of Cheltenham RSL Club, Centre Dandenong Road, Cheltenham to include all relevant elements of heritage significance.

  HO43 relates to the War Memorials, located along Centre Dandenong Road, Cheltenham. The HO does not currently reflect the location of the elements of significance and does not apply to the War Memorials. It is recommended that HO43 be amended to include the War Memorials to the rear of the RSL Club to match the citation.

Carrum

- Amend the mapping to the Heritage Overlay (HO19) located at 607A Nepean Highway, Carrum the also known as the Beaty Spot to include all elements of heritage significance.

  HO19 relates to the Soldier's Memorials, located along at the Beauty Spot, Carrum. The HO does not currently reflect the elements of significance and does not apply to the Soldier's Memorials. It is recommended that HO19 be amended to include the Soldier's Memorials to match the citation.
- Rezone land located at 5 Launching Way, Carrum from General Residential Zone - Schedule 2 (GRZ2) to Public Use Zone – Schedule 6 (PUZ6).

  The subject site is owned by Council, is vacant and contains an informal car park and a discontinued road. The site is zoned General Residential Zone Schedule 2 (GRZ2). It is

recommended that the site be rezoned to PUZ6 to reflect Council's ownership and use of the site.

Edithvale

- Rezone land located at the Esplanade, Edithvale from General Residential Zone - Schedule 3 (GRZ3) and Commercial 1 Zone (C1Z) to Public Park and Recreation (PPRZ).

  The site is owned by the Department of Environment, Land, Water and Planning (DELWP), is known as the Beeson Reserve and used for public open space. The site is zoned General Residential Zone – Schedule 3 (GRZ3) and Commercial 1 Zone (C1Z). A more appropriate zone would be a Public Park and Recreation Zone (PPRZ). This zone would reflect state government's ownership and use of the site as a public open space. It is recommended to rezone the site to PPRZ.

- Delete Heritage Overlay (HO47) over land located at 12A Lochiel Avenue, Edithvale.
- Delete Heritage Overlay (HO47) over land located at 12B Lochiel Avenue, Edithvale.
- Delete Heritage Overlay (HO47) over land located at 2 Clydebank Road, Edithvale.
- Delete Heritage Overlay (HO47) over land located at 1/2 Clydebank Road, Edithvale.
- Delete Heritage Overlay (HO47) over land located at 2/2 Clydebank Road, Edithvale.
- Delete Heritage Overlay (HO47) over land located at 3/2 Clydebank Road, Edithvale
- Delete Heritage Overlay (HO47) over land located at 4/2 Clydebank Road, Edithvale

  HO45 previously applied to the old St Columba's Anglican Church. In 2018 the church was partly demolished, underwent renovation for a residential conversion and the site subdivided. The remanence of the old church is now confined to 10A and 10B Lochiel Avenue. As the land at 12A Lochiel Ave, 12B Lochiel Ave and 1/2 to 4/2 Clydebank Road, Edithvale no longer contains any elements of heritage significance relating to the St Columbian Anglican Church, it is recommended to remove HO47 from these properties.

Heatherton

- Delete Heritage Overlay (HO56) over land located at 198 Old Dandenong Road, Heatherton.

  HO56 previously applied to a house which was demolished in 2009. It is recommended that HO56 be removed from the property to reflect the loss of the house and existing condition.

- Amend the mapping to the Heritage Overlay (HO57) located at 32-54 Ross Street, Heatherton to include all relevant elements of heritage significance.

  HO57 relates to the WWII War Memorial, located at the Ross Street Recreation Reserve. The HO does not currently reflect the location of the elements of significance and does not apply to the memorial. It is recommended that HO57 be amended to include the WWII War Memorial to match the citation.

Mordialloc

- Amend the mapping to the Heritage Overlay (HO90) located at 58 Barkly Street, Mordialloc to include all relevant elements of heritage significance.

  HO90 relates to the Mordialloc Primary School. The HO currently only partially applies to the original school building. It is recommended that HO90 be amended to fully include the original Mordialloc Primary School building and setback to Barkly Street to match the citation.

- Amend the mapping to the Heritage Overlay (HO91) located at the corner of Albert Street and Bear Street, Mordialloc to include all relevant elements of heritage significance.

  HO91 relates to the Mordialloc Railway Station. The HO currently only applies to a portion of the station building. It is recommended that HO91 be amended to apply to the entire Railway Station to match the citation.

- Amend the mapping to the Heritage Overlay (HO92) located at the corner of Albert Street and Bear Street, Mordialloc to include all relevant elements of heritage significance.

  HO92 relates to the Mordialloc Railway Water Tower. The HO currently only applies to a portion of the water tower. It is recommended that HO92 be amended to apply to the entire water tower to match the citation.

- Amend the mapping to the Heritage Overlay (HO7) located at 11 Hall Mark Road, Mordialloc to include all relevant elements of heritage significance.

  HO7 relates to the Former Totalisator Building. The HO is not currently properly aligned with the building footprint. It is recommended that HO7 be amended to apply to the entire Former Totalisator Building to match the citation.

Mentone

- Amend the mapping to the Heritage Overlay (HO67) located at 34 Brindisi Street, Mentone to include all relevant elements of heritage significance.

  HO67 relates to the CH Soppitt Pavilion. The HO currently only partially applies to the pavilion structure. It is recommended that HO67 be amended to apply to the entire pavilion to match the citation.

- Amend the mapping to the Heritage Overlay (HO72) located at 96-114 Como Parade, Mentone to include all relevant elements of heritage significance.

  HO71 relates to Mentone Grammar School's Frogmore building c.1910. The HO currently only applies to a portion of the heritage building. It is recommended that HO72 be amended to apply to the entire c.1910 building to match the citation.

- Amend the mapping to the Heritage Overlay (HO78) located at 2 Mentone Parade, Mentone to include all relevant elements of heritage significance.

  HO78 relates to St Bede's College's Memorial Gates. A small portion of the memorial gate is currently located outside of HO. It is recommended that HO78 be amended to apply to the entire gates to match the citation. Delete Schedule 3 to Environment Significance Over (ESO3) from land located 5 Salmon Street, Mentone

- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 1/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 2/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 3/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 4/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 5/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 6/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 7/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 8/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 9/5 Salmon Road, Mentone.
- Delete Schedule 3 to Environment Significance Over (ESO3) from land located at Unit 10/5 Salmon Road, Mentone.

  ESO3 applies to land at 1/5 to 10/5 Salmon Street, Mentone (previously known as 3 Salmon Street, Mentone) and previously related to a eucalyptus cladocalyx referred in the schedule as T66. The tree was damaged and later removed in 2016 as a result of a storm. It is recommended that ESO3 be removed from the subject sites to reflect the loss of the significant tree.

Moorabbin

- Amend the mapping to the Heritage Overlay (HO79) located at 979 Nepean Highway, Moorabbin to include all relevant elements of heritage significance.

The HO relates to the Kingston Art Centre. The HO does not currently fully apply to the entire building. It is recommended that HO79 be amended to correctly apply to the Kingston Art Centre building to match the citation.

- Amend the mapping to the Heritage Overlay (HO80) located at 979 Nepean Highway, Moorabbin to include all relevant elements of heritage significance.

  The HO relates to the Moorabbin Town Hall. The HO does not currently fully apply to the entire building. It is recommended that HO80 be amended to correctly apply to the Moorabbin Town Hall building to match the citation.

- Amend the mapping to the Heritage Overlay (HO126) located at 979 Nepean Highway, Moorabbin to include all relevant elements of heritage significance.

  The HO relates to the Wurlitzer Theatre Organ. The HO is currently not correctly located over the organ. It is recommended that HO126 be amended to correctly apply to the Wurlitzer Theatre Organ to match the citation.

Oakleigh South

- Amend the mapping to the Heritage Overlay (HO99) located at Lot 1 Centre Road, Oakleigh South to include all relevant elements of heritage significance.

  The HO relates to the Commonwealth Golf Club. A small section of the club building is currently located outside of the HO. It is recommended that HO99 be amended to correctly apply to the entire Commonwealth Golf Club building and setback to match the citation.

Patterson Lakes

- Rezone land located at 15-29 Legana Court, Patterson Lakes from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation (PPRZ).

  The site is owned by Council and used for open space. The site is zoned General Residential Zone – Schedule 3 (GRZ3). A more appropriate zone would be a Public Park and Recreation Zone (PPRZ). This zone would reflect council's ownership and use of the site as open space. It is recommended to rezone the site to PPRZ.

- Rezone land located at 1-19 Learmonth Road, Patterson Lakes from Public Use Zone – Schedule 1 (PUZ1) to Public Park and Recreation (PPRZ).

  The site is owned by Council and used for open space. The site is zoned Public Use Zone – Schedule 1 (PUZ1). A more appropriate zone would be a Public Park and Recreation Zone (PPRZ). This zone would reflect council's ownership and use of the site as open space. It is recommended to rezone the site to PPRZ.

- Rezone part of land located at 21-59 Learmonth Road, Patterson Lakes from Public Use Zone – Schedule 1 (PUZ1) to Public Park and Recreation (PPRZ).

  The site is owned by Council and used for open space. The site is encumbered by dual zones. The majority of the park is zoned PPRZ with a small portion zoned PUZ1. A more appropriate zone would be a Public Park and Recreation Zone (PPRZ). This zone would reflect council's ownership and use of the site. It is recommended to rezone the site to PPRZ.

- Rezone the southern part of land located at 187-189 Gladesville Boulevard, Patterson Lakes from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation (PPRZ).

  The subject site is owned by Council. The site is used for public open space and contains a kindergarten with associated car park. The site is known as the Gladesville Boulevard Reserve and is encumbered by three zones being the Public Park and Recreation Zone (PPRZ), Public Use Zone 6 – Local Government (PUZ6) and the General Residential Zone - Schedule 3 (GRZ3). It is recommended to rezone the southern portions of the site which are currently zoned GRZ3 to PPRZ. This zone would reflect council's ownership and use of the site.

- Rezone the land located at 35 Terrigal Drive, Patterson Lakes from General Residential Zone - Schedule 3 (GRZ3) to Public Park and Recreation (PPRZ).

  The subject site is owned by Council. The site is used for public open space and forms part of the Gladesville Boulevard Reserve the site is zoned General Residential Zone - Schedule 3 (GRZ3). A more appropriate zone would be a Public Park and Recreation Zone (PPRZ). This

zone would reflect council's ownership and use of the site as open space. It is recommended to rezone the site to PPRZ.

- Amend the Schedule 2 to the Design and Development Overlay (DDO2) to partially delete the overlay from land located at 2 Clematis Court, Patterson Lakes.
- Amend the Schedule 2 to the Design and Development Overlay (DDO2) to partially delete the overlay from land located at 1 Gull Court, Patterson Lakes.
- Amend the Schedule 2 to the Design and Development Overlay (DDO2) to partially delete the overlay from land located at 34 Curlew Point Drive, Patterson Lakes.
- Amend the Schedule 2 to the Design and Development Overlay (DDO2) to partially delete the overlay from land located at 32 Curlew Point Drive, Patterson Lakes.
- Amend the Schedule 2 to the Design and Development Overlay (DDO2) to partially delete the overlay from land located at 1/75-93 Gladesville Boulevard, Patterson Lakes.
- Amend the Schedule 2 to the Design and Development Overlay (DDO2) to partially delete the overlay from land located at 1/197-199 McLeod Road, Patterson Lakes.

  DDO2 relates to the Patterson Lakes Residential Waterways Areas. The purpose of the DDO2 is to capture the land that directly abuts the water via an easement. As the above properties only partially abuts the waterways, DDO2 should only apply to the relevant parts of the sites. It is recommended to delete the parts of the DDO2 that does not directly abut the waterways.
- Delete Schedule 2 to the Design and Development Overlay (DDO2) from land located at 222 Gladesville Boulevard, Patterson Lakes
- Delete Schedule 2 to the Design and Development Overlay (DDO2) from land located at 224 Gladesville Boulevard, Patterson Lakes
- Delete Schedule 2 to the Design and Development Overlay (DDO2) from land located at 226 Gladesville Boulevard, Patterson Lakes
- Delete Schedule 2 to the Design and Development Overlay (DDO2) from land located at 234 Gladesville Boulevard, Patterson Lakes
- Delete Schedule 2 to the Design and Development Overlay (DDO2) from land located at 236 Gladesville Boulevard, Patterson Lakes
- Delete Schedule 2 to the Design and Development Overlay (DDO2) from land located at 238 Gladesville Boulevard, Patterson Lakes

  DDO2 relates to the Patterson Lakes Residential Waterways Areas. The purpose of the DDO2 is to capture the land that directly abuts the water via an easement. As the above properties do not abut the waterways, DDO2 should not apply. It is recommended to delete DDO2 from these properties.

Parkdale

- Como Parade West, Parkdale (Railway Electricity Substation)

  Amend the mapping to the Heritage Overlay (HO101) located at along Como Parade West, Parkdale to include all relevant elements of heritage significance. The HO does not currently apply to substation building. It is recommended that HO101 be amended to correctly apply to the Railway Electricity Substation building to match the citation.

<u>Amendment to Local Policy Mapping</u>

- Amends the map 'City of Kingston Strategic Land Use Framework Plan' at Clause 21.01 – Vision and Strategic Framework to remove some of the affected properties from the area identified for Incremental Housing Change.
- Amends the map 'Residential Land Use Framework Plan' at Clause 21.07 – Vision and Strategic Framework to remove some of the affected properties from the area identified for Incremental Housing Change.

<u>Amendment to Overlay Schedules</u>

- Amend Schedule 1 to Clause 37.08 Activity Centre Zone to exclude the application of Clause 55 to apartment developments, as this conflicts with the requirements of the header provision of Clause 37.08 and Clause 58.
- Amend Schedule 2 to Clause 37.08 Activity Centre Zone to exclude the application of Clause 55 to apartment developments, as this conflicts with the requirements of the header provision of Clause 37.08 and Clause 58.
- Amend Schedule 3 to Clause 37.08 Activity Centre Zone to exclude the application of Clause 55 to apartment developments, as this conflicts with the requirements of the header provision of Clause 37.08 and Clause 58.

  Both Clause 58 and the header provision for the ACZ specify that Clause 58 applies to all apartment development in the Activity Centre Zone, regardless of the height of the building. Pursuant to the ACZ: "*An apartment development must meet the requirements of Clause 58.*"

  Amend Schedule 3 to Clause 42.01 Environmental Significance Overlay (ESO3) to remove the reference to 3 Swan Walk, Chelsea under the property address of significant tree. ESO3 was previously applies to 3 Swan Walk, Chelsea and related to two corymbia ficifolia referred in the schedule as T21 and T22. Amendment C149king previously removed ESO3 from the subject site. However, references to these two trees erroneously remain in ESO3.
- Amend Schedule 3 to Clause 42.01 Environmental Significance Overlay (ESO3) to delete reference to 5 Salmon Street, Mentone under the property address of significant tree.
- Amend the Schedule to Clause 43.01 Heritage Overlay to remove references to HO2and HO31 and make general corrections to the schedule including correction of grammar, formatting and include addresses where none have been provided.
- Amend the Schedule to Clause 45.12 Specific Controls Overlay to remove the reference to SCO4. SCO4 was removed from the Planning Scheme as part of Amendment C197king which was gazetted on 24 February 2022.

Strategic assessment of the amendment

Why is the amendment required?

The amendment is required to correct zoning and overlay anomalies and errors that currently exist within the Kingston Planning Scheme.

In order to provide continuous improvement to the Kingston Planning Scheme, practical resolutions of the identified zoning and overlay inconsistencies is necessary.

All of the identified anomalies and errors do not affect the intent of policy or controls.

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

The amendment gives effect to the following objectives of planning in Victoria identified in Section 4(1) of the *Planning and Environment Act 1987*:

- To provide for the fair, orderly, economic and sustainable use, and development of land.
- To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.
- To protect public utilities and other facilities for the benefit of the community.
- To facilitate development in accordance with the above objectives.
- To balance the present and future interests of all Victorians.

The amendment implements the objectives of planning in Victoria by improving the effectiveness and efficiency of the Kingston Planning Scheme. The amendment implements the objectives of providing '*for the fair, orderly, economic and sustainable use, and development of land*' in accordance with Section 4 of the *Planning and Environment Act* 1987, by ensuring the consistency and accuracy of the Planning Scheme.

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

The amendment will have a positive net community impact by enhancing the effectiveness and efficiency of the Kingston Planning Scheme by appropriately zoning sites and ensure consistency. The amendment will also provide certainty for landowners.

Does the amendment address relevant bushfire risk?

The subject land is not subject to a Bushfire Management Overlay (BMO) and is not located on land designated as a 'Bushfire Prone Area' under the Victorian Planning Provisions.

As such, there is no bushfire risk identified for the subject land.

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

The amendment is consistent with the Ministerial Direction on the Form and Content of Planning Schemes under Section 7(5) of the *Planning and Environment Act 1987*.

The amendment is consistent with Ministerial Direction No. 9 Metropolitan Strategy which requires amendments to have regard to Plan Melbourne: Metropolitan Planning Strategy.

The amendment also meets the requirements of Ministerial Direction No. 11 Strategic Assessments of Amendments and Ministerial Direction No.15 – The Planning Scheme Amendment Process.

The amendment will ensure that the Kingston Planning Scheme remains consistent with the State Planning Policy Framework, which seeks to support the objectives of planning in Victoria.

Specifically, the amendment will assist in the implementation of the objectives of Plan Melbourne: Metropolitan Planning Strategy and ensure that the Kingston Planning Scheme remains consistent with the State Planning Policy Framework, which seeks to support the objectives of planning in Victoria, as it will resolve anomalies and errors in the Kingston Planning Scheme.

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

The purpose of the Planning Policy Framework (PPF) is to ensure that the objectives of planning in Victoria (as set out in Section 4 of the *Planning and Environment Act 1987*) are fostered through appropriate land use and development planning policies and practices which integrate relevant environmental, social and economic factors in the interests of net community benefit and sustainable development.

The amendment supports the Planning Policy Framework (PPF) and in particular:

- Clause 12 Environmental and Landscape Values "*Planning should help to protect the health of ecological systems and the biodiversity they support (including ecosystems, habitats, species and genetic diversity) and conserve areas with identified environmental and landscape values*."
- Clause 12.01-1S Protection of Biodiversity objective is to "*assist the protection and conservation of Victoria's biodiversity".*
- Clause 16.01-1S Housing Supply objective which states that "*to facilitate well-located, integrated and diverse housing that meets community needs."*
- Clause 15 Built Environment and Heritage which states that "*Planning should ensure all land use and development appropriately responds to its surrounding landscape and character, valued built form and cultural context".*
- Clause 19.02-6S Open Space objective is to "*Create opportunities to enhance open space networks within and between settlements.*"

The amendment is consistent with these objectives as it ensures that the planning controls which apply to land within the municipality are accurate, appropriate and consistent with the PPF.

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

This strategic consideration only applies if the planning scheme includes an LPPF at Clause 20.

The amendment supports the Local Planning Policy Framework (LPPF), including the Municipal Strategic Statement (MSS) of the Kingston Planning Scheme. The amendment ensures that the planning controls which apply to the identified sites are consistent with the LPPF.

The amendment will ensure that the Kingston Planning Scheme can operate as intended and that the planning controls are consistent with the objectives of the MSS.

The amendment is consistent with the strategic directions of the Local Policy Planning Framework (LPPF) particularly in relation to:

- Clause 21.07 Housing strategy includes to "*prevent any loss of existing residential land through unnecessary or inappropriate rezoning*."
- Clause 21.08-2 Industry objectives include to "*protect Kingston's supply of industrial land from encroachment from non-compatible uses*."
- Clause 21.03-3 objectives includes to "*protect and enhance environmental values including wetlands, flora and fauna habitats, and drainage functions*" and to "*protect and enhance identified significant vegetation".*
- Clause 21.07-1 objective which includes to *"to provide a range of housing types across the municipality taking account of the differential capacity of local areas to accommodate different types and rates of housing change."*
- Clause 22.08-2 objective includes to "*recognise, conserve and enhance places and elements in the City identified as having scientific, aesthetic, architectural or historical interest or other special cultural values*."

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

The amendment seeks to resolve anomalies and errors in the Kingston Planning Scheme. All proposed changes to the Kingston Planning Scheme are consistent with the Victorian Planning Provisions.

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

The views of relevant agencies will be sought during the exhibition of the amendment.

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

The amendment will not have a significant impact on the transport system, as defined by section 3 of the *Transport Integration Act 2010*.

Resource and administrative costs

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

The amendment will have a positive impact on the resource and administrative costs for Council by improving the operation and administration of the Kingston Planning Scheme.

Where you may inspect this amendment

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

- Kingston consultation website: www.yourkingstonyoursay.com.au
- Kingston City Council, Ground Floor, 1230 Nepean Highway, Cheltenham

The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.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 [insert submissions due date].

A submission can be made:

- online at www.yourkingstonyoursay.com.au
- via email at: strategic.planning@kingston.vic.gov.au
- post: Attention Strategic Planning, City of Kingston, PO Box 1000, Mentone 3194

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: [insert directions hearing date]
- panel hearing: [insert panel hearing date]]

APPENDIX A - Mapping reference table

Location	Land /Area Affected	Mapping Reference
Aspendale	1 Station Street, Aspendale	Kingston C206king 008d-hoMap07 Exhibition
	1A Foster Street	Kingston C206king 017znMap07 Exhibition
	2 Lawrence Avenue	Kingston C206king 016znMap07 Exhibition
	51 Larnook Crescent	Kingston C206king 021znMap07 Exhibition
Carrum	607A Nepean Highway	Kingston C206king 006d-hoMap09 Exhibition Kingston C206king 027hoMap09 Exhibition
	5 Launching Way, Carrum	Kingston C206king 015znMap09 Exhibition
Chelsea	Station Street (Chelsea Station & Signal Box)	Kingston C206king 012d-hoMap09 Exhibition
	318 Station Street	Kingston C206king 022hoMap09 Exhibition
	84-130 Thames Promenade	Kingston C206king 004d-hoMap08 Exhibition Kingston C206king 034hoMap08 Exhibition
	2-6 Swansea Road	Kingston C206king 035znMap09 Exhibition
Cheltenham	Charman Road, (Cheltenham Station)	Kingston C206king 010d-hoMap04 Exhibition
	289 Centre Dandenong Road	Kingston C206king 005d-hoMap05 Exhibition Kingston C206king 029hoMap05 Exhibition
Clayton South	56 Kallay Street	Kingston C206king 019znMap03 Exhibition
	3 Enngonia Crescent	Kingston C206king 019znMap03 Exhibition
Edithvale	The Esplanade	Kingston C206king 020znMap07 Exhibition
	12A Lochiel Avenue	Kingston C206king 014d-hoMap07 Exhibition
	12B Lochiel Avenue, Edithvale	Kingston C206king 014d-hoMap07 Exhibition
	2 Clydebank Road, Edithvale	Kingston C206king 014d-hoMap07 Exhibition

	1/2 Clydebank Road, Edithvale	Kingston C206king 014d-hoMap07 Exhibition
	2/2 Clydebank Road, Edithvale	Kingston C206king 014d-hoMap07 Exhibition
	3/2 Clydebank Road, Edithvale	Kingston C206king 014d-hoMap07 Exhibition
	4/2 Clydebank Road, Edithvale	Kingston C206king 014d-hoMap07 Exhibition
Heatherton	198 Old Dandenong Road	Kingston C206king 009d-hoMap02 Exhibition
Heatherton	32-54 Ross Street	Kingston C206king 003d-hoMap05 Exhibition Kingston C206king 033hoMap05 Exhibition
Mentone	34 Brindisi Street	Kingston C206king 007d-hoMap04 Exhibition Kingston C206king 028hoMap04 Exhibition
	96-114 Como Parade	Kingston C206king 011d-hoMap05 Exhibition Kingston C206king 025hoMap05 Exhibition
	2 Mentone Parade	Kingston C206king 023hoMap05 Exhibition
	5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	1/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	2/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	3/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	4/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	5/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	6/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	7/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	8/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	9/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition
	10/5 Salmon Street, Mentone	Kingston C206king xesoMap04 Exhibition

Moorabbin	979 Nepean Highway	Kingston C206king 002d-hoMap01 Exhibition Kingston C206king 030hoMap01 Exhibition
Mordialloc	11 Hall Mark Road	Kingston C206king 001d-hoMap05 Exhibition Kingston C206king 024hoMap05 Exhibition
	58 Barkly Street	Kingston C206king 013d-hoMap07 Exhibition Kingston C206king 026hoMap07 Exhibition
	Corner Albert Street & Bear Street, Mordialloc (Mordialloc Railway Station)	Kingston C206king 013d-hoMap07 Exhibition Kingston C206king 026hoMap07 Exhibition
Oakleigh South	Lot 1 Centre Road	Kingston C206king 032hoMap02 Exhibition
Patterson Lakes	15-29 Legana Court	Kingston C206king 018znMap10 Exhibition
	1-19 Learmont Road	Kingston C206king 018znMap10 Exhibition
	21-59 Learmont Road	Kingston C206king 018znMap10 Exhibition
	187-189 Gladesville Boulevard	Kingston C206king 018znMap10 Exhibition
	35 Terrigal Drive	Kingston C206king 018znMap10 Exhibition
	2 Clematis Court	Kingston C206king xddoMap04 Exhibition
	222 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	224 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	226 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	234 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	236 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	238 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	1 Gull Court	Kingston C206king xddoMap04 Exhibition
	34 Curlew Point Drive	Kingston C206king xddoMap04 Exhibition

	32 Curlew Point Drive	Kingston C206king xddoMap04 Exhibition
	1/75-93 Gladesville Boulevard	Kingston C206king xddoMap04 Exhibition
	1/197-199 McLeod Road	Kingston C206king xddoMap04 Exhibition
Parkdale	Como Parade West, (Railway Electricity Substation)	Kingston C206king 011d-hoMap05 Exhibition Kingston C206king 025hoMap05 Exhibition

Council Meeting

25 July 2022

Agenda Item No: 8.10

VCAT MATTER P342/2022 - 64 PIER ONE DRIVE, PATTERSON LAKES

Contact Officer: **Alfred Carnovale, Planning Appeals Coordinator**
James Leonard, Planning Appeals Coordinator

Purpose of Report

The purpose of this report is to seek a Council resolution relating to a Ministerial "call in" for the Victorian Civil and Administrative Tribunal (**VCAT**) appeal known as VCAT proceeding no. P342/2022 (**Appeal**) for the land located at 64 Pier One Drive, Patterson Lakes.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council request the Minister for Planning to exercise the power under Clause 58 of Schedule 1 of the *Victorian Civil and Administrative Tribunal Act 1998* to "call in" VCAT proceeding no. P342/2022.

Background

The Appeal involves an application under s 79 of the *Planning and Environment Act 1987* (**PE Act**) to review Council's failure to grant a permit (KP-2021/160) within the prescribed time. The permit application seeks a reduction in the number of car spaces required for the use of the land at 64 Pier One Drive, Patterson Lakes (**Land**) for the purpose of dwelling pursuant to clause 4 of schedule 1 to the Comprehensive Development Zone (**CDZ**) and use of the land for the purpose of dwellings and buildings and works within the Land Subject to Inundation Overlay (**Permit Application**).

The Appeal has been listed for a four (4) day Merits Hearing on 12-15 September 2022.

In 2019 decisions in the CDZ were the subject of a Council initiated legal review undertaken by Hall and Wilcox Lawyers. A final report titled *'Final Report Endeavour Cove Planning Investigation'* was prepared and dated 19 February 2020. This report was tabled at Council on 23 March 2020. The report concluded there were no deliberate contraventions, and attributed mistakes and errors to the particular circumstances and the complexity of the relevant instruments. In the report Hall and Wilcox recommended that the CDZ Schedule 1 controls needed updating and that Council progress the preparation of a Planning Scheme Amendment. Amendment documentation has been prepared and a request to commence a Planning Scheme Amendment is currently awaiting a decision by the Minister for Planning.

On 12 October 2021 the Victorian Ombudsman released a report titled *'Investigation into allegations of collusion with property developers at Kingston City Council'.* In reviewing previous decisions, the report identified there being a potential problem with the CDZ as a planning tool.

Discussion

Under Clause 58 of Schedule 1 of the VCAT Act, the Minister for Planning has the power to call in a proceeding before the VCAT, referring a decision made under the PE Act for review by the Governor in Council (**GIC**), where the Minister considers that two preconditions are met:

a) the proceeding raises a major issue of policy; and
b) the determination of the proceeding may have a substantial effect on the achievement or development of planning objectives.

The Minister for Planning may exercise this power by:

- giving written notice to the VCAT's principal registrar; or
- inviting the VCAT to decline to hear the proceeding and to refer it to the GIC, or to hear it but to refer it to the GIC with recommendations, without determining it.

The power needs to be exercised before the proceeding is finally determined and no later than 7 days before the final hearing (that is, by **5 September 2022**).

In considering whether the Council should request the Minister for Planning to call in the Appeal, officers have had regard to the strong public interest that previous decisions in the CDZ have attracted. Furthermore, the Minister for Planning will be aware of the Ombudsman's findings as to the inadequacy of the current controls and of the changes proposed in Amendment C205 (currently under consideration) and additionally a request to approve an interim planning scheme amendment C204.

If the proceeding is successfully called in, the decision will be removed from the VCAT and lie solely with the GIC. This may or may not be subject to an advisory committee hearing and/or the chance for either party to make submissions. However, if it was called-in, the GIC and the Minister for Planning may be more likely to find in Council's favour, given the above context.

This situation should be contrasted with the current context of a "repeat appeal" where the VCAT has already heard, and refused, a substantially similar application in *Cavendish v Kingston CC* [2019] VCAT 2002.

In the 2019 decision, VCAT was wary of the potential for a significant shortfall of parking at 64 Pier One Drive if the development was approved, in part due to there being no public car parking in that pocket of the marina.

Overall, given the above context it is recommended that Council request the Minister for Planning to exercise the power under s 58 of schedule 1 of the VCAT Act to call in VCAT proceeding no. P342/2022.

Author/s:	Alfred Carnovale, Planning Appeals Coordinator
	James Leonard, Planning Appeals Coordinator
Reviewed and Approved By:	Jaclyn Murdoch, Manager City Development
	Jonathan Guttmann, General Manager Planning and Place

9. Community Strengthening Reports

Council Meeting

25 July 2022

Agenda Item No: 9.1

KINGSTON INTERFAITH NETWORK COMMITTEE - NEW MEMBERS' ENDORSEMENT

Contact Officer: **Jihan Wassef, Team Leader Social Development**
Elisabetta Robecchi, Community Development Officer
Susan Quach, Coordinator Community Development

Purpose of Report

This report provides an overview of the ongoing recruitment process undertaken to fill membership vacancies on Kingston's Interfaith Network Committee and seeks Council endorsement of three new Committee members.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council appoint the following three recommended candidates to the Kingston Interfaith Network Committee:

- Ann Maria Baby - St George Jacobite Syrian Orthodox Church
- Fariba Rowhani-Arani - Bahá'í
- Anil Kolanukonda – Aumsai Sansthan

1. Executive Summary

The Kingston Interfaith Network Committee (the Committee) provides a conduit between Council and local faith communities to encourage open communication, interfaith dialogue, and partnerships to discuss the needs of local faith communities.

A public recruitment campaign for membership on the twelve-member (maximum) Committee is undertaken every two years. The last campaign was undertaken in 2021 with Council approving five recommended candidates in January 2022. As there were still four vacancies on the Committee, applications for membership have remained open.

Since January 2022, two new members and one existing member have withdrawn from the Committee leaving seven vacancies on the twelve-member Committee.

Three membership applications have been received in 2022, all accompanied by a written endorsement from an official of a faith organisation such as a Pastor, Priest or Faith Minister. All three applicants are recommended for Council endorsement.

2. Background

Kingston's Interfaith Network Committee was established in 2009. As per the Terms of Reference, members are appointed for a period of two years with an option for a second two-year period. A public recruitment campaign for membership on the Committee is undertaken every two years, with the last recruitment undertaken in 2021. As the maximum number of twelve members, as per current Term of Reference, was not reached, recruitment to the Committee has remained open.

On 22 January 2022 Council appointed five recommended candidates to the Kingston Interfaith Network Committee. In January 2022 for personal reasons and a new work assignment overseas, three members resigned. There are therefore currently seven vacancies on the twelve-member Committee.

Three applications have been received in 2022, all accompanied by a written endorsement from an official of a faith organisation such as a Pastor, Priest or Faith Minister.

Membership selection is based on Council's selection criteria. Section 8 of the Terms of Reference states: *Preferred candidates may be interviewed by a panel consisting of two Council officers and one Committee representative. Preferred candidates will then be presented to Council for endorsement.*

All three of the below new candidates were interviewed and are now recommended for inclusion on the Kingston Interfaith Network Committee:

- Ann Maria Baby - St George Jacobite Syrian Orthodox Church
- Fariba Rowhani-Arani - Bahá'í
- Anil Kolanukonda – Aumsai Sansthan

If Council endorses all three recommended candidates, an eight-member Interfaith Network Committee will convene in 2022. Applications for Committee membership will remain open until the remaining four vacancies are filled.

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Healthy and inclusive - We are progressive, inclusive and prioritise the wellbeing of all members of our community.
Strategy: celebrate and learn from our diversity.

The aim of this Committee is to promote and advocate for an inclusive and engaged community that respects religious diversity. Committee members always act with respect and promote a safe environment for everyone to speak and debate interfaith topics.

3.2 Consultation/Internal Review

Each of the three candidates participated in an interview, and they are all recommended for membership on the Interfaith Network Committee.

4. Conclusion

4.1 Environmental Implications

There are no environmental implications.

4.2 Social Implications

Kingston's Interfaith Network Committee encourages open communication, interfaith dialogue, and partnerships to discuss the needs of local faith communities. The Committee informs and supports the local community to be inclusive to the benefit of the entire Kingston community.

4.3 Resource Implications

The Kingston Interfaith Network Committee can continue within existing resource allocations.

4.4 Legal / Risk Implications

There are no legal implications.

Author/s:	Jihan Wassef, Team Leader Social Development
	Elisabetta Robecchi, Community Development Officer
	Susan Quach, Coordinator Community Development
Reviewed and Approved By:	Jihan Wassef, Team Leader Social Development
	Sally Jones, General Manager Community Strengthening

Council Meeting

25 July 2022

Agenda Item No: 9.2

COMMUNITY GRANTS PROGRAM 2022 - 2023 FUNDING RECOMMENDATIONS FOR PARTNERSHIP GRANTS AND ANNUAL GRANTS ALLOCATIONS

Contact Officer: Kathryn Scarpella, Community Grants and Networks Officer

Purpose of Report

To present Council with recommended funding allocations for the 2022-2023 Community Grants Program to enable the distribution of the approved funding from the 2022-2023 budget. The recommendations relate specifically to the funding streams of Partnership Grants and Annual Grants.

Disclosure of Conflict of Interest

Luke Armstrong – Team Leader Sports Grounds & Reserves declared a material conflict of interest:

1) Nola Barber Kindergarten where his wife is on the committee.

Michael Stamatovski – Recreation Project Officer declared a material conflict of Interest in two applications:

1) Mentone Little Athletics Club where he provides volunteer duties, and his children are members of the club.
2) Aspendale Sporting Club where he is a volunteer coach, and his child is a member of the club.

Neither officer took part in assessing these applications and excused themselves from the Assessment Panel deliberations when these applications were tabled for discussion.

No other Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Approve the Partnership Grants and Annual Grants funding allocations as recommended in Appendices 1- 3.
2. Approve the transfer of identified Annual Grants recipients to Partnership Agreements as recommended in Appendix 4.
3. Approve the late applications as listed in Appendix 6 and allocate $7,400.00 Annual Grants funding as recommended.
4. Approve the special request made by Community Care to move from Annual Grant to Partnership Grant - $10,000.00 Appendix 7.
5. Approve the special request made by Southern FM Radio of a Partnership Grant funding of $5,000.00 as requested in Appendix 8.

6. Approve the special request made by Beachside Gift of a Partnership Grant funding of $20,000 as requested in Appendix 9.
7. Approve an increase to Council's Community Grants Partnership budget by $25,000 to cover the additional allocation as requested by Southern FM and Beachside Gift as outlined in 3.3.4 and 3.4.5.
8. Decline request from ChelCSS for extra Partnership Grant funding of $24,000 pa to cover extra staff costs as requested in Appendix 10.

1. Executive Summary

The 2022-2023 Community Grants Program attracted 78 Partnership and 118 Annual grant applications (total 196).

Full details of the assessment of the 2022-2023 Partnership and Annual grants' applications are provided respectively in Appendices 1 - 3.

1.1 Budget Summary

As part of its recent budget deliberations, Council allocated funding of $1,486,289 to the 2022-2023 Community Grants budget for Annual, Partnership, and Irregular Grants. Irregular Grants are not subject to this report as they are processed throughout the financial year.

The following table summarises the financial details for all categories of the 2022-2023 Community Grants program:

Category	2022/2023 Allocated Budget	2022/2023 Recommended Allocation	Comments
Partnership Grants			
• *Community Centres/ Neighbourhood Houses - Partnership Agreements*	$555,720	$518,942	$36,778 unallocated
• *Other Organisations - Partnership Agreements*	$590,232	$600,036	$9,804 overspend
• *Community Event Grants - Partnership Agreements*	$25,237	$25,237	Full budget allocated
Total - Partnership Grants	**$1,171,189**	**$1,144,215**	**$26,974 Unallocated**
Annual Grants	**$315,100**	**$318,512**	**$3,412 overspend**
Irregular Grants	**$11,950**	**$0**	**$11,950 Unallocated***
Totals	**$1,486,289**	**$1,462,727**	**$23,562 Nett unallocated****

Notes:

** Irregular Grants will be considered throughout the financial year 2022-2023 as requests are submitted and approved by Council*

*** Unallocated funds may be distributed to the community throughout the year as requests are submitted and approved by Council.*

2. Background

Council offers a range of opportunities for groups and individuals that service the municipality to apply for financial assistance by way of a Community Grant. Grants are primarily offered to:

- Enable not-for-profit organisations to deliver services, programs, special events and other activities to the community which would not otherwise be provided; and
- Enable the community to participate in a broader range of activities other than those directly funded by Council, through full or partial funding of costs.

The categories of all grants for the Community grants program and their nominated 2022/2023 budget allocations are:

- Partnership Grants ($1,171,189)
- Annual Grants ($315,100); and
- Irregular Grants ($11,950).

In line with Council's 2021-2025 Community Grants policy, Partnership Grants are subject to an annual adjustment of 3%. However due to an oversight during the preparation of the 2022/23 budget, the annual adjustment was not applied to the budgeted amount for Partnership Grants.

This has resulted in an overspend for the Partnership Grants category as outlined in this report. Whilst this oversight did not significantly impact the overall bottom-line budget allocation for 2022/23, the forward implication for the 2023/2024 budget planning process will see an adjustment of $34,379.00 applied to the Partnership Grant allocations.

A summary of all applications received and the recommended grant allocations across the Council Grants' categories for submitting organisations, are provided in Appendix 5.

The major grants category descriptions are:

Partnership Grants

Partnership Grants provide secure and longer term (three years) funding support to community centres, neighbourhood houses, emergency services, social welfare organisations and seniors and multicultural groups to address organisational operational requirements and includes festivals and events components.

Annual Grants

Annual Grants are for multiple neighbourhood area groups and organisations and designed to provide funding for one-off activities that have municipal significance. The maximum funding available for an Annual Grant is $10,000 per application. A maximum limit of $2,000 per application is available for the purchase of equipment; and a maximum of $5,000 per application is available for minor capital works. For minor capital works, groups are required to match funds provided.

Funding Agreements and Acquittal Obligations

All successful grant recipients sign funding agreements that require them to submit budget acquittals by the end of financial year. They are also required to submit a signed letter from their treasurer acknowledging funds spent in line with the funding agreement and a report

outlining their delivered activities. Additionally, groups and organisations who receive larger funding amounts are required to submit milestone progress reports. Council will not release further funding to any groups or organisations until the required reports and acquittals have been provided to Council.

2.1 Process

Of the 196 grants applications, 78 were for the Partnership Grants program, and 118 for the Annual Grants program.

Applications for the 2022-2023 Community Grants program were open from 31 January 2022 until 31 March 2022. The program was promoted through:

- Kingston Your City.
- Council's website.
- Social media including Council digital information notice boards and Facebook advertising.
- Emails to all groups that applied for grants in the previous three years.
- Mail out to all organisations on Council's Social Development database.
- Mail out to organisations that expressed a wish to be on a mailing list.
- Media releases.
- Public notices in local newspapers.

Applications are made online. Hard copy applications are also made available and are entered into the online Smarty Grants system by Council officers. Council also offers in-person and telephone assistance to those who have difficulties with the online application process.

All applications were reviewed by Council officers to ensure that they complied with the funding guidelines. In consideration of the implications of Covid19, all efforts were made to support applicants to submit compliant applications that are eligible for consideration.

Details of supports provided to applicants are listed below:

- 44 applicants contacted Council during the application process.
- 53 were contacted after the applications closed seeking further information and support.
- 19 groups received intensive one-on-one support requiring Council to upload their applications online.
- Additional onsite support was provided at network meetings.
- 4 applications were received after the closing date (Appendix 6)

Finalised grant applications were assessed by the internal Grants Assessment Panel. Priority is given to all applications that respond to identified community needs and align with Council's Plan, corporate objectives and Council's strategies. To ensure equity of funding to seniors/multicultural groups, Council's approved funding formula as listed in the table below was applied. This formula is based on the number of Kingston residents participating in each of the groups and provides a series of thresholds for grants.

Table 1 – Nos. of groups assessed under the Funding Formula for seniors and multicultural groups

No. of Kingston residents	Funding level	Current No. of groups
0 - 50	$900	13
51 - 100	$1,200	6
101+	$1,500	5

3. Discussion

3.1 Council Plan Alignment

Strategic Objective: 4.1 We are progressive, inclusive and prioritise the wellbeing of all members of our community.
4.1.5 Support the inclusion of everyone in community life.

3.2 Internal Consultation:

3.2.1 Annual Grant Applications

In line with best practice, an internal staff Grant Assessment panel was formed to assess the Annual Grant applications in accordance with Council's Grants Policy: The following departments were represented by the following staff:

- Gillian Turnbull - Coordinator Community Wellbeing, Social Development.
- Kath Scarpella - Community Grants and Networks Officer, Social Development.
- Jennifer O'Conner – Box Office Administration, Arts & Cultural Services.
- Luke Armstrong – Team Leader - Sports Grounds & Reserves, Open Space.
- Antoinette Cesario - Administrative Officer Property Services.
- Michael Stamatovski – Recreation Project Officer, Sport & Recreation.
- Jane Yang - Volunteer Development Officer, Social Development.
- Debbie Wilson – Administration Officer, City Strategy
- Kirsten Palfrey - Operations Coordinator, Hubs and Partnerships.
- Cathrine Kimber - Children's Services Partnerships Coordinator, Family Youth & Children's Services.

3.3 Strategic Discussions

3.3.1 Late applications

Council received requests from four community groups seeking extensions to submit their applications outside grant advertising dates due to delays and challenges experiences in relation to quotes, difficulties accessing documentation, inability to meet with relevant committee members to confirm grant details. Acknowledging the unusual circumstances, extensions to submit was granted to these groups as listed in (Appendix 6). Officers therefore recommend Council's approval and subsequent allocation of $7,400.00 to these groups.

3.3.2 Unsuccessful applications

Eleven groups were assessed as not eligible for funding for a variety of reasons such as: inadequate planning, organisation based outside of Kingston, adequate resources of its own, low level of community benefit, no quotes, insufficient information on finances and budgets, or the group was in receipt of another grant such as a Partnership Grant or Kingston Charitable Fund Grant for similar projects. See (Appendix 3).

3.3.3 Transfer of community groups from Annual to Partnership Grants

Seven multicultural and senior's groups qualify under the Grants Policy to transition to Partnership Grants as they have completed three years of consecutive Annual Grant allocation (Appendix 4).
To financially accommodate this process, funding allocated to the annual grants will be transferred to the partnership allocation pool to avoid over expenditure.

3.3.4 Special Requests

3.3.4.1 Community Care to transfer from Annual Grant to Partnership Grant

Community Care have received $10,000 via the Annual Grant program, to provide breakfast hampers for at least 4 consecutive years and have requested to be moved to Partnership Grant. Community Care provide a valuable service to those in need in Chelsea and surrounding areas. To financially accommodate this process, funding allocated to the annual grants will be transferred to the partnership allocation to avoid over expenditure, if approved. (Appendix 4 & 7).

3.3.4.2 Southern FM Radio to receive Partnership Grant

Southern FM have requested funding of a $5,000 Partnership Grant to continue an ongoing mutually beneficial partnership with Council. (Appendix 8)

Southern FM will in return provide:

- Monthly interviews with the Mayor on a Monday morning program 'A Newsman and His Music'
- Regular 'Kingston Calendar' segment on the Tuesday morning show 'Community Capers'
- Outside broadcasts from two Kingston City Council events including 'Carols by Kingston'
- Broadcast regular Community Service Announcements to promote Kingston's community groups, organisations and local residents
- Acknowledge Kingston City Council as a Southern FM partner as well as featuring Kingston's logo on the station's website

3.3.4.3 Beachside Gift / Sand Classic request for $20,000.

Beachside Gift (Parkdale Gift) are proposing to host an additional event, the 'Sand Classic'. The event invites community participation to walk, jog or run 4km or 8km between Mentone and Mordialloc Life Saving Clubs in November each year (Appendix 9). For this round of 2022/23 community grants, they are requesting an annual grant of $10,000 for their Beachside Gift event, and an additional $20,000 to host the first year of the Sand Classic event. It is expected that the proceeds from the first year's sand classic event will help fund future events and with Council's $20,000 Partnership allocation, if approved, will enable the ongoing delivery of both events.

3.3.4.4 Chelsea Community Support (ChelCSS) for extra Partnership Grant funding

ChelCSS received funding from the State Government "Working for Victoria" initiative as Covid funding for a support worker for 6 months. This funding ceased in mid-April 2021. (Appendix 10). They have requested an increase in their Partnership Grant funding of $24,000 (plus CPI) to maintain the support worker position. ChelCSS currently receive a Kingston partnership grant of $102,299.67, which is almost double the amount of funding received by any other welfare organisation in our grants stream. In line with Council's Grants Policy, funds are not available to pay ongoing staff wages.

4. Conclusion

Council's Community Grants Program provides essential financial assistance to a range of community groups and organisations. It is proposed that the Assessment Panel's recommended funding of **$1,462,727** f*or Partnership and Annual Grants* be allocated to community groups and organisations for the 2022-2023 Community Grants Program. Funding will provide for positive community outcomes and fulfil community alignment with Council's strategic plans.

4.1 Environmental Implications

Environmental issues are considered within specific projects.

4.2 Social Implications

The funding provided to successful applicants demonstrates Council's commitment to working in partnership with local groups, enables Council to support events, projects, services and/or initiatives that are of benefit to the community and complements Council's service provision.

4.3 Resource Implications

4.3.1 Unallocated funds

The Irregular Grants budget of $11,950 has not been allocated at this stage. It is intended that this will be made available to eligible groups and individuals throughout 2022/2023 to address irregular grant applications, if and when submitted.

Council's 2022-2023 budget allocation has a provision of $1,498,239 to fund the Partnership, Annual and Irregular Grants program for 2022-2023.

Should Council approve the community grant recommendations, and the additional special requested funding as detailed in this report, Council will have an overallocated amount of -$1,438 - Table 2 below.

It is recommended that Council approve the special requested partnership funding allocation of $25,000 to cover the requests made by both Southern FM ($5,000) and Beachside Gift ($20,000).

Table 2 – Unallocated funds

Grant Category	Unallocated	If approved - Extra funding requested by Southern FM & Beachside Gift	Unallocated Balance
Partnership Grants	$26,974	-$25,000	$1,974
Annual Grants	-$3,412		-$3,412
Total	**$23,562**	**-$25,000**	**-$1,438**

4.3.2 Adjustment

As noted in Section (2) of this report, due to an oversight during the preparation of the 2022/23 budget, the annual adjustment of 3% was not applied to the budgeted amount for Partnership Grants.

This has resulted in an overspend for the Partnership Grants category of $9,804. Whilst this oversight did not significantly impact the overall bottom-line budget allocation for 2022/23, the forward implication for the 2023/2024 budget planning process will see an adjustment of $34,379.00 applied to the Partnership Grant allocations.

4.4 Legal / Risk Implications

There are no legal implications. All groups that apply for funding are incorporated or are auspiced by an incorporated body and have their own public liability insurances.

It should be noted that officers will ensure that all successful applicants comply with the grants criteria - have current public liability insurance, have no outstanding debts to Council, have complied with any Approvals-in-Principle and have acquitted for any previous grants received - before they receive any of the approved funding in 2022-2023.

Appendices

Appendix 1 - Partnership Grants - Recommended Funding 2022-2023 (Ref 21/232770)

Appendix 2 - Annual Grants - Recommended Successful Funding (Ref 22/116813)

Appendix 3 - Annual Grants - Unsuccessful (Ref 22/114713)

Appendix 4 - Multicultural Seniors transfer from Annual to Partnership Grants (Ref 22/105860)

Appendix 5 - All Grant Applications (Ref 22/127278)

Appendix 6 - Annual Grants - Applications received after due date (Ref 22/127515)

Appendix 7 - Community Care Churches of Christ - request to move to Partnership Grant (Ref 22/118326)

Appendix 8 - Southern FM Request for Partnership Grant (Ref 22/118301)

Appendix 9 - Beachside Gift Proposal (Ref 22/156064)

Appendix 10 - ChelCSS Funding adjustment request (Ref 21/219698)

Author/s:	Kathryn Scarpella, Community Grants and Networks Officer
Reviewed and Approved By:	Gillian Turnbull, Coordinator Community Wellbeing
	Jihan Wassef, Team Leader Social Development
	Sally Jones, General Manager Community Strengthening

9.2

COMMUNITY GRANTS PROGRAM 2022 - 2023 FUNDING RECOMMENDATIONS FOR PARTNERSHIP GRANTS AND ANNUAL GRANTS ALLOCATIONS

1 Partnership Grants - Recommended Funding 2022-2023 913
2 Annual Grants - Recommended Successful Funding 921
3 Annual Grants - Unsuccessful 931
4 Multicultural Seniors transfer from Annual to Partnership Grants 933
5 All Grant Applications 935
6 Annual Grants - Applications received after due date 951
7 Community Care Churches of Christ - request to move to Partnership Grant 953
8 Southern FM Request for Partnership Grant 955
9 Beachside Gift Proposal 959
10 ChelCSS Funding adjustment request 977

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Community Centres and Neighbourhood Houses				
Aspendale Gardens Community Service Inc.	Operational support	$66,566.77	$68,563.77	$70,620.68
Chelsea Heights Community Centre	Operational support	$66,566.77	$68,563.77	$70,620.68
Cheltenham Community Centre	Operational support	$89,752.24	$92,444.81	$95,218.15
Dingley Village Neighbourhood Centre Inc.	Operational support	$66,566.77	$68,563.77	$70,620.68
Longbeach Place Inc.	Operational support	$66,566.77	$68,563.77	$70,620.68
Mordialloc Community Centre	Operational support	$66,566.77	$68,563.77	$70,620.68
Mordialloc Neighbourhood House	Operational support	$66,566.77	$68,563.77	$70,620.68
Sub-Total Community Centres and Neighbourhood Houses		$489,152.86	$503,827.43	**$518,942.23**
Festivals and Events				
Hellenic Community of Moorabbin	Annual Greek Carnival	$11,592.74	$11,592.74	$11,592.74

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Mordialloc Brass Band Inc. (MOJO)	Big Band Sunset Festival	$13,644.74	$13,644.74	$13,644.74
Sub-Total Events		$25,237.48	$25,237.48	**$25,237.48**
Community Welfare Service Organisations				
Bayside Community Information and Support Services (BayCISS)	Operational support	$32,838.79	$33,823.95	$34,838.67
Chelsea Community Support Services Inc.	Operational support	$96,427.26	$99,320.07	$102,299.67
Family Life Ltd	Operational support	$55,070.02	$56,722.12	$58,423.78
Make A Difference Dingley Village Inc.	Operational support	$29,370.75	$30,251.87	$31,159.43
Mentone Community Assistance & Information Bureau Inc.	Operational support	$50,244.84	$51,752.19	$53,304.76
Pantry 5000	Operational support	$14,707.37	$25,148.59	$25,903.05
Peninsula Community Legal Centre	Operational support	$39,650.41	$40,839.92	$42,065.12
South East Community Links	Operational support	$17,622.26	$18,150.93	$18,695.46
St Vincent de Paul Society - Aspendale Conference	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
St Vincent de Paul Society - Clayton South Conference	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
St Vincent de Paul Society - East Parkdale Conference	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
St Vincent de Paul Society - Mentone	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
St Vincent de Paul Society - Moorabbin/Bentleigh Conference	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
St Vincent de Paul Society - Mordialloc	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
St Vincent de Paul Society - Our Lady of the Assumption Conference, Cheltenham	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
St Vincent de Paul Society - St Joseph's Chelsea Conference	To provide financial assistance to disadvantaged residents	$903.15	$930.25	$958.16
Sub-total Community Welfare Service Organisations		$343,156.90	$363,451.64	**$374,355.22**
Community Interest Organisations				
Australian Wildlife Assistance and Rescue Education (AWARE)	Operational Support	$3,278.18	$3,376.53	$3,477.83
Chelsea Historical Society	Operational support	$3,182.70	$3,278.18	$3,376.53
Dingley Village Historical Society	Operational Support	$3,182.70	$3,278.18	$3,376.53
Eisteddfod by the Bay	Operational support	$24,671.92	$25,412.08	$26,174.44

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Golden Days Radio	Operational support		$5,000.00	$5,150.00
Kingston Calisthenics College	Operational Support	$7,500.00	$7,500.00	$7,500.00
Mordialloc Historical Society	Operational support	$3,182.70	$3,278.18	$3,376.53
South Oakleigh Wildlife Shelter	Operational support	$3,278.18	$3,376.53	$3,477.83
Vital Volunteers	Operational support	$3,278.18	$3,376.53	$3,477.83
Sub-total Community Interest Organisations		$51,554.56	$57,876.21	**$59,387.52**
Brass Bands				
Chelsea Concert Band	Program costs	$9,747.40	$10,039.82	$10,341.02
Mordialloc Brass Band Inc.	Program costs	$9,747.40	$10,039.82	$10,341.02
Southern Area Concert Band Inc.	Program costs	$9,747.40	$10,039.82	$10,341.02
Sub-total Brass Bands		$29,242.20	$30,119.46	**$31,023.06**
VicSES				

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Victoria State Emergency Service - Chelsea Unit	24 hour emergency service to the City of Kingston	$49,372.10	$50,853.26	$52,378.86
Victoria State Emergency Service - Moorabbin Unit	24 hour emergency service to the City of Kingston	$24,965.06	$25,714.01	$26,485.43
Sub-total VicSES		$74,337.16	$76,567.27	**$78,864.29**
Multicultural and Seniors Groups				
Anglo-Indian Australasian Association of Vic. Inc.	Senior Citizens Social Support	$1,591.35	$1,639.09	$1,688.26
Argos and District Australian Greek Seniors Citizen Club of Kastoria	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Associazione Pensionati Laziali di Monash Inc	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Australia Greek Elderly Citizens Club of Mentone	Senior Citizens Social Support	$1,391.13	$900.00	$927.00
Avellino Circolo Pensioners of Springvale Inc.	Senior Citizens Social Support	$1,012.95	$1,043.34	$1,074.64
Carrum Community Activity Centre Inc.	Senior Citizens Social Support	$5,150.00	$5,304.50	$5,463.64
Circolo Pensionati Campani Italiano Di Clayton	Senior Citizens Social Support	$1,012.95	$1,043.34	$1,074.64
Circolo Pensionati Italiani Di Bentleigh Inc.	Senior Citizens Social Support	$1,639.09	$1,688.26	$1,738.91
Circolo Pensionati Italiani di Oakleigh e Clayton Inc.	Senior Citizens Social Support	$954.81	$983.45	$1,012.95
Clarinda Senior Social Club	Senior Citizens Social Support	$1,500.00	$1,500.00	$1,545.00

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Cosenza Seniors Citizens of Kingston Inc.	Senior Citizens Social Support			$1,236.00
Croatian Senior Citizens Group of Keysborough	Senior Citizens Social Support	$1,273.08	$1,311.27	$1,350.61
Ethnic Discussion Club	Senior Citizens Social Support	$1,012.95	$1,043.34	$1,074.64
Greek Elderly Citizens of Clayton and Districts Inc.	Senior Citizens Social Support	$1,391.13	$1,432.86	$1,475.85
Greek Orthodox Community of Monash and Districts	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Greek Senior Citizens Group of Moorabbin	Senior Citizens Social Support	$1,391.13	$1,432.86	$1,475.85
Greek Senior Citizens of Southern Eastern Regions and Districts	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Greek Seniors and Pensioners Association of Clayton and District Inc.	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Greek Women's Senior Citizens Club of McKinnon "Rhea"	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Hellenic Community of the City of Moorabbin	Senior Citizens Social Support	$1,738.92	$1,791.09	$1,844.82
Independent Hellenic Seniors Citizens Association of Clayton and Districts	Senior Citizens Social Support	$1,391.13	$1,432.86	$1,475.85
Italian Senior Citizens Group of Moorabbin Inc	Senior Citizens Social Support	$1,311.27	$1,350.61	$1,391.13
Kingston Chinese Senior Citizens Club Inc.	Senior Citizens Social Support	$1,738.92	$1,791.09	$1,844.82
Kondia Limnos Senior Citizens Club	Senior Citizens Social Support	$1,043.34	$1,074.64	$1,106.88
Lemnian Community of Victoria Limited	Senior Citizens Social Support	$1,391.13	$1,432.86	$1,475.85

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Maltese La Vallette Association Inc.	Senior Citizens Social Support	$983.45	$1,012.95	$1,043.34
Melbourne Shwetamber Jain Sangh Inc	Senior Citizens Social Support			$1,545.00
Multicultural Natures Guide	Senior Citizens Social Support	$1,092.73	$1,125.51	$1,159.28
MultiCultural Senior Citizens Group of Kingston & Surrounds Region	Senior Citizens Social Support	$1,500.00	$1,500.00	$1,545.00
Mythri Social and Cultural Association Inc.	Senior Citizens Social Support	$1,591.35	$1,639.09	$1,688.26
Pilipino Elderly Association of South East Region	Senior Citizens Social Support	$1,738.92	$1,791.09	$1,844.82
Ryan Group	Senior Citizens Social Support	$1,591.35	$1,639.09	$1,688.26
Senior Citizens Freccia Azzurra Inc	Senior Citizens Social Support	$1,639.09	$1,688.26	$1,738.91
Shalom Association	Senior Citizens Social Support	$1,350.53	$1,391.13	$1,432.86
Spanish Speaking Senior Club Of Clayton	Senior Citizens Social Support	$1,012.95	$1,043.34	$1,074.64
St. Andrew's Parish Friendship Group.	Senior Citizens Social Support	$1,012.95	$1,043.34	$1,074.64
United Filipino Elderly Association Inc (UFEA)	Senior Citizens Social Support			$1,236.00
Victoria Malayalee Seniors Association Inc.	Vishu celebration; Onam celebration (Festival of Kerala) seniors week celebration	$1,350.53	$1,391.13	$1,432.86
Victorian Association of World War 2 Veterans from ex- Soviet Union	Senior Citizens Social Support	$927.00	$954.81	$983.45

Appendix 1 - Partnerships Grants Funding recommendations 2022-2023			HPE CM 21/232770	
Organisation for Partnership Grants	**Activity Description**	**Amount approved 2020-2021**	**Amount Approved 2021-2022**	**Amount Recommended 2022-2023**
Sub-Total Multicultural and Seniors Group		$49,986.17	$50,863.04	**$56,405.94**
Sub-Total Community Centres and Neighbourhood Houses		$489,152.86	$503,827.43	**$518,942.23**
Sub-Total Festivals and Events		$25,237.48	$25,237.48	**$25,237.48**
Sub-total Community Welfare Service Organisations		$343,156.90	$363,451.64	**$374,355.22**
Sub-total Community Interest Organisations		$51,554.56	$57,876.21	**$59,387.52**
Sub-total Brass Bands		$29,242.20	$30,119.46	**$31,023.06**
Sub-total VicSES		$74,337.16	$76,567.27	**$78,864.29**
Sub-Total Multicultural and Seniors Group		$49,986.17	$50,863.04	**$56,405.94**
Partnerships Grants Total		$1,062,667.33	$1,107,942.53	**$1,144,215.74**

SPECIAL REPORT TO COUNCIL FEB 2022
Special Report to Council expires April 2023
Transfer from Annual Grant

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Acacia Avenue Preschool	Outdoor Equipment	$1,789.80	$1,789.80
Archangel Michael Senior Social Club Oakleigh	Regular Social Activities	$2,000.00	$900.00
Aspendale Lifesaving Swimming & Youth Club	Nippers - active recreation & surf education	$1,830.00	$1,830.00
Aspendale North Kindergarten	Splash suits for bush kinder program	$1,800.00	$1,800.00
Aspendale Playgroups	Kinder Gym Equipment	$1,997.00	$1,997.00
Aspendale Scouts	Kitchen Equipment Upgrade	$2,000.00	$2,000.00
Aspendale Sporting Club	Equipment Storage	$2,000.00	$2,000.00
Australian Aircraft Restoration Group	Public Safety (AED Defibrillator)	$1,479.00	$1,479.00
Australian Coptic Families Social Club	Uniting & Strengthening families	$2,000.00	$900.00
Australian Skateboarding Federation	Kingston Learn to Skate	$4,200.00	$3,000.00
Bayside Community Care - Matt's Place	Matt's Place Community Meals Program	$5,000.00	$5,000.00
Bayside Community Emergency Relief	Essential Packs for Family Violence & Homeless	$3,650.00	$3,650.00
BBQ Boys Care Group Inc	Regular Social Activities	$900.00	$900.00
Better Place Australia	Suicide Prevention Workshops & Training	$10,000.00	$1,395.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Bonbeach Life Saving Club	New Nipper Boards	$2,000.00	$2,000.00
Bonbeach Preschool	Climbing & Safety Equipment	$2,000.00	$2,000.00
Brainwave Australia	Bike Collection - Trailer	$4,479.00	$2,000.00
C Care Inc	Food Security	$9,848.00	$5,000.00
Chelsea & District Inter-Church Council	Community Christmas Carols	$500.00	$500.00
Chelsea FC Soccer Club	Soccer Equipment	$1,937.27	$1,937.27
Chelsea Men's Shed	Quality Timbers	$2,000.00	$2,000.00
Chelsea Probus Club Inc	Regular Social Activities	$1,200.00	$1,200.00
Cheltenham Community Centre	Chapel Road Housing Lunch Program	$7,500.00	$6,300.00
Cheltenham Panthers Netball Club	Uniforms & Equipment	$2,000.00	$2,000.00
Child Safe	Enhancing Child Safe profile in Sporting Clubs	$10,000.00	$10,000.00
Christ Church Dingley	Care and Share Fund	$1,500.00	$1,000.00
Christian Resource Care Ltd	Emergency Relief provisions	$7,000.00	$7,000.00
Chu Chu Vietnamese Elderly Group	Line Dancing/regular social activities	$2,000.00	$900.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Clarinda Greek Senior Citizens Club	Regular Social Activities	$2,000.00	$900.00
Clarinda Tennis Club	Fence upgrade & repair project	$3,245.00	$3,245.00
Community Care - Churches of Christ	Nurturing the Hungry - Breakfast Hampers	$10,000.00	$10,000.00
Cyprian Community of Southern Suburbs of Melbourne Senior Citizens Club	Regular Social Activities	$1,200.00	$1,200.00
Dingley Village Historical Society	Computers	$1,695.00	$0.00
Echo Community	Community Hamper & Support Program	$10,000.00	$10,000.00
Edithvale Aspendale Junior Football Club	Wellbeing program	$7,640.00	$7,640.00
Edithvale Aspendale Sporting Club	Defibrillator - AED purchase	$2,000.00	$2,000.00
El Hokamma	St Mary's Feast BBQ	$2,000.00	$0.00
Elonera Preschool Assoc Inc	Furniture & Equipment for 3 year old space	$2,000.00	$2,000.00
Family Life	Community Listening - data walk series	$10,000.00	$5,000.00
Farm Road Preschool Inc	Outdoor tables and chairs for children	$2,969.00	$2,000.00
Filipino Australian Seniors Association Inc	Get Together Event	$1,500.00	$900.00
Friends of Edithvale Seaford Wetlands	Microphone Equipment	$1,200.00	$1,200.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Friendship Australian Egyptian Association	Friendly & Saft Family for Everyone	$2,000.00	$1,500.00
H Shipston Senior Citizens Club	Regular Social Activities	$2,000.00	$900.00
Heatherton Cricket Club	Cricket Pitch Roller	$2,000.00	$2,000.00
Henan Province Hometown Assoc of Australia	Regular Social Activities	$2,000.00	$900.00
Highett Junior Football Club	Community Footy Fun Day	$2,000.00	$1,000.00
Highmoor United Tennis Club	Additional Windbreaks for court protection	$1,696.64	$1,696.64
Italian Senior Citizen of Kingston La Baracca Inc	Regular Social Activities	$2,000.00	$1,500.00
Italian Social Club City of Moorabbin	Regular Social Activities	$1,200.00	$1,200.00
Kingston Billiards Senior Citizens Club	Regular Social Activities	$2,000.00	$900.00
Kingston for Human Rights	Annual Celebration International Declaration of Human Rights	$1,115.00	$1,115.00
Kingston Toy Library	Replacement Toys	$2,000.00	$2,000.00
Ladies Probus of Cheltenham	Regular Social Activities	$900.00	$900.00
Ladies Probus of Kingston Heath	Regular Social Activities	$900.00	$900.00
Learn English at Cheltenham PC	English conversation classes	$1,500.00	$1,000.00
L'Chaim Chabad Inc	Chanukah at the Foreshore	$10,000.00	$10,000.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Lighthouse Foundation	Training to enhance care for Kingston Youth	$9,855.00	$0.00
Longbeach Anglican Parish	Winter Warmers Hampers	$8,000.00	$8,000.00
Longbeach Place Inc	Indigenous Plant Food Garden	$10,000.00	$10,000.00
LOTS Theatre	Legends of the Skies Series 10	$5,000.00	$5,000.00
Make A Difference Dingley Village	We need to be alarmed (welfare)	$10,000.00	$0.00
Maroons Netball Club	Netball equipment	$1,934.68	$1,934.68
Mentone & St Bedes OC Amateur Football Club	Purchase of Playing Jumpers	$2,000.00	$2,000.00
Mentone Community Assistance & Information Bureau	Christmas Assistance Program	$5,000.00	$5,000.00
Mentone Community Garden	Remo Street Fence Replacement	$5,000.00	$0.00
Mentone Life Saving Club Inc	Fit out Kitchen in new LSC Clubrooms	$5,000.00	$5,000.00
Mentone Little Athletics	Timing Gates	$1,735.90	$1,735.90
Mentone Pony Club	Round Yard for Safe Lunging	$2,000.00	$2,000.00
Mentone Public Library	An Author for All Seasons & Administration Operation	$1,879.81	$400.00
Mindful Makings Inc	Mindful Makings Youth Programs	$2,000.00	$2,000.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
MLOC Productions Inc	Performance of Musical Theatre Productions	$10,000.00	$10,000.00
Moorabbin Area Toy Library	Toys to Support Learning through play	$2,000.00	$1,000.00
Moorabbin Bowling Club	Decking Shade	$5,000.00	$2,500.00
Moorabbin Seniors Club Inc	Table Tennis Tables	$2,000.00	$2,000.00
Mordialloc Bowls Club Inc	BBQ Facilities upgrade	$3,200.00	$3,200.00
Mordialloc Lapidary Club Inc	Heating & Cooling System	$5,000.00	$5,000.00
Mordialloc Life Saving Club	Beach Patrol Marquee	$2,000.00	$2,000.00
Mordialloc Men's Shed	TV and Soundbar	$1,990.00	$1,795.00
Mordialloc Motor Yacht Club	Outdoor Umbrellas	$2,000.00	$2,000.00
Mordialloc Neighbourhood House	Split System Air Conditioners	$5,000.00	$5,000.00
Mordialloc Preschool	Kinder Borrowing Library	$1,500.00	$700.00
Mordialloc Trader Association	Main Streets of Australia Week Festa	$10,000.00	$10,000.00
Mosaic Community Choir	Singing for Kingston - event	$2,000.00	$2,000.00
Nola Barber Kindergarten	Shade Sail Replacement & Repair	$4,576.00	$4,576.00
NTTF Alumni Association of Victoria	30th Annual Stage Show	$2,000.00	$1,500.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Oakleigh Coptic Senior Social Club	Regular Social Activities	$900.00	$900.00
Omega Cricket Club	New Electronic Scoreboard	$10,000.00	$0.00
Open Russian Education Hub (OREH SE)	Russian Cultural Events	$2,000.00	$900.00
Parkdale Gift (Beachside Gift)	Beachside Gift	$10,000.00	$10,000.00
Parkdale Preschool Association	Construction of Pergola	$5,000.00	$5,000.00
Parkdale United Cricket Club	Junior Girls Cricket Equipment	$2,000.00	$0.00
Patterson Lakes Combined Probus Club	Bus Trip to Bairnsdale (Regular Social Activities)	$1,200.00	$1,200.00
Peninsula Dragonflys Dragon Boat Club	Personal Flotation Devices (PFD's)	$2,000.00	$2,000.00
Peninsula Jazz Club	Operational Costs	$2,000.00	$2,000.00
Probus Club of Dingley Central	Regular Social Activities	$1,500.00	$1,500.00
Probus Club of Edithvale	Regular Social Activities	$1,200.00	$1,200.00
Probus Club of Parktone Inc	Regular Social Activities	$1,500.00	$1,200.00
Radio Carrum	All Abilities Broadcasting (Equipment)	$1,988.00	$1,988.00
Red Chamber Chinese Opera Group	10th Anniversary Celebration	$4,000.00	$2,420.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Rotary Club of Mordialloc	Gnome and Fairy Festival	$4,000.00	$4,000.00
SKGA Incorporated	2023 SHMFA Spirit Harmony Multicultural Festival	$9,975.00	$4,424.00
South East Community Links	Youth Workshops	$10,000.00	$5,000.00
South Metro Showtime	Proud in our uniforms	$2,000.00	$2,000.00
South Oakleigh Wildlife Shelter	Caring for the 'Wild Side' of Kingston	$7,200.00	$0.00
Southern Football Netball League Umpires Ass (SFNLUA)	Equipment to increase participation	$1,831.55	$1,831.55
Special Olympics Melbourne Southern Club	Tennis Venue Hire	$1,000.00	$1,000.00
St Davids Anglican Church Moorabbin	Peace Garden Reticulation	$3,000.00	$3,000.00
St John Ambulance Victoria	Volunteer Recruitment - Kingston Division	$4,232.60	$4,232.60
St Joseph's Care & Concern Group	Christmas Lunch	$500.00	$500.00
St Kilda Football Club	Saints Play - Wallara Program	$10,000.00	$0.00
STEM Incubators Inc	Decarbonisation at Home - Real Community Action	$9,500.00	$0.00
Team Sports 4 All	Team Sports 4 All - Kingston	$10,000.00	$10,000.00
Valguarnera Italian Social Club	Regular Social Activities	$1,500.00	$1,500.00

Appendix 2 - Annual Grants - Successful - Funding Recommendations 2022-2023 HPE 22/116813			
Group/organisation name	**Activity title**	**Amount Requested**	**Amount Recommended**
Waterways Residents Association Inc	Waterways Community Festival 2022	$10,000.00	$4,000.00
Westall Social Tennis Club	Cardio Tennis for People with Disability	$2,500.00	$0.00
Yet Kieu Sea Scouts	Yet Kieu Sea Scouts Children's Festival 2022	$1,900.00	$1,900.00
Zee Cheng Khor Moral Uplifting Society Inc.	Installation of safety spotlights, cameras & window shade	$5,000.00	$2,400.00
Total		**$447,469.25**	**$318,512.44**

Appendix 3 - Community Grants Program - Annual Grants - 2022-2023 - Unsuccessful 22/114713			HPE CM
Group/organisation name	**Activity title**	**Amount requested**	**Amount recommended**
Dingley Village Historical Society	Computers	$1,695.00	$0.00
El Hokamma	St Marys Fest BBQ	$2,000.00	$0.00
Lighthouse Foundation	Training to enhance care for Kingston Youth	$9,855.00	$0.00
Make a Difference Dingley Village	We Need to be Alarmed (welfare vouchers)	$10,000.00	$0.00
Mentone Community Garden	Remo Street Fence Replacement	$5,000.00	$0.00
Omega Cricket Club	New Electronic Scoreboard	$10,000.00	$0.00
Parkdale United Cricket Club	Junior Girls Cricket Equipment	$2,000.00	$0.00
South Oakleigh Wildlife Shelter	Caring for the 'wild side' of Kingston	$7,200.00	$0.00
St Kilda Football Club	Saints Play - Wallara Program	$10,000.00	$0.00
STEM Incubators Inc	Decarbonisation at Home - Real Community Action	$9,500.00	$0.00
Westal Social Tennis Club	Cardio Tennis for People with Disability	$2,500.00	$0.00
Totals		**$69,750.00**	**$0.00**

Appendix 4 - Organisations proposed to transfer from Annual Grants to Partnership Grants HPE CM 22/105860					
Organisation	**Activity**	**Amount Granted 2019-2020**	**Amount Granted 2020-2021**	**Amount Granted 2021-2022**	**Amount Recommended 2022-2023**
Archangel Michael Senior Social Club of Oakleigh	Regular Social Activities	$1,500.00	$1,500.00	$900.00	$900.00
Chu Chu Club Vietnamese Seniors	Regular Social Activities	$900.00	$1,200.00	$900.00	$900.00
Clarinda & District Greek Senior Citizens Club Inc	Regular Social Activities	$900.00	$900.00	$900.00	$900.00
Community Care	Nurturing the Hungry - Breakfast Hampers	$10,000.00	$10,000.00	$10,000.00	$10,000.00
Italian Social Club of Moorabbin	Regular Social Activities	$1,500.00	$900.00	$900.00	$1,200.00
Ladies Probus Club of Cheltenham	Regular Social Activities	$1,200.00	$1,200.00	$1,200.00	$900.00
Ladies Probus Club of Kingston Heath	Regular Social Activities	$1,500.00	$900.00	$900.00	$900.00
Probus Club of Dingley Central	Regular Social Activities	$1,200.00	$1,200.00	$1,500.00	$1,500.00
Total					**$17,200.00**

Appendix 5 - Community Grants Program 2022-23 - All Grant Applications & Allocations HPE 22/127278

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Acacia Avenue Preschool			$1,789.80				**$1,789.80**
Angharad Neil-Williams				$4,500.00			**$4,500.00**
Anglo-Indian Australasian Association of Vic. Inc.	$1,688.26						**$1,688.26**
Archangel Michael Senior Social Club Oakleigh			$900.00				**$900.00**
Argos and District Australian Greek Seniors Citizen Club of Kastoria	$1,106.88						**$1,106.88**
Aspendale Gardens Community Service Inc.	$70,620.68				$800.00		**$71,420.68**
Aspendale Lifesaving Swimming & Youth Club			$1,830.00				**$1,830.00**
Aspendale North Kindergarten			$1,800.00		$900.00		**$2,700.00**
Aspendale Playgroups			$1,997.00				**$1,997.00**
Aspendale Scouts			$2,000.00				**$2,000.00**
Aspendale Sporting Club			$2,000.00				**$2,000.00**
Associazione Pensionati Laziali di Monash Inc	$1,106.88					$750.00	**$1,856.88**
Australia Greek Elderly Citizens Club of Mentone	$927.00					$3,000.00	**$3,927.00**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Australian Aircraft Restoration Group			$1,479.00				**$1,479.00**
Australian Coptic Families Social Club			$900.00				**$900.00**
Australian Skateboarding Federation			$3,000.00				**$3,000.00**
Australian Wildlife Assistance and Rescue Education (AWARE)	$3,477.83						**$3,477.83**
Autism & Special Needs Carers Group					$986.70		**$986.70**
Avellino Circolo Pensioners of Springvale Inc.	$1,074.64						**$1,074.64**
Bayside Community Care - Matt's Place			$5,000.00				**$5,000.00**
Bayside Community Emergency Relief			$3,650.00				**$3,650.00**
Bayside Community Information and Support Services (BayCISS)	$34,838.67						**$34,838.67**
BBQ Boys Care Group Inc			$900.00				**$900.00**
Better Place Australia			$1,395.00				**$1,395.00**
Bonbeach Life Saving Club			$2,000.00				**$2,000.00**
Bonbeach Preschool			$2,000.00				**$2,000.00**
Brainwave Australia			$2,000.00				**$2,000.00**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
C Care Inc			$5,000.00				**$5,000.00**
Carrum Community Activity Centre Inc.	$5,463.64						**$5,463.64**
Chabad of Dingley					$400.00		**$400.00**
Chelsea & District Inter-Church Council			$500.00				**$500.00**
Chelsea Community Support Services Inc.	$102,299.67						**$102,299.67**
Chelsea Concert Band	$10,341.02						**$10,341.02**
Chelsea FC Soccer Club			$1,937.27				**$1,937.27**
Chelsea Heights Community Centre	$70,620.68				$500.00		**$71,120.68**
Chelsea Heights Kindergarten					$1,000.00		**$1,000.00**
Chelsea Historical Society	$3,376.53						**$3,376.53**
Chelsea Men's Shed			$2,000.00				**$2,000.00**
Chelsea Probus Club Inc			$1,200.00				**$1,200.00**
Cheltenham Community Centre	$95,218.15		$6,300.00		$1,000.00		**$102,518.15**
Cheltenham Panthers Netball Club			$2,000.00				**$2,000.00**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Child Safe			$10,000.00				**$10,000.00**
Christ Church Dingley			$1,000.00				**$1,000.00**
Christian Resource Care Ltd			$7,000.00				**$7,000.00**
Christine Yeghyaian				$4,000.00			**$4,000.00**
Chu Chu Vietnamese Elderly Group			$900.00				**$900.00**
Circolo Pensionati Campani Italiano Di Clayton	$1,074.64					$2,000.00	**$3,074.64**
Circolo Pensionati 'Don Bosco' Inc						$500.00	**$500.00**
Circolo Pensionati Italiani Di Bentleigh Inc.	$1,738.91						**$1,738.91**
Circolo Pensionati Italiani di Oakleigh e Clayton Inc.	$1,012.95						**$1,012.95**
Clarinda Greek Senior Citizens Club			$900.00			$3,000.00	**$3,900.00**
Clarinda Senior Social Club	$1,545.00					$3,000.00	**$4,545.00**
Clarinda Tennis Club			$3,245.00				**$3,245.00**
Community Care - Churches of Christ			$10,000.00				**$10,000.00**
Cosenza Seniors Citizens of Kingston Inc.	$1,236.00					$3,000.00	**$4,236.00**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Croatian Senior Citizens Group of Keysborough	$1,350.61						**$1,350.61**
Cyprian Community of Southern Suburbs of Melbourne Senior Citizens Club			$1,200.00				**$1,200.00**
Dingley Village Historical Society	$3,376.53		$0.00				**$3,376.53**
Dingley Village Neighbourhood Centre Inc.	$70,620.68						**$70,620.68**
Dr Luhsun Tan				$4,500.00			**$4,500.00**
Echo Community			$10,000.00				**$10,000.00**
Edithvale Aspendale Junior Football Club			$7,640.00				**$7,640.00**
Edithvale Aspendale Sporting Club			$2,000.00				**$2,000.00**
Eisteddfod by the Bay	$26,174.44						**$26,174.44**
El Hokamma			$0.00				**$0.00**
Elonera Preschool Assoc Inc			$2,000.00		$350.00		**$2,350.00**
Ethnic Discussion Club	$1,074.64						**$1,074.64**
Evesham Road Kindergarten					$750.00		**$750.00**
Family Life Ltd	$58,423.78		$5,000.00				**$63,423.78**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Farm Road Preschool Inc			$2,000.00		$815.00		**$2,815.00**
Filipino Australian Seniors Association Inc			$900.00				**$900.00**
Friends of Edithvale Seaford Wetlands			$1,200.00				**$1,200.00**
Friendship Australian Egyptian Association			$1,500.00				**$1,500.00**
Golden Days Radio	$5,150.00						**$5,150.00**
Greek Elderly Citizens of Clayton and Districts Inc.	$1,475.85					$3,000.00	**$4,475.85**
Greek Orthodox Community of Monash and Districts	$1,106.88					$2,000.00	**$3,106.88**
Greek Senior Citizens Group of Moorabbin	$1,475.85						**$1,475.85**
Greek Senior Citizens of Southern Eastern Regions and Districts	$1,106.88						**$1,106.88**
Greek Seniors and Pensioners Association of Clayton and District Inc.	$1,106.88						**$1,106.88**
Greek Women's Senior Citizens Club of McKinnon "Rhea"	$1,106.88					$3,000.00	**$4,106.88**
H Shipston Senior Citizens Club			$900.00				**$900.00**
Heatherton Cricket Club			$2,000.00				**$2,000.00**
Hellenic Community of Moorabbin		$11,592.74					**$11,592.74**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Hellenic Community of the City of Moorabbin (Seniors)	$1,844.82					$3,000.00	**$4,844.82**
Henan Province Hometown Assoc of Australia			$900.00				**$900.00**
Highett Junior Football Club			$1,000.00				**$1,000.00**
Highmoor United Tennis Club			$1,696.64				**$1,696.64**
Independent Hellenic Seniors Citizens Association of Clayton and Districts	$1,475.85						**$1,475.85**
Italian Senior Citizen of Kingston La Baracca Inc			$1,500.00			$3,000.00	**$4,500.00**
Italian Senior Citizens Group of Moorabbin Inc	$1,391.13						**$1,391.13**
Italian Social Club City of Moorabbin			$1,200.00				**$1,200.00**
Kingston Billiards Senior Citizens Club			$900.00				**$900.00**
Kingston Calisthenics College	$7,500.00						**$7,500.00**
Kingston Chinese Senior Citizens Club Inc.	$1,844.82						**$1,844.82**
Kingston for Human Rights			$1,115.00				**$1,115.00**
Kingston Toy Library			$2,000.00		$500.00		**$2,500.00**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Kondia Limnos Senior Citizens Club	$1,106.88						**$1,106.88**
Ladies Probus of Cheltenham			$900.00				**$900.00**
Ladies Probus of Kingston Heath			$900.00				**$900.00**
L'Chaim Chabad Inc			$10,000.00		$700.00		**$10,700.00**
Learn English at Cheltenham PC			$1,000.00				**$1,000.00**
Lemnian Community of Victoria Limited	$1,475.85					$3,000.00	**$4,475.85**
Lighthouse Foundation			$0.00				**$0.00**
Longbeach Anglican Parish			$8,000.00				**$8,000.00**
Longbeach Place Inc	$70,620.68		$10,000.00				**$80,620.68**
LOTS Theatre			$5,000.00				**$5,000.00**
Make A Difference Dingley Village	$31,159.43		$0.00				**$31,159.43**
Maltese La Vallette Association Inc.	$1,043.34					$750.00	**$1,793.34**
Maroons Netball Club			$1,934.68				**$1,934.68**
Melbourne Shwetamber Jain Sangh Inc	$1,545.00						**$1,545.00**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Mentone & St Bedes OC Amateur Football Club			$2,000.00				**$2,000.00**
Mentone Community Assistance & Information Bureau	$53,304.76		$5,000.00				**$58,304.76**
Mentone Community Garden			$0.00				**$0.00**
Mentone Life Saving Club Inc			$5,000.00				**$5,000.00**
Mentone Little Athletics			$1,735.90				**$1,735.90**
Mentone Pony Club			$2,000.00				**$2,000.00**
Mentone Public Library			$400.00				**$400.00**
Mindful Makings Inc			$2,000.00				**$2,000.00**
MLOC Productions Inc			$10,000.00				**$10,000.00**
Moorabbin Area Toy Library			$1,000.00		$500.00		**$1,500.00**
Moorabbin Bowling Club			$2,500.00				**$2,500.00**
Moorabbin Seniors Club Inc			$2,000.00				**$2,000.00**
Mordialloc Bowls Club Inc			$3,200.00				**$3,200.00**
Mordialloc Brass Band Inc. (MOJO)	$10,341.02	$13,644.74					**$23,985.76**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Mordialloc Community Centre	$70,620.68						**$70,620.68**
Mordialloc Historical Society	$3,376.53						**$3,376.53**
Mordialloc Lapidary Club Inc			$5,000.00				**$5,000.00**
Mordialloc Life Saving Club			$2,000.00				**$2,000.00**
Mordialloc Men's Shed			$1,795.00				**$1,795.00**
Mordialloc Motor Yacht Club			$2,000.00				**$2,000.00**
Mordialloc Neighbourhood House	$70,620.68		$5,000.00				**$75,620.68**
Mordialloc Preschool			$700.00				**$700.00**
Mordialloc Trader Association			$10,000.00				**$10,000.00**
Mosaic Community Choir			$2,000.00				**$2,000.00**
Multicultural Natures Guide	$1,159.28						**$1,159.28**
MultiCultural Senior Citizens Group of Kingston & Surrounds Region	$1,545.00					$3,000.00	**$4,545.00**
Mythri Social and Cultural Association Inc.	$1,688.26						**$1,688.26**
Narelle White **				$4,000.00			

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Nola Barber Kindergarten			$4,576.00				**$4,576.00**
NTTF Alumni Association of Victoria			$1,500.00				**$1,500.00**
Oakleigh Coptic Senior Social Club			$900.00				**$900.00**
Omega Cricket Club			$0.00				**$0.00**
Open Russian Education Hub (OREH SE)			$900.00				**$900.00**
Pantry 5000	$25,903.05						**$25,903.05**
Parkdale Gift (Beachside Gift)			$10,000.00				**$10,000.00**
Parkdale Preschool Association			$5,000.00		$909.09		**$5,909.09**
Parkdale United Cricket Club			$0.00				**$0.00**
Patterson Lakes Combined Probus Club			$1,200.00				**$1,200.00**
Peninsula Community Legal Centre	$42,065.12						**$42,065.12**
Peninsula Dragonflys Dragon Boat Club			$2,000.00				**$2,000.00**
Peninsula Jazz Club			$2,000.00				**$2,000.00**
Pilipino Elderly Association of South East Region	$1,844.82					$2,000.00	**$3,844.82**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Probus Club of Dingley Central			$1,500.00				**$1,500.00**
Probus Club of Edithvale			$1,200.00				**$1,200.00**
Probus Club of Parktone Inc			$1,200.00				**$1,200.00**
Radio Carrum			$1,988.00				**$1,988.00**
Rebecca Marshall				$4,000.00			**$4,000.00**
Red Chamber Chinese Opera Group			$2,420.00			$750.00	**$3,170.00**
Robert Scholten				$3,000.00			**$3,000.00**
Rotary Club of Mordialloc			$4,000.00				**$4,000.00**
Ryan Group	$1,688.26						**$1,688.26**
Senior Citizens Freccia Azzurra Inc	$1,738.91					$3,000.00	**$4,738.91**
Senior Citizens Russian Club Friendship Bayside						$2,000.00	**$2,000.00**
Shalom Association	$1,432.86						**$1,432.86**
SKGA Incorporated			$4,424.00				**$4,424.00**
South East Community Links	$18,695.46		$5,000.00				**$23,695.46**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
South Metro Showtime			$2,000.00				**$2,000.00**
South Oakleigh Wildlife Shelter	$3,477.83		$0.00				**$3,477.83**
Southern Area Concert Band Inc.	$10,341.02						**$10,341.02**
Southern Football Netball League Umpires Ass (SFNLUA)			$1,831.55				**$1,831.55**
Spanish Speaking Senior Club Of Clayton	$1,074.64						**$1,074.64**
Special Olympics Melbourne Southern Club			$1,000.00				**$1,000.00**
St Davids Anglican Church Moorabbin			$3,000.00				**$3,000.00**
St John Ambulance Victoria			$4,232.60				**$4,232.60**
St Joseph's Care & Concern Group			$500.00				**$500.00**
St Kilda Football Club			$0.00				**$0.00**
St Vincent de Paul Society - Aspendale Conference	$958.16						**$958.16**
St Vincent de Paul Society - Clayton South Conference	$958.16						**$958.16**
St Vincent de Paul Society - East Parkdale Conference	$958.16						**$958.16**
St Vincent de Paul Society - Mentone	$958.16						**$958.16**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
St Vincent de Paul Society - Moorabbin/Bentleigh Conference	$958.16						**$958.16**
St Vincent de Paul Society - Mordialloc	$958.16						**$958.16**
St Vincent de Paul Society - Our Lady of the Assumption Conference, Cheltenham	$958.16						**$958.16**
St Vincent de Paul Society - St Joseph's Chelsea Conference	$958.16						**$958.16**
St. Andrew's Parish Friendship Group.	$1,074.64						**$1,074.64**
STEM Incubators Inc			$0.00		$0.00		**$0.00**
Team Sports 4 All			$10,000.00				**$10,000.00**
The Three Hierarchs Greek Elderly Group						$3,000.00	**$3,000.00**
United Filipino Elderly Association Inc (UFEA)	$1,236.00						**$1,236.00**
Valguarnera Italian Social Club			$1,500.00				**$1,500.00**
Victoria Malayalee Seniors Association Inc.	$1,432.86						**$1,432.86**
Victoria State Emergency Service - Chelsea Unit	$52,378.86						**$52,378.86**
Victoria State Emergency Service - Moorabbin Unit	$26,485.43						**$26,485.43**
Victorian Association of World War 2 Veterans from ex- Soviet Union	$983.45						**$983.45**

Organisation	Partnership Grants	Festivals and Events	Annual Grants	Arts Grants	Children's Week Grants	Cultural Diversity Meals Grants Allocated 2021-2022	Total
Green presents more than one grant received							
Vital Volunteers	$3,477.83						**$3,477.83**
Waterways Residents Association Inc			$4,000.00				**$4,000.00**
Westall Kindergarten					$1,000.00		**$1,000.00**
Westall Social Tennis Club			$0.00				**$0.00**
Willow Franklin (they/her)				$3,000.00			**$3,000.00**
Yet Kieu Sea Scouts			$1,900.00				**$1,900.00**
Zee Cheng Khor Moral Uplifting Society Inc.			$2,400.00				**$2,400.00**
** Funded by Kingston Business Team							
TOTALS	**$1,118,978.26**	**$25,237.48**	**$318,512.44**	**$27,000.00**	**$11,110.79**	**$46,750.00**	**$1,543,588.97**
Festival and Events funding is a component of the Partnership grants							

Appendix 6 - Community Grants Program - Annual Grants - 2022-2023 - Applications received after closing HPE CM 22/127515			
Group/organisation name	**Activity title**	**Amount requested**	**Amount recommended**
Ladies Probus Club of Cheltenham	Regular Social Activities	$900.00	$900.00
Learn English at Cheltenham PC	English Conversation Classes	$1,500.00	$1000.00
Rotary Club of Mordialloc	Gnome and Fairy Festival	$4,000.00	$4000.00
Valguanera Italian Social Club	Regular Social Activities	$1,500.00	$1500.00
Totals		**$7,900.00**	**$7400.00**

03 February 2022

Kingston City Annual Grant Fund
community@kingston.vic.gov.au

RE: Grant Application for $10,000

Dear Grant Committee,

Chelsea Community Church of Christ CareWorks is a small church with a big heart. It has been providing free community meals to Chelsea and its surrounds since 2007 focusing on those who are in the lower to middle socio-economic demographic, with the majority receiving disability, aged or single-parent pensions. It is not uncommon for food parcels to be delivered to homes. This is a centre known in the local community to open its doors to those who are lonely and isolated. The aim is to maintain the present high quality of food and increase the outreach to the disadvantaged in community.

The impact of COVID-19 is strongly felt in this community. Currently 80 people attend our 'Big Breakfast' on Wednesdays. Our free Food Pantry continues to provide food to up to 35 persons (families and singles) per week.

Your support through this valuable grant would ensure the program's viability and sustainability at this time. As we are a small church, our service is highly dependent on the support and generosity of Council and strangers alike. We are grateful for all the support we have received to date.

As we progress towards a COVID-19 normal, it is time critical to maintain support to those who are struggling, both individuals and families. To provide security of service we further request special consideration for Chelsea Community Church of Christ to be added to the Council's Partnership Grant List for an annual 3-year term. We would like to invite the Grant Committee and Council members to visit and to meet our people. Community Breakfast is held every Wednesday from 7 am to 10 am. Please feel free to contact our Minister, Judi Turnham on Tel: (03) 9773 0301 to organize a suitable date.

Churches of Christ Community Care is responsible for the oversight of benevolent programs of the Churches of Christ in Victoria and Tasmania. We are a Public Benevolent Institution, endorsed as a Tax Concession Charity (TCC) and hold Deductible Gift Recipient (DGR) status as covered by Item 1 of the table in Section 30-15 of the Income Tax Assessment Act 1997.

As the auspice body for Chelsea Community Church, Churches of Christ Community Care confirms our assistance and support of and commits to overseeing the management of funding under this Grant (if successful).

Should you require further clarification, please do not hesitate to contact me.

Yours sincerely

Joanne Antoni | CareWorks Project Manager
Churches of Christ Vic/Tas
E |jantoni@churchesofchrist.org.au
P | 9488 8803 or 0427486578

Churches of Christ Community Care
Mailing address PO Box 5302, South Melbourne VIC 3205
Office address Level 5/111 Cecil St, South Melbourne VIC 3205 | **ABN** 60 004 222 020
T 03 9488 8800 | **E** ccvt@churchesofchrist.org.au | **churchesofchrist.org.au**

Churches of Christ Community Care
Mailing address PO Box 5302, South Melbourne VIC 3205
Office address Level 5/111 Cecil St, South Melbourne VIC 3205 | **ABN** 60 004 222 020
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An entity of Churches of Christ in Victoria and Tasmania

Southern Community Broadcasters Inc
2 Parliament Street, Brighton, VIC 3186
03 9088 6466
info@southernfm.com.au
ABN 61 760 605 900

PARTNERSHIP PROPOSAL – 88.3 SOUTHERN FM

The Board of Southern Community Broadcasters Inc. requests Council consideration of this proposal for an ongoing partnership with community radio station, 88.3 Southern FM.

The Board understands that Council offers groups that service the Kingston municipality opportunities to apply for financial assistance through the Community Grants Program.

Southern FM requests funding of $5,000 per annum as part of an ongoing mutually beneficial partnership with Kingston Council.

Southern FM plays an important role in the media landscape, providing news, information and entertainment for the local community. Community radio has become even more important due to the demise of suburban newspapers.

Southern FM (Southern Community Broadcasters Inc.) is a not-for-profit entity established in 1986 and has been broadcasting continuously since 1990.

It is entirely volunteer-managed and operated.

88.3 Southern FM has had a long association with the region that now forms the City of Kingston. The station's studios were formerly located in what is now the Kingston City Hall. The radio station services the entire municipality of Kingston as well as the Bayside and Glen Eira LGAs and parts of Port Phillip and Stonnington.

The community radio station broadcasts 24 hours a day, seven days a week with a diverse range of programs presented entirely by volunteers, many of them Kingston residents.

With a transmitter located in South Road, Moorabbin at Holmesglen TAFE, the 88.3 FM signal reaches every suburb of Kingston. Programs are also streamed live via southernfm.com.au and the TuneIn Radio app for smart devices.

Surveys by the Community Broadcasting Association of Australia (CBAA) reveal Southern FM has a weekly audience of 80,000 people.

The station provides the Kingston community with an alternative, independent source of information that is not offered by mainstream media and commercial operators.

Southern Community Broadcasters Inc
2 Parliament Street, Brighton, VIC 3186
03 9088 6466
info@southernfm.com.au
ABN 61 760 605 900

In practice, this allows residents and organisations within the broadcast region to participate in the broadcast, production, technical and management of Southern FM.

Several schools and community groups within the City of Kingston present their own programs on Southern FM, providing an important information stream as well as gaining broadcasting skills and experience.

Southern FM provides local sporting coverage including a focus on the South East Cricket Association and the Southern Football Netball League.

Approximately 50% of the station's funding is derived from its 195 members, through annual membership fees and studio fees. Sponsorships from local businesses account for up to 40% of the revenue required to keep the station on air 24 hours a day, 365 days a year. Grants and donations make up the remaining 10% of our revenue during an average year.

88.3 Southern FM currently provides Kingston Council with promotional opportunities to enhance its communication with ratepayers and residents.

It is proposed that in return for the $5,000 annual grant from Council, Southern FM will provide the City of Kingston with the following:

- Monthly interviews with the Mayor on the Monday morning program "A Newsman and His Music"
- Regular "Kingston Calendar" segment on the Tuesday morning show "Community Capers"
- Outside Broadcasts from two City of Kingston events, including "Carols By Kingston"
- Broadcast of regular Community Service Announcements to promote Kingston's ***My Community Life*** online hub for community groups, organisations and local residents
- Acknowledgement of City of Kingston as a Southern FM partner as well as featuring including the City of Kingston logo on the station's website.

Southern Community Broadcasters Inc
2 Parliament Street, Brighton, VIC 3186
03 9088 6466
info@southernfm.com.au
ABN 61 760 605 900

Southern Community Broadcasters Inc. appreciates the opportunity to propose an ongoing partnership with the City of Kingston.

The Board is happy to provide Council with any further information required for its consideration of this proposal.

Contact for Southern Community Broadcasters Inc:

Colin Tyrus
Vice-President / Program Manager
88.3 Southern FM
2 Parliament Street, Brighton VIC 3186

Email: colin.tyrus@southernfm.com.au
Phone: 0412 101 637

BEACHSIDE GIFT & CLASSIC REPORT

PROUDLY SUPPORTED BY

City of KINGSTON

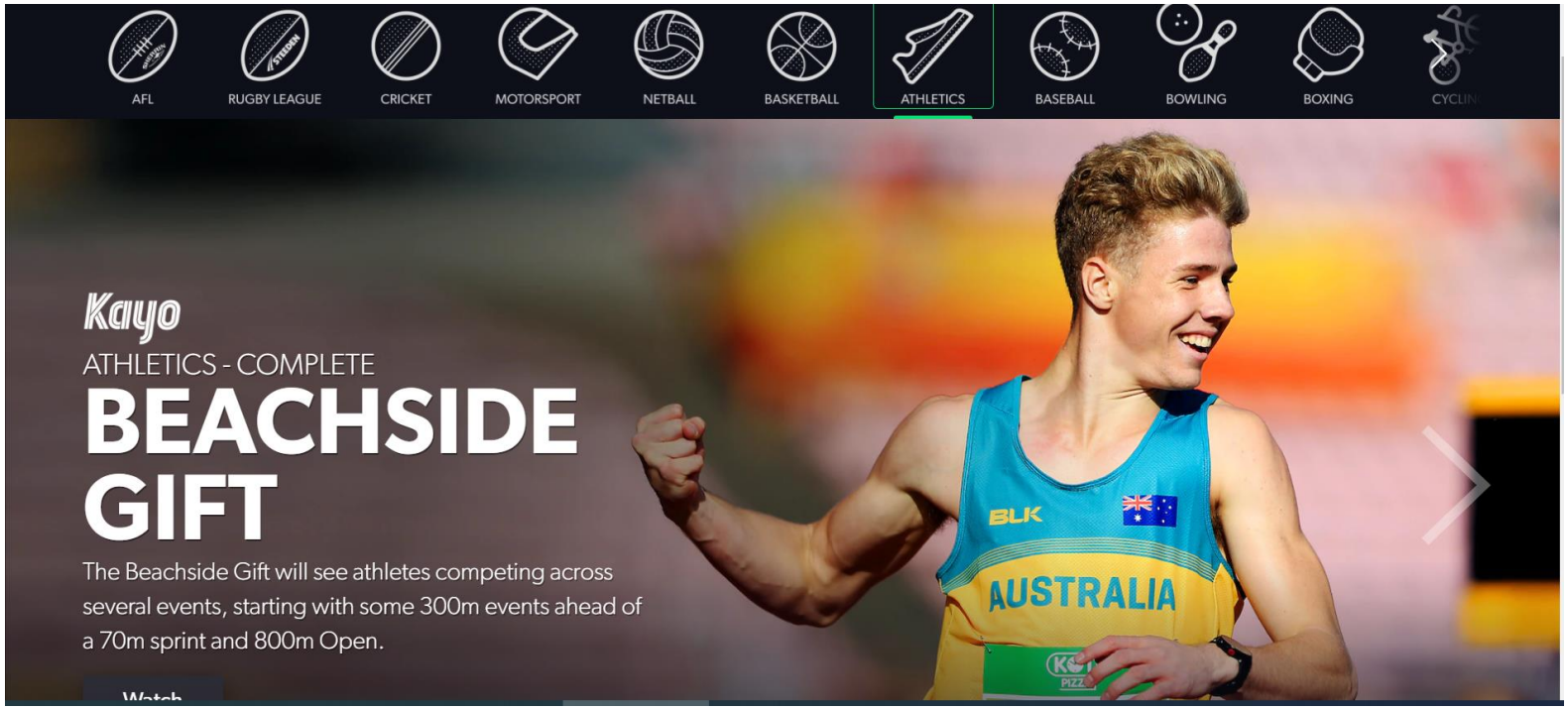
Community Bank · Parkdale

Bendigo Bank

Beachside Gift

BEACHSIDE GIFT REVIEW

BROADCAST LIVE ON KAYO SPORTS



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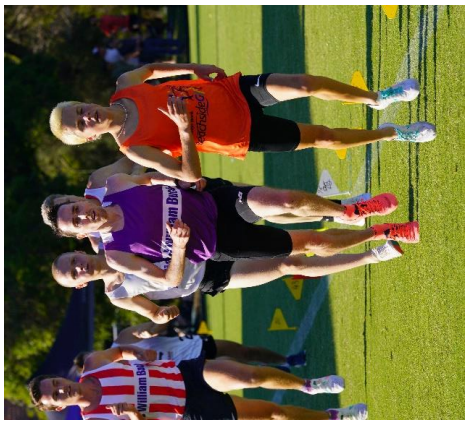


400 METRES WINNER MATT DINAN

PROUDLY SUPPORTED BY City of KINGSTON

POST EVENT REPORT POSITIVES

PROUDLY SUPPORTED BY City of KINGSTON

- Feedback from Athletes, Sponsors, Statutory Authorities was all positive
- Great weather with a record 751 entries recorded – this was up 130 on the previous year
- National and Olympic athletes involved
- Estimated crowd of 2,500-3000 over the day
- Kayo Broadcast for 5.15 Hrs - numbers were extremely positive with 6718 watching live and 1212 on replay. The Kayo livestream is still available for viewing at this point as an ongoing product.
- Local clubs and schools raised and estimated $10,000 going back into the community
- Ash Maloney interview on SEN Radio on Friday 4th
- Article in Herald Sun on Saturday 5th February
- Ash Maloney interview on Channel Ten Sport for 2.30 minutes https://www.facebook.com/tommy.connolly.39/videos/654989309033622

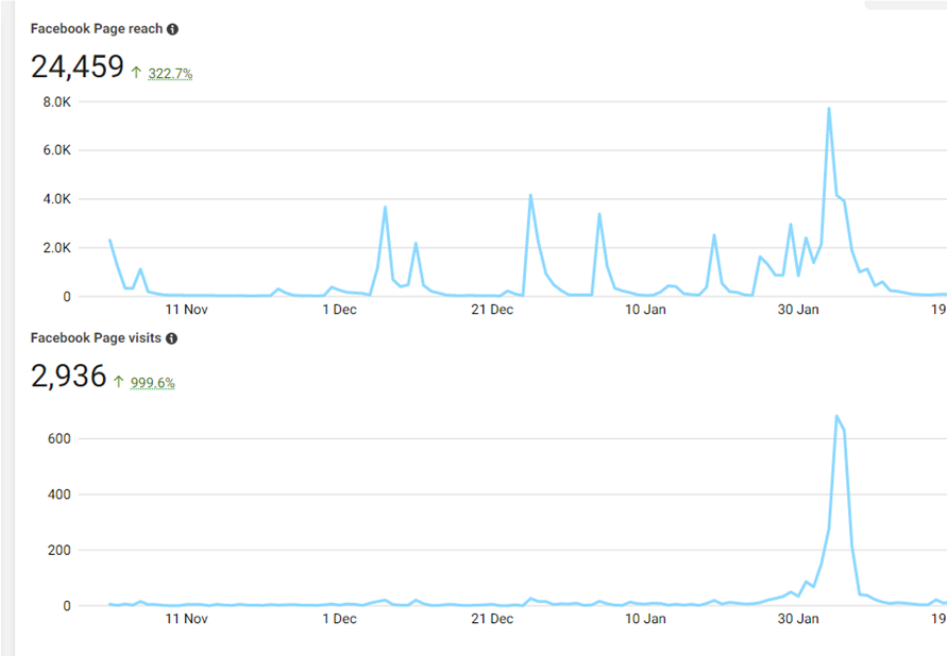
PROUDLY SUPPORTED BY City of KINGSTON

POST EVENT REPORT POSITIVES

PROUDLY SUPPORTED BY City of KINGSTON

- ABC Grandstand Coverage on Sunday 6th February
- Community feedback was fantastic with numbers expected to increase
- Feedback from Fox Sports was very positive 'All of our teams gave great feedback on the event! Your broadcasters were lovely to work with, and the quality of the content was great'.
- Instagram and Twitter was extensively promoted both on race day and into the lead up t the event
- Face Book stats indicated that a large following into the lead up to the event
- Spirit of Sprinting representation from Tasmania
- Great community involvement – Holmesglen, Bentleigh Rotary Club, St Bede's Mentone Football and Cricket Clubs, Heatherton Community College, Victorian Athletic League and the City of Kingston
- A number of key local sponsors – Bendigo Bank, Moorabbin Airport, City of Kingston, Holmesglen, Bentleigh Rotary Club, Dingley Hotel, Hodges Real Estate, Sciclunas, Australian Fitness Academy, Local Politicians

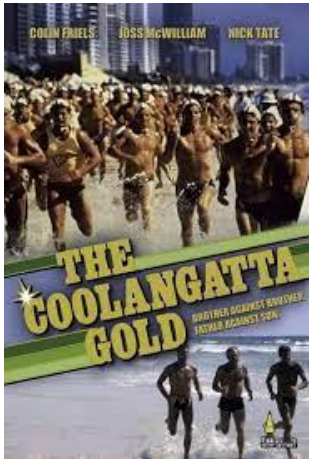
POST EVENT REPORT CONTINUED
POSITIVES

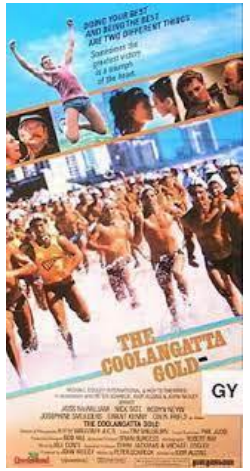


OPPORTUNITY FOR IMPROVEMENTS

- Some improvements to Kayo coverage to be undertaken for the 2023
- Review sponsor offering for 2023 with a dedicated resource to be allocated for the day and area to be set aside for sponsors e.g. refreshments etc
- Review Stage Presentations and Timing. The stage was lost amongst the crowd and they were to rushed and the right outcomes were not achieved
- Food vendors should be more prominent as they were lost behind the grandstand
- Review sound system
- Review the fence – remove or shorten the Gift
- Consider additional activities e.g. Bands and Street Pole-vault.

Proposed Beachside Sand Classic





PROUDLY SUPPORTED BY City of KINGSTON

BEACHSIDE SAND CLASSIC

PROUDLY SUPPORTED BY City of KINGSTON

Background

- There are some wonderful and iconic events that are held along various parts of the Australian Coast Line examples are:
- ➢ Lorne Pier to Pub - Is in its 41st year in 2022 and is the largest ocean water swim in the world. The swim is a 1.2km course starting at the Lorne Pier and finishing on the foreshore in front of the Lorne Surf Lifesaving Club house and has over 3000 entrants
- ➢ The legendry Coolangatta Gold is one of the Australia's iconic events in the sport of Ironman (surf lifesaving) and has over 700 entries
- ➢ Multiple Surf Life completions and triathlons around the country
- The City of Kingston has many wonderful assets that have been or are currently being built along the Bay foreshore
- The Beachside Sand Classic is a concept that brings together many of these elements and creates a high profile event within the City of Kingston, open to all and has the potential to be expanded to incorporate many or all of these events

PROUDLY SUPPORTED BY City of KINGSTON

BEACHSIDE SAND CLASSIC CONCEPT

Background

- Concept is to conduct a Beach Run / Jog or Walk on the Sand between the Mordialloc and Mentone Lifesaving Club and return.
- This mass participation event Year one an estimated **1000 participants** will showcase the Kingston Bayside Community as is Open to Elite athletes, Families, Juniors and Sporting clubs
- Events will consist of either a 4km or 8km event
- Target Markets are: Kingston Community, Surf Lifesaving, Athletics, Triathletes, Park Run and Football Clubs and families
- Coincide the Beachside Sand Classic with the Opening of the Mentone Life Saving Club which is proposed for November 2022 or in 2023 – tbc – then Rotate between the two clubs to host on a yearly basis
- Bring together and showcase the upgraded Facilities of the Mordialloc and Mentone Life Saving and Parkdale Sailing Clubs - who between them have an estimated 2000 members
- Work with a recognised event provider 360 to assist it the delivery of this event.

  360 have a recognised history of event management in delivering national and

  international events

  https://www.360se.com.au/#work

PROUDLY SUPPORTED BY City of KINGSTON

BEACHSIDE SAND CLASSIC

PROUDLY SUPPORTED BY City of KINGSTON

Benefits	Considerations
• Financial benefits for the club hosting the event • Financially contributes the ongoing growth of the Beachside Gift • Create a new and sustainable event within the City of Kingston • Minimal if any impact within the City of Kingston e.g. Road closures as the event is conducted on the Sand • Show cases the many assets of the City of Kingston • Beachside Gift has an excellent event management track record within the City of Kingston • The Beachside Gift has worked extensively 360 on the Stawell Gift – Australia's greatest athletic event Opportunity and Capacity to expand and grow the event over a three to five year period as a major event on Melbourne's calendar: ➢ Lorne Pier to Pub Swim ➢ Recreate a Melbourne version of the Coolangatta Gold ➢ Incorporate events from Life Saving, Beach Volleyball, Bands, Other Sporting Clubs and the Community	• Securing Funding – both Council $20k and Privately $20k • Timelines and certainty around when the Mentone Life Saving Club will open • Confirmation of a date – Is it 2022 or 2023 • Ensuring the amenity of the foreshore is maintained • Ensuring minimal impact to surrounding areas and local residents • Ensuring adequate resources e.g. Volunteers from the Mentone and Mordialloc Life Saving Clubs and potentially the Parkdale Sailing Club

PROPOSED BUDGET

BEACHSIDE SAND CLASSIC - DRAFT BUDGET			
	Estimated Total Participants		
	1000		
Income	**Fee PP**	**Number**	**Total**
4KM Registration Fees	$ 45.00	500	$ 22,500.00
8KM Registration Fees	$ 60.00	500	$ 30,000.00
Council Funding			$ 20,000.00
Race Pack Postage	$ 9.95	400	$ 3,980.00
Sponsorship			$ 20,000.00
Total Income			**$ 96,480.00**

Event Costs	Comments	Unit Costs	
Advertising + Graphic Design			$ 12,500.00
Aid Station Supplies	Cups, gloves etc.		$ 2,000.00
Arch - Start Line	Cost based on new branded inflatable		$ 800.00
AV Hire - Sound System			$ 1,500.00
Bin Hire	Wheelie bins delivered		$ 500.00
Casual Wages - Staff	10 staff at $350 per day		$ 3,500.00
CCB's	For start/finish line.		$ 1,500.00
Consumables	Ties, misc hardware		$ 500.00
Entertainment	Musicians		$ 1,000.00
First Aid			$ 2,000.00
Generator Hire & Fuel	Presuming SLSC Power is accessible		$ -
Liability Insurance			$ 1,500.00
Marquee and Equipment Hire	(3-4 marquees + trestle tables and chairs)		$ 3,500.00
MC (Commentary)			$ 1,500.00
Medals		$ 3.00	$ 3,000.00
Portaloos	x 10 portaloos		$ 1,500.00
Postage/Packing of Race Packs		$ 5.00	$ 2,000.00
Race Bibs		$ 1.50	$ 1,500.00
Signage (Finish/Event Branding)			$ 3,000.00
Singlets	Participant giveaways	$ 7.00	$ 7,000.00
Staff/Volly Uniforms	60 cotton t-shirts	$ 5.00	$ 300.00
Staff/Volly Food		$ 5.00	$ 300.00
Stage			$ 1,000.00
Timing		$ 3.00	$ 3,000.00
Trophies	For m/f placegetters per distance		$ 500.00
Two Way Radio Hire			$ 450.00
Vehicle Hire & Fuel	1 x van for 3 days		$ 500.00
Venue Hire/Permits			$ 500.00
Volunteers	50 volunteers at $50 per head		$ 2,500.00
Total			**$ 59,350.00**
Profit/Loss			**$ 37,130.00**
Foot Note	**Fee with 360 to be negotiated**		

OOLS SPECTACULAR ♡ 0

BATHURST CYCLING CLASSIC ♡ 0

COASTREK LICENSING & S.O.P ♡ 0

ENIE SPORT NRL LICENSE ♡ 0

WORLD ATHLETICS CROSS COUNTRY CHAMPIONSHIPS BATHURST 2021 ♡ 0

LARGEST MENTAL HEALTH AWARENESS LESSON ♡ 0

NAB RUNWEST ♡ 0

STAWELL GIFT ♡ 2

SUPER LEAGUE TRIATHLON ♡ 0

INAMO WEARABLES ♡ 0

TRIPLE CROWN // LOOK AND FEEL ♡ 0

CHALLENGE FAMILY // RED BULL ♡ 0

PROUDLY SUPPORTED BY City of KINGSTON

NEXT STEPS

PROUDLY SUPPORTED BY City of KINGSTON

Options for consideration

Option One

- The City of Kingston consider financial support of $20k for the inaugural Beachside Sand Classic and the event to coincide with the Opening of the Mentone Life Saving Club – subject to agreement and support of volunteers etc of the Mentone and Mordialloc Surf lifesaving clubs

Option Two

- The City of Kingston consider the Beachside Sand Classic as part of an events of the Council Budget program for 2023. Note that the current grants program guidelines excludes the Beachside Gift from applying as it currently receives funding for the Beachside Gift. The proposed budget, target markets, media and marketing strategies can then be cleary defined and documented.

Option Three

- Support the event totally financially $40k

Option Four

- No financial support for the proposed event and the Beachside gift secure funding in its own accord.

GMHBA Lorne
MOUNTAIN TO SURF
• 2014 •
GMHBA
LORNE PIER TO PUB
GMHBA
HEALTH INSURANCE

PROUDLY SUPPORTED BY City of KINGSTON

SPIRIT OF SPRINTING

PROUDLY SUPPORTED BY City of KINGSTON

- The Spirit of Sprinting program has continued to develop. Covid-19 has also continued to have an impact.
- Events have continued Australia wide with the running of the Kimberly Gift WA in November 2021. The two winners have been unable to travel due to COVID19 and will be bought over as part of the program in 2022/3
- Darwin Gift took place on Saturday 18 February as part of the half time entertainment of the AFL NT Grand Final. 6 athletes are making their way to Stawell in 2022.
- Grants to support 7 Indigenous athletes from the Mildura Region have been secured totalling nearly 18k. These will be held over till 2023 as the communities of the region will not allow them to travel during this period
- One Indigenous female athlete from Tasmania participated in both the Beachside and Stawell gifts in 2022

NEWS 13

Kids need a leg up: Kyle

BEN CAMERON

THE Territory needs stronger pathways for its talented Indigenous athletes, former champion hurdler Kyle Vander-Kuyp says.

The 50-year-old, who will be at the NTFL's grand final on Saturday at TIO Stadium for the Darwin Gift, said development programs for Indigenous athletes had marginally improved since he first began hurdling in the 1980s at Ringwood Little Athletics Club, but too often they needed luck to get noticed.

"It's improved a little, it needs to get better," Vander-Kuyp told NT News.

"I think a lot of sports do the participation part well, they get people involved.

"I think that participation part needs to be met with a development part in the middle.

"Not just identify someone but then provide them a real pathway."

The 12-time 110m national champion said other professional sports did a better job of identifying and developing Indigenous talent, referencing the case of Darwin's Jack Peris who was drafted by St Kilda.

"You envy AFL when they've got good, strong pathways, a young person can get in and play with the Tiwi Bombers, that might get them talent scouted," he said.

"You can sort of map out where to go.

"Indigenous talent, you know, it's out there but it's uncovering it (which is the key)."

He said too often luck was the key reason why an Indigenous athlete was discovered and nurtured.

"Sometimes it's the lucky ones who get all the way through," he said.

"Why does an Indigenous person need to have luck? Let's try to take the luck out. I don't want an Indigenous talent to be undiscovered."

Vander-Kuyp admitted having a good athletics club as a junior was essential to nurturing his skills – an opportunity which some Indigenous athletes lacked.

"For others, it's a little bit hard to piece together, if you don't compete for a club or have regular athletics competitions," he said.

"There definitely needs to be a lot more.

"It's hard for an individual who might have a bit of talent, it's hard for them to bridge that gap (when they're thinking) 'How do I become elite?'"

He said Saturday's gift would be a "laid-back way" to draw some new local talent, allowing the net to be cast wider in the Territory to identify the next Cathy Freeman.

However, Vander-Kuyp, who had often used Darwin as a training camp before a major hurdling event, said there had been strategic wins along the way for Indigenous athletes.

This included more Indigenous programs such as Red Dust Role Models and Athletics for the Outback, while Athletics Australia and the Australian Olympic Committee had developed reconciliation action plans.

Former Australian hurdler Kyle Vander-Kuyp says we need to provide opportunities for indigenous kids. Picture: George Salpigtidis

THE FUTURE

- 2023
- Beachside Gift one of the best Athletic Events in the Country
- Creation of the Beachside Sand Classic
- Sustainable Model for the Spirit of Sprinting program

Tim Mason

President Beachside Gift

0456 985 201

timmson1965@gmail.com

Chelsea Community Support Services Inc
1A Chelsea Road, Chelsea Vic 3196

Thursday, 2 September 2021

To Kingston City Council,

As you are aware, Chelsea Community Support Services is a not-for-profit service assisting clients who are in financial crisis and need support around paying bills, feeding their family or simply advice on how to manage a difficult situation. We have a partnership agreement with yourselves, and the funding agreement states we will receive approximately $100,000 annually until FY24.

The reason I am writing to you is to request additional funding for FY23 and FY24 of our partnership agreement to ensure we can cover the basic operational costs of the agency required for us to support the community.

I began with Chelsea Community Support in October 2020. When I commenced, we had surplus finances due to COVID funding, but closure of the service had limited clients gaining assistance. We have also been fortunate enough in recent times to be allocated a support worker through the “Working for Victoria” initiative. This supported worker (Chantelle) clearly demonstrated the need for this role on an ongoing basis as it enabled us to meet the needs of those people that use the agency.

The position was funded on a 6-month, fixed term contract until mid-April 2021. The Committee of Management and myself have budgeted a plan to continue this much needed role on a 2 day per week basis until June 2022 using the FY21 surplus funds and a term deposit (our safety net), that we plan to liquidate. We are keen however, to put measures in place to ensure this position is sustainable long term and request your help.

The annual cost for the support worker is approximately $22,250 (including Super), plus the cost of portable long-service-leave.

Our running costs at ChelCSS have also increased in line with the demand and providing a safe and secure service. For example, we have had to upgrade our IT services recently, putting in place cyber-security measures to protect the sensitive personal details that we collect from clients. We have onboarded multiple new volunteers, wages have increased in line with equal pay orders, and we are servicing many more community members from outside our catchment than previously seen. Therefore, we believe that the current 3-year partnership agreement is not reflective of what is required to keep ChelCSS operational.

It is for these reasons that I am formally requesting City of Kingston consider increasing our partnership grant in 2022 and 2023 by $24,000 (plus CPI) to ensure that we can maintain the support worker position and meet our overhead costs, thus continuing to provide the best possible emergency relief service to our community.

For further information, please do not hesitate to contact me on (03)9772 8939 or manager@chelsea.org.au

Kind Regards,

Emerald Bourne
Manager

10. Infrastructure and Open Space Reports

Council Meeting

25 July 2022

Agenda Item No: 10.1

LE PAGE PARK DRAFT MASTER PLAN CONSULTATION FINDINGS AND ADOPTION

Contact Officer: **Michael Stamatovski, Recreation Project Officer**
Hannah Croughan, Recreation Planner

Purpose of Report

To present feedback and input from public consultation and stakeholder activities and seek Council's endorsement of the Le Page Park Master Plan.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Receive the consultation input and feedback to the draft Le Page Park Master Plan;
2. Adopt the Le Page Park Master Plan (as set out as Appendix 1);
3. Refer the funding for the implementation of the Le Page Park Master Plan to the development of future Council budgets and review of the Long Term Financial Plan; and
4. Authorise officers to commence advocacy for funding from Federal and State Governments towards the implementation of the Le Page Park Master Plan.

1. Executive Summary

Council has received community feedback and input to the Le Page Park Draft Master Plan (the Master Plan). The recent public exhibition of the Master Plan attracted 367 visits to Council's Your Kingston Your Say Website, received 52 survey responses and approximately 35 attendees participated in an onsite/in-person community information session.

83% of survey respondents supported key aspects of the Master Plan, showing strong support for Council consideration of the Master Plan. Implementation of the Master Plan elements will involve more in-depth engagement with residents and user groups on key projects, at which time, these stakeholders will be provided the opportunity to influence specific site design aspects e.g. active recreation spaces, ancillary amenities, placement of lighting.

Some comments from survey respondents include:

- "Great plan, love it."
- "Looks great, please get it done."
- "Please just make the upgrades, not everyone will be 100% happy with every aspect of the plan. They are needed improvements that are well overdue."

- "So glad that the City of Kingston are upgrading Le Page. It is well overdue and in need of additional work to make it more functional and family friendly."

This report discusses several key matters raised through the consultation process including multi-sport hardcourt area, netball court provision and configuration (refer 3.3.1.1) and Pavilion Development – Sports Pavilion (refer 3.3.1.2) and seeks Council adoption of the Master Plan, as set out as Appendix 1.

At a final meeting with user groups (to seek consensus regarding outstanding unresolved proposals including the multi-sport/netball court configuration), consensus was achieved from all stakeholders including Cheltenham Panthers Junior Football Club, Cheltenham Panthers Netball Club, Le Page Park Cricket Club and Le Page Tennis Club as set out as Appendix 4.

This was a critical outcome to be achieved for this project to ensure that opportunities to attract funding commitments from other levels of Government can be maximised.

2. Background

Le Page Park (the Reserve) is a 5.6ha site that provides a diversity of opportunities including social, family, sport, recreation and play experiences. The Reserve is an important open space and recreation hub in Cheltenham, and has two playing fields, four outdoor netball courts, six red porous clay tennis courts, two pavilions, tennis rebound wall, cricket nets, playground, public toilets and dog off-leash area. It is currently home to the Cheltenham Panthers Junior Football Club, Cheltenham Panthers Netball Club (junior sports club), Le Page Cricket Club and Le Page Park Tennis Club. The Reserve also adjoins the Le Page Park Primary School.

As part of Council's commitment to improve its open spaces, developing a Master Plan for Le Page Park enables working with the community to set the long-term vision for the Reserve to ensure the Reserve continues to meet the current and future needs of the broader community.

The development of the Master Plan has been informed by revisiting the 2019 Le Page Park Draft Master Plan (provided as a project reference in Appendix 2 – not adopted by Council). An extensive process was undertaken in 2021/2022 to test the validity of the principles proposed in the 2019 draft master plan, and it was found that there now exists significant further held value for access to open space and the ability to be physically active close to home in ways that suit people's busy lifestyles.

Accordingly, there is now greater demand for local access walking trails, cycling paths, open space, playing fields, playgrounds and other public space amenities and activations that support informal recreation participation – and Council is under increasing pressure to provide these, whilst also maintaining commitment to existing sporting clubs and activities.

The Draft Master Plan nominates key sporting infrastructure upgrades at the Reserve including the renewal of the existing tennis facilities (courts and tennis pavilion), consolidated and renewed netball/multi-sport courts, new cricket nets, and amenities such as lighting and formalised car parking. A further key feature of the Draft Master Plan is the realisation of additional unencumbered open space and provision for play, informal ball sports, scooting, and individual fitness pursuits – this is supported by increased pedestrian access to the site, a path network throughout the reserve, and social family recreation amenities for gathering and connecting.

The Draft Master Plan seeks to diversify active recreation opportunities through the inclusion of outdoor fitness equipment, parkour activities, play elements for older children, ball sport activities, and formalised walking circuits. Multi-use is also encouraged through the proposed design of the hard court (netball) and active recreation area.

The Draft Master Plan proposes an expansion of usage types at the Reserve to include a far broader range of physical activity options for residents and visitors to this local site.

With potentially 6 trees proposed to be removed, a minimum of 18 will be replanted in the reserve as per Council's 3:1 replanting policy. The future Draft Urban Forest Strategy will also be considered for action at this Reserve, for tree planting opportunities where appropriate and in a way that do not limit future sporting/recreation use.

This report discusses several key matters raised through the consultation period and seeks Council's adoption of the Master Plan.

3. Discussion

3.1 Council Plan Alignment

Goal Liveable - Our city will be a vibrant, enjoyable, and easy place to live. Direction Provide accessible, quality public open spaces for passive and active recreation.

3.2 The Master Planning Process

The development of the Draft Master Plan has been a seven-stage process (the process is currently at Stage 7 with the development of a Final Master Plan):

STAGE 1
Demand Assessment
- Literature review
- Demographic profiling
- Site audit
- Needs analysis

NB: Completed in 2019, and again in 2021.

STAGE 2
Consultation
- Tenant sporting clubs
- Other user groups
- Internal staff

STAGE 3
Technical Site Assessment
- Site survey
- Town planning
- Arboricultural Assessment
- Traffic Study

STAGE 4
Background Report
- Review of demand assessment
- Review of consultation findings
- Review of technical assessments
- Investigation of future options

STAGE 5
Draft Master Plan
- Landscape design development
- Stakeholder 'codesign' process
- Draft Cost Plan.

NB: Completed in 2019, and again in 2021.

STAGE 6
Consultation
- User groups
- Residents / general community

NB: Completed in 2019, and again in 2021 and 2022.

STAGE 7 (this report)
Final Master Plan
- Review of consultation findings
- Design review / response
- Quantity surveyor costings
- Implementation plan

As part of this process, officers have sought and analysed significant data, literature and technical advice, as well as completion of a community consultation phase in late 2019 and again in 2022 (Stage 6). This process is outlined below in section 3.3.

3.3 Consultation/Internal Review

The Master Plan has gone through a community consultation process with feedback and input obtained via a range of methods described below:

3.3.1 Community Consultation

Community engagement commenced on 20 April 2022 and ran until the 27 May 2022. The aim of the engagement process was to seek community feedback and

input. To assist with engagement activities, concept plans, frequently asked questions and an online survey were made available to interested residents/parties.

Specific engagement activities were undertaken as part of the consultation process as follows:

Your Kingston Your Say

The Master Plan was listed on the Your Kingston Your Say webpage, including provision of the draft concept plan, active recreation zone ideas, background and needs assessment report (revisiting the 2019 Le Page Park Draft Master Plan), frequently asked questions and online survey.

Information Session

Three onsite in person community information sessions were held on the 3 May 2022, 14 May 2022, and 21 May 2022 with approximately 35 attendees in total.

Mail out

1,861 residential properties surrounding Le Page Park received an Information Bulletin (via mail) inviting feedback and input. Enclosed in this mail out was a copy of the draft concept plan and key proposals for the future of the Park.

Other Stakeholder Engagement

Residents and interested parties were invited to make submissions to sport.recreation@kingston.vic.gov.au or mail PO Box 1000 Mentone.

Key matters raised in individual responses to Council are discussed within Section 3.3 of this report.

3.3.2 Online Survey

The Your Kingston Your Say webpage attracted over 367 website visits and drew 52 survey responses including individual submissions set out as Appendix 3. Respondents were largely supportive of the Master Plan, with 83% supportive of the Plan.

Based on survey responses, the most common activity types carried out (in addition to formal sporting activities) at the Reserve are:

- Dog exercising/walking (21%)
- Informal or social sport and recreation (20%)
- Playground (16.5%)
- Social gatherings/picnics (16.5%)
- Individual fitness activities (14%)
- Other (12%)

This response is consistent with community feedback and input received during the engagement process conducted in 2019 for the initial draft Master Plan.

Respondents also noted the following top 5 most highly valued aspects of the draft Master Plan (in order of preference):

1. Active recreation area
2. Multi-sport courts
3. Walking paths
4. Dog-off leash area
5. Additional parking

Some further comments from survey respondents includes:

- "Great plan, love it."
- "Nice plan, well done."
- "Looks great, please get it done."
- "Great news to hear it's getting an upgrade!"
- "An area with loads of shade and more plants please for just lounging around. Not everyone wants to play sport."
- "Please just make the upgrades, not everyone will be 100% happy with every aspect of the plan. They are needed improvements that are well overdue."
- "The proposal looks great. Very excited to see changes to a park I visit often."
- "So glad that the City of Kingston are upgrading Le Page. It is well overdue and in need of additional work to make it more functional and family friendly."

3.3.3 Stakeholder/User Group Engagement

Officers have undertaken a process of multiple stakeholder engagements to understand the current uses, parameters and needs of the formal user groups at the Reserve. This has included individual meetings, on-site forums, and design workshops with all 4 tenant sporting clubs, sporting associations such as Tennis Victoria, Blind Sport and Recreation Victoria, Netball Victoria, and neighbouring schools including the Le Page and Cheltenham East Primary Schools and Cheltenham Secondary College.

Several meetings (both online and in-person) with the user groups were held throughout 2021 and 2022 to determine their needs and aspirations for the Reserve. Each stakeholder/user group submitted their requests as follows:

<u>Cheltenham Panthers Junior Football Club</u>

- New two-storey sports pavilion development (to be considered from 2027)

- New larger players/coaches shelters on both ovals
- New scoreboard for Oval 2
- Bench seating around the oval for spectator/community use

The above items have been supported and included in the draft Master Plan.

Le Page Park Cricket Club

- New two-storey sports pavilion development (to be considered from 2027)
- New location and expansion of cricket nets to Cricket Victoria standards
- New scoreboard for Oval 2
- Upgrade supporting amenities including public toilets, BBQ/picnic facilities

The above items have been supported and included in the draft Master Plan.

Le Page Tennis Club

- New larger tennis pavilion including outdoor enclosed courtyard
- Additional tennis court (7th court) and relocation of rebound wall
- If 7th court is not feasible, retain existing configuration (2 banks of 3 courts)
- Upgrade tennis courts (to synthetic grass) and supporting infrastructure (fences, floodlighting and book-a-court system)
- Accessible courts and spaces for tennis programs and daytime community group access – in partnership with Blind Sport and Recreation Victoria, and Tennis Victoria. (See Appendix 4)
- The Club is also keen to participate in the Tennis Victoria 'book a court' access model which has benefits for the Club and our community in terms of ready access to tennis facilities at times that suit individual availabilities; it is also a revenue source to assist with asset renewal purposes.

The additional court and relocation of the rebound wall is not supported in the draft Master Plan, as it was deemed not feasible in the current layout and would significantly compromise other facilities within the Reserve, including rebound wall location, oval 1 dimension, walking paths, open space, tree retention and onsite parking.

The proposed redevelopment of the tennis pavilion, configuration and resurfacing of the tennis courts and upgrade of supporting infrastructure is supported and included in the Master Plan. The proposed tennis pavilion development would be undertaken consistent with Tennis Australia Facility Guidelines for a local club, which may include an outdoor enclosed courtyard, subject to detailed design development.

Cheltenham Panthers Netball Club

- Retain and upgrade the 4 netball courts in the current location to Netball Victoria standards
- Provide floodlights on the netball courts to a minimum level for training standards
- Provide supporting infrastructure including players/coaches shelter and fencing

The request to retain 4 netball courts in the current location is discussed within Section 3.3 of this report. Two multi- use courts are supported.

The proposed floodlights and supporting infrastructure are supported and included in the Master Plan.

At a final meeting with user groups, consensus and support for the proposed Master Plan was achieved from all stakeholders including Cheltenham Panthers Junior Football Club, Le Page Park Cricket Club, Le Page Tennis Club and Cheltenham Panthers Netball Club, with responses set out in Appendix 5.

3.3.4 Internal Stakeholder Partnerships – a focus on collaborative Strategic Outcomes for Council and community

A wide cross section of Council officers has been engaged in interviews as well as a design workshop to help inform the Draft Master Plan. Key internal collaborations relate to sports ground and associated infrastructure upgrades, urban forest initiatives, storm water harvesting/water re-use priorities for the area, youth strategy outcomes and initiatives, proposed access drive and traffic related configuration of space, and urban cooling related outcomes specific to the hard surfaces.

3.4 Operation and Strategic Issues

Key matters raised through the consultation process are listed for information purposes and/or discussed below.

3.4.1 Multi-Sport Hardcourt Area

The draft Master Plan proposes the redevelopment of the existing asphalt outdoor netball courts to a multi-sport hardcourt area with provision for two multi-lined netball courts that also cater for tennis, basketball and futsal activities. This configuration adequately caters for the Cheltenham Panthers Junior Netball Club's current and projected training needs and allows for a broader range of community users to benefit from the hard-court space when it isn't being used for netball training purposes. Netball training is currently conducted for only 4 hours per week and the netball courts are not used for competition purposes.

The Cheltenham Panthers Junior Netball Club were strongly opposed to this proposal and requested that Council retain and upgrade the current four netball courts (as they are asphalt and in poor condition).

Following our final stakeholder engagement meeting with user groups, the netball club was supportive of the two-court proposal and subsequently sent the request below:

Cheltenham Panthers Netball Club (CPNC) Position

We do not want to hold up the masterplan for this site and therefore will support Council's current plan with the following conditions:

- *The netball courts are compliant with Netball Victoria's regulations*
- *The two courts have training level lighting, seating, shelter and are safely separated from vehicles (car park and roads)*
- *That the CPNC are provided with dedicated storage at this site near the netball courts*
- *As the tenant club CPNC continue to be given priority booking at the site.*

Active Kingston officers believe this can all be accommodated within existing Master Plan proposals.

Further to this we ask Council to consider:

That the netball courts are prioritised to be first in the upgrade of the site, as the current courts are in very poor condition

An additional practice ring is included in the hard surface informal recreation area

To future proof the courts, can the end section which is currently a semi-circle be squared off to provide growth opportunities in the future. We understand that this is a designated informal recreation area and we don't ask for this to be lined for netball at this point. But a space that could accommodate growth of netball/tennis/basketball in future years would be a good investment for the community.

Active Kingston officers believe the outcomes being sought by the CPNC with regard to these statements can be accommodated either within existing master plan design solutions or short-term court access to support the Clubs training requirements whilst new courts are constructed. The Sport and Recreation Team will support CPNC (and all tenant Clubs) whilst facilities are out of action when being upgraded. This is standard practice.

Recommendation

The proposed two multi-sport/netball courts will meet the Cheltenham Panthers Junior Netball Club's current and future needs, as well as provide active recreation opportunities for the broader community for most of the week, as netball training is currently 4 hours per week. There is no evidence to warrant the provision of additional netball court facilities.

The proposed netball/multi-sport courts will be developed with fencing to reduce hazards between vehicles and pedestrians and floodlighting to extend usage.

It is also worth noting the recent Council investment has increased netball court numbers and access at the Dales Park Netball Centre.

3.4.2 Pavilion Development – Sports Pavilion

Feedback and input from Cheltenham Panthers Junior Football Clubs and Le Page Park Cricket Club is that a pavilion upgrade should be considered in the current concept plans and have raised the following concerns:

- "We would like to see a second storey addition to the club house. We are aware that there may not be the monies to allow for this during this part of the re-development however wanted this noted."
- "I'm deeply disappointed that the originally planned modernisation and construction of the double storey club rooms for the football and cricket clubs is not going ahead. To stay up to date with surrounding clubs in the area is vital for the club's success."

Recommendation

Council has recently (in 2021) modernised the pavilion through the provision of female friendly amenities, with an $800,000 investment. This investment ensures that the pavilion at Le Page Park will continue to meet user needs through to 2027.

The Master Plan notes that a new sports pavilion redevelopment will be considered beyond 2027, subject to funding and Council's broader priority setting for pavilion facilities.

3.4.3 Location of Proposed Argus Street Driveway

Several respondents to the Master Plan survey expressed concern about the location of the proposed new Argus Street driveway. Comments include:

- "We are concerned that this may become a bottleneck. Le Page Primary School has their car park right near there as well as a staff car park and we worry about the number of cars as well as adults and children walking along the street and that it may cause an accident."
- "I think the driveway isn't in the right location, it's too close to the school entry and will become really dangerous at school drop off and pick up times."
- "The new entrance is too close to Le Page Park PS."

The proposed new driveway to the southwest boundary of the Reserve provides an opportunity to create safer and improved connections between related facilities/spaces within the Park. It seeks to move vehicles to the perimeter and away from high activity zones. The space created by relocating the existing driveway also allows for the creation of a new active recreation zone adjacent to the existing recently redeveloped playground. The proposed active recreation zone includes equipment and space for activities such as scooter/bike use, fitness, parkour, climbing and informal ball sports and allows for co-location of inter-generational participation in physical activities.

Recommendation

The final design of the access driveway will be prepared by specialist traffic engineers, with consultation with the Le Page Primary School. The master planning process has included preparation of a traffic study and further refinement of the proposed location of the new access driveway by Council's traffic engineers and senior landscape architects. Pedestrians and vehicles will be segregated in this location through appropriate design elements and traffic management solutions.

4. Conclusion

4.1 Environmental Implications

Council's environmental policies will influence the implementation of the Master Plan, particularly relating to further design development, selection of construction materials/products and landscaping. As per Council Resolution, a ratio of 3:1 replacement planting will apply with the removal of any trees. With potentially 6 trees proposed to be removed, a minimum of 18 will be replanted in the Reserve. The future Draft Urban Forest Strategy will also be considered for action at this Reserve, where appropriate and in a way that doesn't limit future sporting/recreation use.

Further design development with the multi-sport hardcourt area, car park and pavilion design will inform new plantings at the site. There is also opportunity to capture stormwater and re-use on site.

4.2 Social Implications

The implementation of the Master Plan will provide significant social benefits for the local Cheltenham community. Access to new open space and increased opportunities to interact in public spaces provide our community with enhanced mental and physical wellbeing outcomes.

4.3 Resource Implications

The proposed developments within the Master Plan have been estimated (high level) at approximately $8.4M. This does not include the proposed redevelopment of the sports pavilion (estimated to be an additional $5M).

The project is subject to a minimum of $2M of external funding (State Government).

4.4 Legal / Risk Implications

There are no legal or risk implications identified with Council's adoption of the Le Page Park Master Plan.

Appendices

Appendix 1 - Le Page Park Draft Master Plan - Concept Design (Ref 22/163140)

Appendix 2 - Le Page Park Draft Master Plan - Revisiting the 2019 Master Plan (Ref 22/163155)

Appendix 3 - Le Page Park Draft Master Plan - Consultation Survey Summary (Ref 22/161809)

Appendix 4 - Le Page Park Draft Mster Plan - Accessible Tennis Activities - Letters of Support (Ref 22/194967)

Appendix 5 - Le Page Park Draft Master Plan - Stakeholder Responses (Ref 22/184727)

Author/s:	Michael Stamatovski, Recreation Project Officer
	Hannah Croughan, Recreation Planner
Reviewed and Approved By:	Bridget Draper, Manager, Active Kingston
	Samantha Krull, General Manager Infrastructure and Open Space

10.1

LE PAGE PARK DRAFT MASTER PLAN CONSULTATION FINDINGS AND ADOPTION

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2 Le Page Park Draft Master Plan - Revisiting the 2019 Master Plan 995
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LEGEND
Study Area
Existing tree
Proposed trees
Proposed tree removal
Shelter/shade canopy
Coaches players shelter
Sports lighting
Path lighting (every 30m)
Art installation
Upgraded fencing and bollards
Sports Fencing
HERALD STREET
OVAL 1
OVAL 2
ARGUS STREET
Le Page Park Draft Master Plan

Revisiting the 2019 Le Page Park Draft Masterplan

Background

In 2019 an extensive process was undertaken by Council, sporting clubs and the community to prepare a draft masterplan for Le Page Park in Cheltenham. The masterplan sought to address issues including ageing infrastructure, sporting club interests, and achieving improved open space/active recreation outcomes for the residents surrounding the reserve and broader community.

The result was two design options being prepared for the reserve:

- Option 1 - which retained the reserve in its current format, but which committed to renewing all infrastructure at the end of its useful life.
- Option 2 - which proposed a rationalisation of facilities/amenities to maximise open space alongside an overall renewal program. It involved a proposal for current sporting club stakeholders to share space where feasible, in particular a shared use arrangement of hard courts for netball and tennis.

During the final consultation period in September 2019, both Option 1 and 2 were made available for public comment and final stakeholder feedback. Much of the Option 2 design hinged on the shared use of space for the netball and tennis courts, so when a shared use arrangement was deemed not to be a preferred outcome for either of the sport's governing bodies, an alternate solution was required.

Moving forward

Given over two years has now passed since the draft masterplan options were shared with our community, and we are now seeing signs of sport, and life, in Victoria returning to a 'new normal', it is timely to revisit the draft masterplan for Le Page Park and review all the issues and influencing factors with a view to formulating a design which is suitable to all stakeholders.

In the time since undertaking the initial master planning process, sport has been significantly impacted by the COVID-19 pandemic in Victoria. The inability to consistently play competition sport has impacted participation and has caused challenges with volunteer retention and resourcing. The community sporting industry is taking a view that a consolidation phase is required, and Council intends to support that intention through the ongoing provision of facilities and venues for sport.

Of note since 2019, there is now a significantly increased forecast population in the Cheltenham area by 2041, which can be attributed to the proposed Suburban Rail Loop East project and subsequent proposed development intensification within 1.6km of the proposed Cheltenham SRL station at Sir William Fry Reserve. Each of these factors will have short- and long-term implications for Le Page Park.

We also know that physical activity choices have shifted, and we are seeing significant numbers of people seeking access to quality green spaces, active recreation spaces, walking/running paths, BMX tracks and play areas.

Respondents to the first round of consultation we undertook for Le Page Park expressed their desire to see the inclusion of additional active recreation opportunities at the reserve, including fitness equipment, basketball facilities and social/family recreation spaces (gathering, interaction opportunities provided via barbecues, seating, shelters, green lawn spaces, etc).

There are many factors which will influence the ability to achieve everyone's desired outcomes at Le Page Park. For example, the number of hard courts and the number of pavilions required will impact Council's ability to provide space for less formal physical activity options.

Likewise, a decision about how much on-site car parking should be provided will have implications for shared pathways, connectivity, and overall 'greening' of the reserve.

As always it is a compromise and Council is seeking to achieve a balance between sporting and non-sporting activities at Le Page Park to give relevancy and 'ownership' of the reserve to a broad range of residents and users.

To this end, the revised draft master plan for Le Page Park seeks to strike a balance between sporting club interests as well as prioritising the use of open space within the reserve for social/recreation opportunities, overall safety and amenity improvements, and the prioritisation of connectivity and mobility throughout the site.

Summary of 2019 consultation

Theme	Request/Feedback	Officer's proposed change/comment re. 2019 Draft Concept Plan (Option 2)	Revised Concept Plan – NEW Option 3
Tennis and netball courts	Provide 4 purpose-built netball courts and 6 purpose-built tennis courts and ensure they are rebuilt within the same year.	Nil.	Provide 2 purpose-built netball courts and 6 purpose-built tennis courts, in existing locations.
Player/ spectator shelters	Ensure there is spectator and player shelters for tennis and netball	Spectator/player shelters are already included in between the netball courts. A spectator/ player shelter and viewing area is already included adjacent to the upgraded external public toilet. Additional shelters are being explored as part of potential changes to the carpark area behind Oval 2.	Spectator and player shelters for tennis, netball and football will be provided as per sporting code facility guidelines
Stormwater harvesting tanks and pump	Relocate stormwater harvesting tanks/pump	The proposed stormwater tank and pump system to be relocated to behind the cricket nets as an extension to that built structure. The final design	The proposed stormwater tank and pump system is expected to be relocated below ground (under new car park or courts). There is also opportunity to

Theme	Request/Feedback	Officer's proposed change/comment re. 2019 Draft Concept Plan (Option 2)	Revised Concept Plan – NEW Option 3
		and location will be subject to further detailed community consultation.	capture run off from netball courts and direct for additional use.
Playground upgrades	Consider alternative play opportunities for older children	The proposed play space upgrade already includes things such as slides, swings, climbing structures, and exercise equipment. Parkour, skate and scooter elements will also be considered. The final design will be part of a separate consultation process.	Creation of a larger open space area adjacent to existing playground area will cater for older children and include options such as basketball, fitness activities, social gathering spaces, climbing wall and re-purposed former driveway for scoot/skate activities.
Dog off-leash areas	Retain oval 2 as a dog off-leash zone and provide dog-friendly amenities (i.e. water taps, dog litter bags)	A separate future dog off-leash area is proposed, however Oval 2 (West) will remain a dog off-leash area. The proposed installation of water bubblers include provision for dog water bowls. Dog litter bags are currently being trialled in parks throughout Kingston. The trial outcomes will guide future provision.	Oval 2 is maintained for dog off-leash use. The proposed installation of water bubblers throughout the reserve include provision for dog water bowls.
Parking - behind oval 2	Safety concerns about having to cross the carpark to access courts, sunlight reflections and cricket balls hitting car windows.	The removal of the parking behind Oval 2 is recommended as part of the final Master plan design to improve safety and encourage support by user groups.	Removal of car parking between pavilion and netball courts (and play area) enables direct access between netball courts and amenities. Likewise relocation of vehicle access point reduces vehicle and pedestrian conflict in the reserve in general.
Parking - North East	Safety concerns of being used as an area of congregation and potential for access to properties over residential fence	There is limited space to create any buffer between carpark and fence. Propose to retain tennis court fence as barrier.	A buffer can be achieved, with small reduction in car parking spaces. Vegetation screening can be used to buffer properties from car park.
Parking	Difficult to utilise Argus and Herald St when cars are parked on either side of the road. Request that parking is angled.	The current design of the on-street parking was provided by an independent traffic planning consultancy, however will consider the use of angled parking to improve sightlines as requested.	Traffic and parking was assessed by Traffix Group, an independent traffic consultancy service. Traffic and car parking will be reviewed once an ideal design for the Reserve is achieved (which prioritises spatial allocation for sporting activities over on-site car parking provision).

Key 'drivers' for future provision at Le Page Park

An adequate supply of netball and tennis facilities

- From 2022 there will be 31 netball courts within a 5.5km radius of Le Page Park (13 in Kingston at Dales Park, Le Page Park and Ben Kavanagh Reserve).
- This represents an ample, if not significant oversupply of courts in comparison to the estimated future demand of 7 courts to cater for the population surrounding Le Page Park (using Netball Victoria provision ratio of 1:7070 and forecast population of 47,179 by 2036).
- 5 courts are required based on 2021 population (32,829).

An existing shortfall of open space areas

- Council's 2012 Open Space Strategy identifies that the Cheltenham area surrounding Le Page Park has a significant undersupply of open space.
- The consolidation of four netball courts in to two, plus reconfiguration of the existing access driveway area will unencumber between 0.4-0.6HA of open space for more meaningful use for this community (equivalent to half a junior AFL oval).

Infrastructure renewal – end of asset life

- The existing tennis courts and associated fencing are nearing the end of their functional life and require renewal.
- While structurally suitable the 4 separate asphalt netball courts require upgrade to a slip-resistant surface and inclusion of other ancillary facilities (such as shelter, fencing etc.) to ensure they are compliant with Netball Victoria standards.

Trends in sport and recreation participation

- Due to changes in work patterns and lifestyle including cost, time, and transport challenges, people are now looking for active recreation options that best fit individual circumstances (rather than traditional sporting options).
- Walking, fitness, swimming, gym, jogging and running recognised as some of the activities with highest participation levels.

Population growth

- Between 2021 and 2036, the population for Cheltenham and Highett/Moorabbin Planning Areas is forecast to increase by almost 17,000 persons to 47,179 ppl (this does not include any SRL generated population change).
- The areas of largest growth in population by 2036 are Highett (+5,093), Moorabbin (+5,036), Cheltenham (+4,221) and Mentone (+2,427), all of which surround Le Page Park.

Your Kingston Your Say Survey Results

Contributor Summary	On average, how many days do you visit Le Page Park in a week?	How do you get to Le Page Park?	Which organised sport(s) do you participate in at the reserve?	Which of these activities do you participate in at the reserve?	Which of these activities do you participate in at the reserve?	What are the three most important things to you about Le Page Park?	What do you like most about the master plan proposals for Le Page Park?	Which are the top two master plan proposals that will add value to the way you currently use the reserve, and why?	What types of park improvements are most likely to encourage you to visit your local park?	Please provide any other comments, ideas or feedback you have about the master plan proposals
Female, 26-35	1-2	Ride	None	Individual fitness activities, Dog exercising/walking, Social gatherings/picnics		accessing the park, amenities, social spaces		renewing the existing toilets, and amentities. because these are the facilities i use.	improvements to pedestrian/bike access to the park from surrounding areas.	it's great, good work.
Male, 56-65	1-2	Car, Ride	Tennis	Playground	watching the tennis team I use to play in	Tennis Courts Playground for grandchildren BBQ's	tennis courts will be separate to the netball. I hope all courts will have lights on them that can be used until at least 10.30pm so night competitions can be held there. The lights that are there can currently be on until 11.00pm	tennis, children's playground, exercise equipment	children's playground, exercise equipment	Hopefully all the tennis courts will be lit until 10.30pm so competition can be held at night. At the moment this is not possible as only 3 courts have lights and the coach has been using them.
Female, 46-55	3-4	Car	Cricket	Playground, Social gatherings/picnics		Pavilion facilities Side by side ovals Quality grounds/surfaces	Nets moving so run ups are not on the ovals	Cricket net upgrade Overall improvement of area	Upgraded cricket facilities	Tennis courts should be reduced as they are rarely ever used
Female, 36-45	5 or more	Walk	Football, Netball, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking, Social gatherings/picnics, Rest and relaxation		Upgraded rooms to view from, upgraded courts happy for them to be multi purpose, shady trees.	Upgraded rooms with viewing from upstairs and the multi purpose courts.	To have a social/function space for all community users to share. Multi purpose courts will enable better fulfilment of these facilities that are often left unused.	A supply of dog poo pick up bags for all users.	Please just make the upgrades, not everyone will be 100% happy with every aspect of the plan. They are needed improvements that are well overdue.
Female, 46-55	3-4	Walk	None	Dog exercising/walking, Social gatherings/picnics		Off leash dog access in fully fenced oval Multiple Pedestrian access points / laneways etc	Upgrade netball courts	Keep dog access as now where close in walking distance	Lighting for early morning walks Safe easy car parking	Please keep off leash dog access Make parking easy with multiple access points to prevent backlog of cars when all games start and finish at same times - ? Add " kiss and go" drop off points like outside schools
Male, 36-45	3-4	Car, Walk	Football, Netball	Individual fitness activities, Social gatherings/picnics, Rest and relaxation		Variety of sports	Many options that are going to be made available	Netball and more tennis courts		
Female, 56-65	I don't use Le Page Park					Tennis courts, need play area fir small children	Changes to sports areas and green space and walking areas	Play ground and walking, tennis for communal get togethers	Play grounds	
Male, Over 65	3-4	Walk	None	Individual fitness activities, Dog exercising/walking, Social gatherings/picnics, Rest and relaxation		Open space , social networking with other people, excercise	More netball courts.	As above	A walking track would b great with excercise equipment	It needs a walking track around the park for walkers & runners
Female, 46-55	1-2	Walk	None	Rest and relaxation		Green space, we'll maintained, accessible.	I think it is well thought out and does a very good job covering current and future needs.	Enhanced pedestrian access and upgraded amenities.	Enhanced pedestrian access and upgraded amenities.	Nice plan, we'll done.
Female, 56-65	3-4	Walk	Tennis	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities, Rest and relaxation		Tennis courts, walking	Reconstruct 6 tennis courts And renewing pavilion	Circuit path for walking Multi sport courts		Great plan, love it.

Female, 56-65	3-4	Walk	None	Dog exercising/walking, Rest and relaxation		Green open spaces and trees	All fine by me. Just concerned about how many existing mature trees will be lost? New ones take many, many years to grow and give shade and environment. And that's if they survive.	BBQ area	More greenery and shrubs and trees in picnic bbq areas.	
Male, 36-45	1-2	Car	None	Dog exercising/walking		Dog off-leash area on good surface that doesnt generally flood or stay soggy like Kingston Heath Reserve	Retaining dog off-leash area	Retaining dog-off leash area	Water fountain for dogs	
Female, 36-45	1-2	Ride, Walk	Tennis, Netball	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities, Playground		A safe playground space. Fitness area - linked tracks for running. Netball facilities.	Resurfaced netball courts. More trees.	3 & 6.	Areas with roofing / covered areas.	Along the tracks, you could set them up with running in mind, with distance markers along the path. A skate park would also be good.
Female, 36-45	1-2	Walk	None	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking, Playground			Paths, parking and utilising unused space	Paths connecting active zones having a pram makes is difficult but also kids can use bikes or scooters.	Skate park and undercover areas	Less carparks, Street carparking is taken up with the businesses around the area. I will drive if raining. No places for kids to use scooter. Skate park ideal on the corner of argus and Herald. Trees there are a dumping ground for rubbish, trees are unkept and messy. Exercise equipment lacking for adults.
Male, 36-45	5 or more	Walk	Football, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities, Dog exercising/walking, Social gatherings/picnics		Female Football facilities Cricket facilities Social facilities	Walking/running track Cricket nets upgrades Scoreboard in oval 2	Walking/running path Cricket nets upgrade	Improve the pavilion for those that use the park the most.	My daughters play both football and cricket at the venue, and whilst the recent toilet upgrade in the rooms has been welcomed, the master plan lacks ambition and foresight for the sports that use the facilities almost on a daily basis, cricket and football. The previous master plan looked at constructing new facilities that would've catered adequately for both male and female participants, and provide crucial social facilities for fundraising and gatherings. The new plan creates a new pavilion for tennis, which makes no economical or practical sense for any other user of the park. As member of both the football and cricket clubs, and as a neighbouring resident that uses the park daily, we feel we have been left out to benefit those that use the facilities for a fraction of the time, especially netball. Please re-consider upgrading the pavilion area as it it dated, and is where the majority of the park's activity resides. Further, not sure why irrigation needs upgrading, the ovals, especially oval 2, are in terrific condition!

Female, 36-45	1-2	Car, Ride, Walk	Football	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking, Playground		Open space upgrade of existing facilities	Very impressive - upgrades galore	Car parking - overhaul is required Access A can be very dangerous to access the facility	Playgrounds	
Female, 36-45	3-4	Ride, Walk	Football, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking, Playground, Social gatherings/picnics		Walking the dog, kids sport and recreation.	The active recreation area sounds good.	The active recreation area and the improved paths.	I'd love to see provision for a cafe in the park.	Looks great, please get it done.
Male, 46-55	3-4	Car	Netball	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities		Keeping all 4 of the netball courts Upgrading the netball courts Providing seating and shade for all the netball courts	consideration for sport	Upgrades to the netball courts but are concerned that two are being removed	4 netball courts	disappointed that council is removing netball courts from this site, we would like councillors to reconsider this decision
Female, 46-55	1-2	Walk	Tennis	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities		Play, relax, tennis	Update of courts	PLEASE ADD PING PONG TABLES! current playground has little for older children. Goes well with climbing area.	A PINGPONG TABLE	An area with loads of shade and more plants please for just lounging around. Not everyone want to play sport. Thank you. Did a mention a PING PONG TABLE ? 😜
Female, 26-35	I don't use Le Page Park	Car, Walk	None	Playground					The playground needs to be made safer for younger kids. The green open bridge is too open for toddlers to fall through. There needs to be separate younger kids slide or change to a wobbly bridge or safer crossing as toddlers can easily slip through the holes! Never seen this before! The rest of the playground is pretty good!	
Female, 56-65	5 or more	Walk	None	Dog exercising/walking		1. Safe environment for children 2. Safe environment for dogs 3. Social aspect of the park	Improved facilities for sport and recreation	1. Circuit path 2. Better car parking - safer way for walkers to enter the precinct	Safer environment for dogs	Please consider adding the following 3 elements to your master plan: 1. Making Oval #2 fully enclosed for dogs to play safely. At the moment the are gaps in the fence for coaches boxes and I have seen many dogs escape the park and run onto Argus St. 2. Provide more rubbish bins to encourage correct disposal of dog bags and other waste. 3. Provide water fountains for large and small dogs as well as people - ideally close to the ovals. Thanks for allowing my input.

Female, 36-45	5 or more	Walk	Tennis, Football, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Playground		Football oval tennis courts playground	Plan is not developing the football and cricket clubs can the football club have double story club rooms and the cricket club have upgrades too not just tennis it's not fair	Need upgrade football and cricket club not just tennis it's not fair football club needs upgrade and cricket they have lots of people playing football and cricket facilities need to be upgraded not just tennis	Up's grade football and cricket club	Need to upgrade football and cricket club they have no upgrade in new plan it's a disgrace why can't they have double story tennis club rooms fix the problem please.
Female, 36-45	1-2	Car, Ride, Walk	None	Dog exercising/walking		Clean clean clean	New facilities	Facilities new netball courts	Water for humans, dog Dog waste bags so it's kept clean	Need more drinking water for humans and dogs
Male, 36-45	1-2	Car, Ride	Football, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Playground		Access to quality sporting facilities. Safety for children Accessibility of playgrounds for young children.	It builds on what is already here. Moving driveway away from playground.	Improved cricket nets. Better parking.	Playground Cricket nets.	
Female, 46-55	1-2	Walk	None	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities		Adult exercise equipment Perimeter running track Separation for dogs off leash.	Better parking for traffic flow on argus st. Upgrading kids sport facilities- our son plays tennis at le page. Better exercise options beyond kids sport as kids get older.	I currently cross the highway to get to barker st exercise park which can feel unsafe so having exercise options closer will be great. Improved tennis facilities will benefit our son.	We have teenagers so big kid play options such as big swings, flying fox. Nice walking tracks, water such as Karkarook and William Fry.	Ensure traffic flow on Argus st when footy games are on.
Female, 56-65	1-2	Walk	None	Dog exercising/walking						Please ensure that music levels and time limits for events are enforced. The noise that occurs with music, party events is often loud and goes too late in the evenings.
Male, 36-45	1-2	Car	Football	Playground	participate in sport	sporting facilities playground parking spaces	increased recreation areas	recreation area for kids of all ages will give each member of my family something to do improved parking areas will add safety for my family	ample parking, recreation/play areas with plenty of shaded areas and accessible/safe public toilets	if more parking spaces could be included and not less, this would be more beneficial especially on sport days where many families are looking for carpark
Female, 46-55	5 or more	Walk	Football	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking, Playground, Social gatherings/picnics		Trees. Sports oval. Off leash dog area. Playground.				Please add a skate park area to the design to provide a space for another type of activity.

Female, 26-35	1-2	Car	None	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking		1) access for non-sport recreational uses 2) Access and facilities for dogs 3) extensive gardens/ planting to combat the urban head effect and climate change	The flood lit path is a great idea as is the expansion of the non-sport recreational facilities	Lighting on the paths is a fantastic idea and it makes the park feel safer when its dark - particularly in winter. The increase in non-sport rec options is also a great idea as not everyone is part of those sporting clubs.	Dog Facilities, Great playgrounds for Kids.	1) The off-lead dog use on Oval two MUST include complete fencing and auto-closing (pool style) gates on all access points. This is essential for both Dog safety and non-dog owner safety. This essential requirement is almost always overlooked by Kingston council planning 2) The proposed path lighting needs to be done properly in order to achieve the goal of improving part safety and access during extended hours. This means significant overhead lighting without large gaps or black spots. Please don't use the same path lighting that was used for Dales Park in Oakleigh South. Because of the extremely poor design of path lighting at dales park the park feels dingy and unsafe once dark as these are huge areas (at least 80% of paths) that are not lit. because of this residence don't use the park after dark.
Male, 46-55	3-4	Car, Walk	Football	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities, Dog exercising/walking		As a regular visitor to the park I enjoy the open space & ability to do activities in a safe environment, away from traffic and busy roads. I love the grass surfaces of the ovals, since they were redeveloped in recent years. Finally, I love the fact my kids can go there to play football or cricket knowing they are in a safe environment.	I respect that the new plan has improvements for a number of activities. However, I feel that the football club (Cheltenham Panthers) have been left out with what has been proposed.	In truth, we will continue to use the park as we have for many years, but there is little in the masterplan that will entice us to use it more than we currently do. Depending on what is constructed we may use the new basketball facilities, but we have no interest in the likes of tennis, futsal, netball etc.	Improved lighting in the park and surroundings.	As mentioned in a previous point, I feel that the Cheltenham Panthers football club have been let down in this development. The club have a fantastic community spirit and have been a big part of my Sons lives, but also for so many people in the surrounding areas. For years there have been promises from Council, local MPs etc. that club rooms (pavilion) would be redeveloped. There was a recent redevelopment there, but if you ask anyone who uses the club they will tell you that the investment was a major disappointment. The only real change were new toilets and an new outdoor storage shed. The football club was a real focal point for so many in the community in the recent, challenging years, and I feel they deserve better than what can be seen in the current proposal by Council.

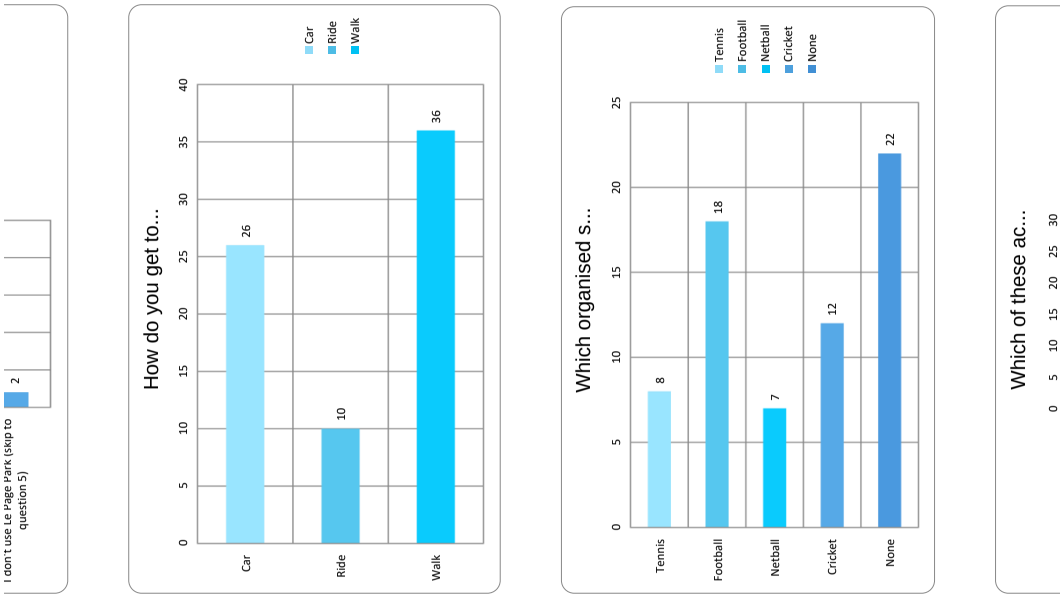
Female, 46-55	1-2	Car, Ride, Walk	Football	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities, Dog exercising/walking, Playground, Social gatherings/picnics, Rest and relaxation		Community Sport, Outdoor space, Oval for running and sport, playground for children, space for children to play sport.	The addition of a basketball court. There aren't enough outdoor basketball courts in Cheltenham or the City of Kingston. Basketball is more and more popular and with City of Kingston apartment living we need more outdoor facilities.	1. Construction of a floodlit multi-sport hardcourt area, catering for netball, tennis, basketball and futsal. Basketball court for 3 children who play basketball and football. Basketball is more and more popular and with City of Kingston apartment living we need more outdoor facilities. 2. Provision of ancillary amenities that support and improve the function of the park, including but not limited to barbecue facilities, seating, shade, bike parking, etc. The current BBQ is almost hidden away in a corner of Le Page - you don't notice it. It's not near the playground so you can keep an eye on children. And there aren't any water fountains nearby.	BBQ facilities and water fountains, play grounds, multi-sport hardcourt area for basketball, ovals for football, spaces for sport and recreation outdoors.	So glad that the City of Kingston are upgrading Le Page. It is well overdue and in need of additional work to make it more functional and family friendly. The COVID lockdowns highlighted the items that were missing from this park. I hope it will be able to be a great attraction for the community. I like the proposals and am looking forward to completion. Thank you.
Female, 26-35	1-2	Walk	None	Dog exercising/walking, Playground		Local		Please add an 'expression swing' (two person/Adult and baby swing)!! There are none in Kingston, we have to travel to Hughesdale or Glen Iris. Much safer and fun way to enjoy having little kids in a swing.	Expression swing	
Male, 26-35	1-2	Walk	Tennis, None	Dog exercising/walking, Social gatherings/picnics, Rest and relaxation		Tennis courts, Pleasant to walk through, BBQ facilities	The new tennis courts.	Tennis courts, BBQ facilities improvements	Tennis courts, more greenery	The proposal looks great. Very excited to see changes to a park I visit often.

Female, 46-55	5 or more	Car	Tennis	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities		1. Location and accessibility to the community. 2. The open space. 3. Sporting groups on offer.	The upgrade of the Le Page Tennis Club, the addition of the walking/running track and the the installation of the multi-use area on the southern side of the park.	The top two master plan proposals would be; 1. The addition of the walk/running track - this with the addition of exercise stations (if they are put into the plan), would encourage the community to use the park for exercise; both personal and in groups. 2. The upgrade to the tennis club means that there can be more use of the courts with the introduction of lights on all courts. We would implement a social tennis night that we are not currently able to facilitate due to the lack of lighting. This would mean greater accessibility to court time and working with council to facilitate programs to battle mental health issues within the community.	As stated above, I believe the plan is a good one and provides a holistic approach at encouraging use by the community with the addition of the walk/running track and the new multi-use area. People I have discussed the plan with have been happy to hear that basketball and futsal courts are being implemented. This will attract a new group of people to the park.	In terms of the Le Page Tennis Club, The proposed format doesn't fit our community feel. Placing a car park between the courts creates a disconnect of the facility and exposes users to risk having to navigate through vehicles to get to & from the club house and the front courts at Herald St. This is especially highlighted on weekends when the park is heavily used by all stakeholders with junior competitions. I ran through with Michael what we have discussed as a proposal and wanted to share this with you. ** We remain in our current configuration of 2 x banks of 3 courts. ** It is proposed the pavilion be increased in size to 260m2. This is really too big for our needs. We suggest the pavilion to remain in its current location and be increased to approximately 200m2 or by a 1/4 of its current size. * It is important we maintain connectivity between the courts and the clubhouse. * the last 50/60m2 to be made an outdoor courtyard area for member use to facilitate BBQ, tables, cover from the
Female, 46-55	1-2	Walk	None	Dog exercising/walking, Social gatherings/picnics						1. Stop asking "what's great about our existing plan?!?!?". If you want community feedback, ask what we like and what we don't like. 2. Why are you wasting ratepayer money on a frickin' pavilion for tennis? This is serious overspend and gold plating. Utterly uncalled for
Male, 46-55	1-2	Car	Netball	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc)		The netball courts	I do not like the proposal at all. There is no provision for the netball courts and reducing the courts from 4 to 2 will be harmful to the sport and the Club my daughter play for.	Only to increase and rebuild the netball courts.	The netball courts.	Please do not take away the netball courts, it is the home of the Cheltenham Panthers Netball Club and our club is increasing in size every season. Should you take away the courts, it will severely impact the training of our club and for girls in sport.
Male, 36-45	5 or more	Car	Football	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking, Playground, Social gatherings/picnics		Playground, connection to school and park safety	Variety of use and possibilities to participate our own way as a family.	Scooter, new courts open to public	I will visit regardless	I nod the think the driveway is in the right location it's too close to the school entry and will become really dangerous at school drop off and pick up times.
Female, 46-55	5 or more	Car, Ride, Walk	Football, Netball, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Dog exercising/walking		The netball courts, cricket nets and the ovals	Cricket nets being moved	Cricket nets will be able to be used while a game is on. The double story club rooms from the previous master plan	Netball and cricket facilities	The tennis club seems to take up a lot of space in the reserve and should be downsized. The netball courts should stay stand alone and maybe add the other sports into multi use tennis courts. I believe this will even the use and maximise the space.

Female, 46-55	3-4	Car, Walk	Netball	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Playground, Social gatherings/picnics, Rest and relaxation		My daughters' training for netball, having a close and accessible local park for regular exercise and having a location to focus club activities (eg. meet and greet sessions, training and club social activities like pizza night).	Revamping facilities but I am very disappointed that one of the key sports, netball, is not being adequately considered.	Updated facilities across the board for each of the sports represented at Le Page	We request that Kingston Council includes the following updates to the Le Page Park Masterplan Retain and upgrade the current four netball courts (as they are asphalt and in poor condition) Provide seating near the courts and add low fencing to improve safety near the carpark	In proposing to remove four netball courts and replace them with two multi-lined courts as part of their updated Le Page Park Masterplan, it will reduce access to netball for the local community and clubs who rely on these courts. It is upsetting to learn that the council considers that there are too many netball courts in the municipality and there is not the demand to retain the Le Page netball courts, this is simply not true. These netball courts have been here for over 25yrs and they are used weekly as a training venue for local clubs from the Kingston District Netball Association - which currently has 1791 members. It is also the home of Cheltenham Panthers Netball Club and their 225 members. We run all our training, workshops and family fun days at Le Page. We are strongly aligned with the Panther's football and cricket clubs at this site and our girls (and 2 boys) all live locally, many find their own way to training. If these courts were reduced it would directly impact the membership and our ability to train as a club. Netball is the leading female participation team sport in Australia, and is played by over 1.2m people (89% female). In Kingston, there are currently 5,973 registered netball players and 41 clubs.
Male, 26-35	1-2	Walk	None	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Individual fitness activities, Playground, Social gatherings/picnics		'-Open space for scooter and bike riding practice (I have a son with a disability) - an inclusive playground	Parlour Area Modernising facilities		Proper modern toilet facilities And a bbq area	Please add an expression swing!!! Kingston needs these! Also please ensure enough toilet facilities and ideally changing place facilities
Male, 26-35	3-4	Car, Walk	None	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Playground, Social gatherings/picnics, Rest and relaxation		The facilities Accessibility	The courts being upgraded, would be great to have floodlights and basketball facilities added so we don't have to use Le Page primary school basketball hoops. The courts are also shabby - lots of gravel and cracks that my kids trip over.		More picnic seating options - the area near the playground is ok but it could be better and there is plenty of space there to improve it	
Male, 26-35	1-2	Walk	None	Dog exercising/walking		Dog park, public sporting facilites (basketball ring would be nice)	Parkour soudns cool. And by climbing I assume a bouldering wall which would also be really great.	basketball ring		
Female, 36-45	3-4	Car, Walk	Football, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Playground, Social gatherings/picnics		Community sports Playground Tree's				I'm deeply disappointed that the originally planned modernisation and construction of the double storey club rooms for the football and cricket clubs is not going ahead. To stay up to date with surrounding clubs in the area is vital for the club's success's.

Female, 36-45	5 or more	Car, Ride, Walk	Football, Cricket	Playground, Social gatherings/picnics, Rest and relaxation		Hygiene for the kids playing sports, that all sports get facilities that are state of the art, no one is discriminated by this	I don't - in this way the footy club has no benefit after both the tennis and netball clubs reduced what was needed for the cricket and football rooms in the last rollout.	None	Upgrade for all sporting facilities so that my kids can benefit by being part of these communities	
Male, 56-65	1-2	Walk	None	Dog exercising/walking		Green space close to home Dog walking space Rubbish bins	Caters for everyone		Trees/ landscaping	
Female, 46-55	1-2	Walk	None	Individual fitness activities, Playground, Rest and relaxation		Trees, playground, attractive place to rest	Path for walking and tree planting	Circuit path and ancillary amenities	More tree lined bike and walking paths to connect residents to the park and other parks	Please add more trees for screening along the northern boundary
Female, 56-65	3-4	Walk	None	Individual fitness activities, Social gatherings/picnics		Walking distance to my home I take my grandchildren there. I walk around there for fitness	The different activities proposed	The new added children features, sports equipment, basketball court	It needs to be modernised, bbq areas modernised toilets, and more Play Equipment	I have elderly people who live around me, that cannot participate with survey but I will voice what they say they want disability walking area for there walkers and chairs and sheltered rotundas to sit under for family gatherings and bbq areas.
Male, 46-55	3-4	Car, Walk	Football, Cricket	Individual fitness activities, Dog exercising/walking, Social gatherings/picnics		New cricket nets. Open space between ovals near cricket nets. Leash free zone for dogs	New nets. Pathways Active recreation area	New nets, current nets runups are too short and uphill. Recreation area		There needs to be more parking and the new entrance is too close to Le page Park PS
Female, 46-55	3-4	Car	Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc), Social gatherings/picnics	Organized Sport	Play Cricket, Socialize with friends, Attend cricket meetings	I like that the nets will be increased to 4 pitches as the growing junior numbers means more nets are required. I also like the basketball rings incorporated between the netball courts. The walking track will also be a benefit for walkers and runners who would normally run laps of both ovals.	The added cricket net. The club has 14 junior teams now and the nets will be used 7 days a week. The basketball rings are needed as apart from school rings, which can be locked, there are no other rings in the area.	The walking track, the picnic area and the sealing of the two carparks.	Careful consideration needs to be given to the placement of the new nets. Both footy and cricket clubs use the area near the shed as a spectator area and it will be cut down by two-thirds with the 4 nets going in along with a high end wall. The nets need to be placed as close to the tennis court fence as possible, so there can still be room for spectators to the south and a path to the north of the nets. Not sure why the driveway has to be moved closer to the school. There are after school activities and it will become a busy intersection as school parents will use and park near that entrance, meaning park users will struggle to gain easy access. currently parents park in the Oval 2 carpark when dropping off and picking up kids from school. It is always busy, particulary in the afternoons when players of sport are arriving for training.

Male, 46-55	1-2	Car	Tennis	Individual fitness activities, Dog exercising/walking		1. Open space that is available for community use 2. Multiple sporting clubs are equally provided for 3. Dog and child friendly area	Redevelopment of the tennis club, which is overdue. It's an important asset used by a broad cross section of the community.	1. Retention of the off leash dog area - it's important to provide this space in the local area. 2. New tennis clubhouse - this will provide an area that will make it a more pleasant environment, will extend our time spent at the club and will also encourage more community related activities.	Dedicated walking paths around the ovals. Lots of seating and sheltered viewing areas around the perimeter of the tennis club, ovals and netball courts. Improved BBQ facilities.	'With regards to the tennis club area redevelopment: - to enable more community groups to use the clubhouse during the week, provide a mini catering kitchen, bar area and an outdoor entertainment area - provide an area for a gym / strength & conditioning area - this will encourage both adults and kids to stay longer at the club and further improve their fitness - make the tennis club area fully accessible to allow all groups to attend - consider the type of court finish. The group of 4 courts between ovals 1 and 2 are suited to being hardcourt for competitions. Harcourt surface will also be better suited for wheelchair tennis. The group of 2 two and hotshots courts can be synthetic grass for training and social tennis. - a separate shed to store equipment is required (similar to the cricket/football shed, but of a smaller scale). With regards to parking, there is generally enough parking throughout the week. On the weekends parking is an issue when Auskick is on. Consider more indented kerbside parking along Argus and Herald St. With regards to the football/cricket facilities,
Female, 46-55	3-4	Car	Football, Cricket	Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc)		Good cafe, playground, shelter from sun/rain	Parkour	Basketball courts, bike, parkour	Decent Toilets, big playground which is enclosed for the little ones, bbq facilities which are sheltered and has table/chairs nearby, nice gardens	Great news to hear it's getting an upgrade!
Female, 36-45	1-2	Car	Football	Dog exercising/walking, Playground		Quality of sports facilities Nature Playground	Bouldering wall - encourages older children to play	Bouldering wall - per above Updated playground	Activities for teenagers	


I don't use Le Page Park (skip to question 5)
2
How do you get to...
Car
Ride
Walk
0
5
10
15
20
25
30
35
40
26
10
36
Car
Ride
Walk
Which organised s...
Tennis
Football
Netball
Cricket
None
0
5
10
15
20
25
8
18
7
12
22
Tennis
Football
Netball
Cricket
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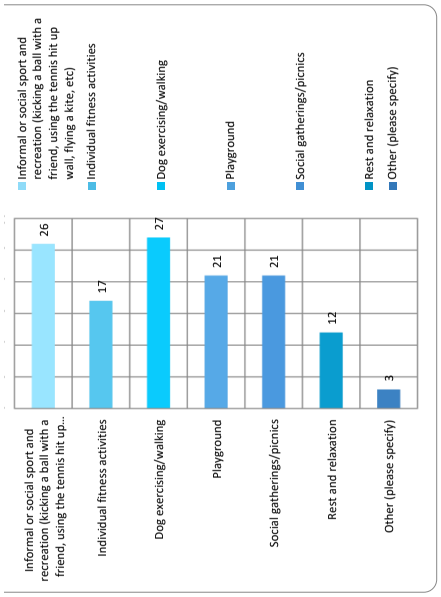
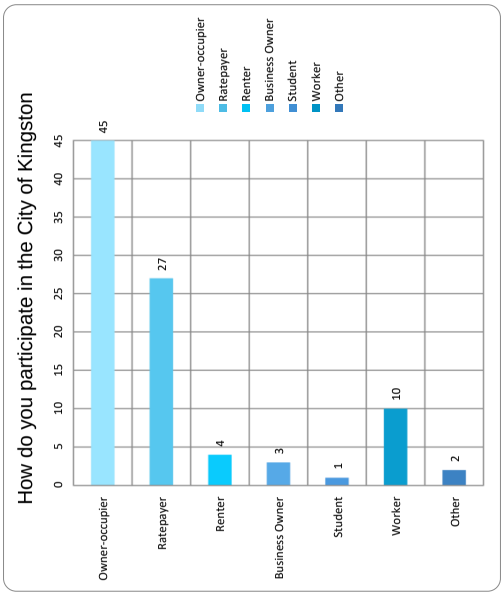
30


Informal or social sport and recreation (kicking a ball with a friend, using the tennis hit up wall, flying a kite, etc)
Individual fitness activities
Dog exercising/walking
Playground
Social gatherings/picnics
Rest and relaxation
Other (please specify)
26
17
27
21
21
12
3


How do you participate in the City of Kingston
Owner-occupier
Ratepayer
Renter
Business Owner
Student
Worker
Other
45
27
4
3
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10
2
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25
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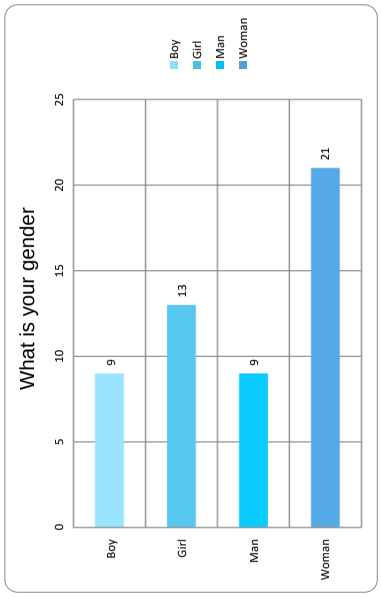
35
40
45


What is your gender
Boy
Girl
Man
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0
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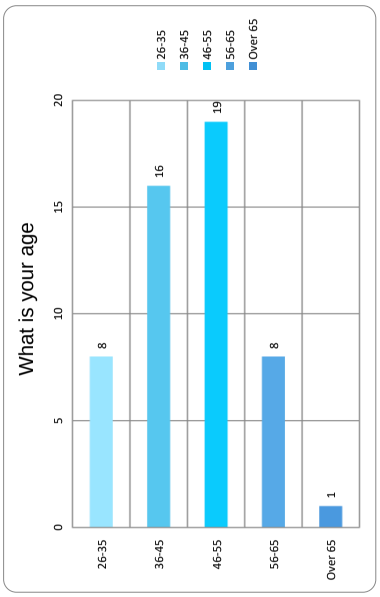
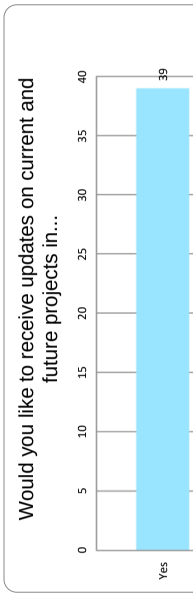
13
9
21
Boy
Girl
Man
Woman


What is your age
26-35
36-45
46-55
56-65
Over 65
0
5
10
15
20
8
16
19
8
1
26-35
36-45
46-55
56-65
Over 65


Would you like to receive updates on current and future projects in...
0
5
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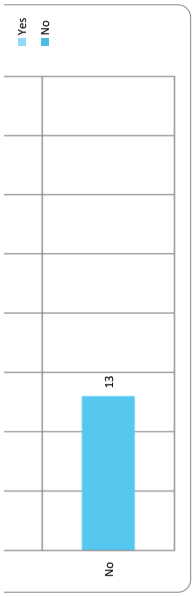
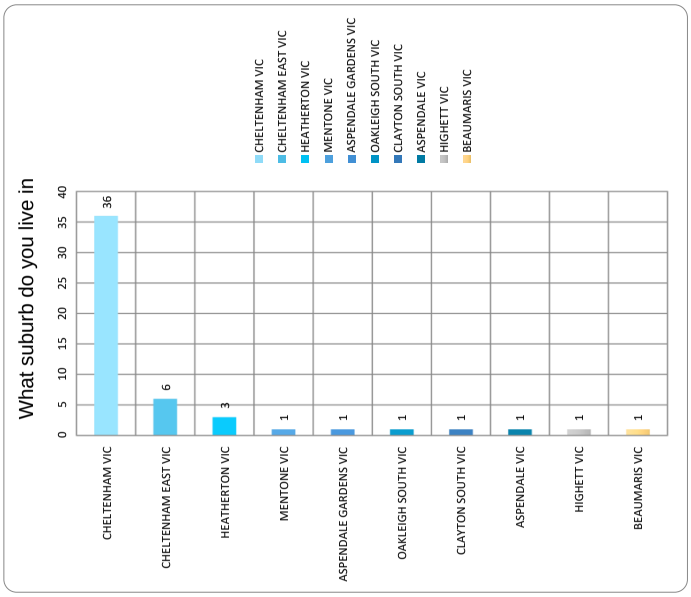
30
35
40
39
Yes


Yes
No
13
No


What suburb do you live in
CHELTENHAM VIC
CHELTENHAM EAST VIC
HEATHERTON VIC
MENTONE VIC
ASPENDALE GARDENS VIC
OAKLEIGH SOUTH VIC
CLAYTON SOUTH VIC
ASPENDALE VIC
HIGHETT VIC
BEAUMARIS VIC
0 5 10 15 20 25 30 35 40
36
6
3
1
1
1
1
1
1
1
CHELTENHAM VIC
CHELTENHAM EAST VIC
HEATHERTON VIC
MENTONE VIC
ASPENDALE GARDENS VIC
OAKLEIGH SOUTH VIC
CLAYTON SOUTH VIC
ASPENDALE VIC
HIGHETT VIC
BEAUMARIS VIC

OFFICIAL

Department of Jobs, Precincts and Regions
GPO Box 4509
Melbourne,
Victoria 3001 Australia
Telephone: +61 3 9651 9999
DX 210074

Ref: CORG-2-21-13337
File:

Jelena Petronijevic
Jelena.petronijevic@chisholm.edu.au

Dear Ms Petronijevic

SUPPORT LETTER FOR LE PAGE PARK

Thank you for your email of 27 November 2021 to the Hon Ros Spence MP, Minister for Community Sport, seeking financial support for an all-ability facility at Le Page Park Tennis Club. The Minister has asked me to respond on her behalf. I apologise for the delay in response.

I would firstly like to commend you on your commitment to providing accessible facilities and equal access for people of all abilities. It is wonderful to hear about your daughter's passion for tennis and the Le Page Park Tennis Club supporting her participation. Sport and Recreation Victoria (SRV) strongly encourages community infrastructure projects to have all-abilities access and equal opportunities for all user groups.

Providing high-quality, accessible community sport and active recreation infrastructure is a key aim of the Victorian Government and is integral to the health and wellbeing of all Victorians. Since 2014, the Victorian Government has invested over $1.1 billion in community sport and active recreation infrastructure, including over $19.5 million invested in the City of Kingston.

SRV provided funding of $125,000 to support the upgrade of the pavilion at Le Page Park through the Victorian Government's *2019-20 Community Sports Infrastructure Fund – Minor Facilities* program. The project refurbished the existing change rooms and constructed additional new change rooms with amenities, public and accessible toilets, and improved the accessibility of the pavilion.

SRV's funding programs are generally only available for application by Local Government Authorities (LGAs) and Alpine Resort Boards. LGAs can apply directly for funding through SRV's community infrastructure programs to develop suitable facilities for local clubs, including upgrades to provide additional all-abilities access. The 2021-22 Local Sports Infrastructure Fund (LSIF) is currently open for applications until 7 February 2022 and will invest up to $27 million in new and improved community sports infrastructure.

I encourage the Le Page Tennis Club to liaise with Kingston City Council regarding funding opportunities for this project. The appropriate person to contact at Council is Kim Forbes, Strategic Coordinator Leisure Facilities, via mobile 0437 243 640 or email kim.forbes@kingston.vic.gov.au.

Kingston City Council works closely with All Abilities Play (AAA Play) - a free Victorian Government funded service operated by Reclink Australia. AAA Play helps connect people with disabilities to participate in sport and recreation, drawing on a network of State Sporting Associations, active community clubs, local governments and disability specific sport and recreation providers. I would encourage you to visit the AAA Play website at www.aaaplay.org.au for more information about the service.

If you would like to learn more about SRV's community sports infrastructure funding programs, you may contact Kane Roach, Manager Metropolitan Southern, via email kane.roach@sport.vic.gov.au.

I hope this information has been of assistance and wish your daughter all the best for her future participation in tennis.

Yours sincerely

Georgina McCann
Acting Associate Deputy Secretary
Sport, Recreation and Racing

Date: 24/12/2021

BLIND SPORTS & Recreation Victoria

Join us Join in

9 November 2021

To Whom It May Concern

Re: Disability compliance funding needed – Le Page Park Tennis Club

We are writing in support of Le Page Tennis Club who are seeking funding for an accessible sporting club in Melbourne's South Eastern suburbs.

Blind Sports & Recreation Victoria (BSRV) supports proposed upgrades at Cheltenham's Le Page Park that will boost participation opportunities for all, with a particular focus on people with a disability.

Le Page Park is going through the process of getting a Master Plan developed. As a part of these plans, BSRV supports work to deliver a fully DDA-compliant pavilion/clubhouse. We are also excited about plans for at least two all-abilities-style tennis courts to be added to the existing courts, suitable for wheelchair and blind/vision impaired tennis.

Le Page Tennis Club is working closely with the City of Kingston to develop a Master Plan for the site that is committed to accessibility and inclusivity.

In order to achieve this vision, support from the Victorian Government is needed. BSRV fully support Le Page in their endeavour to seek funding to deliver upgraded DDA-compliant facilities at Le Page Park to benefit not only the local community but also people with disabilities including people who are blind or vision impaired.

Should you require any further information, please don't hesitate to contact me on 0407 365 962.

Yours sincerely

Maurice Gleeson OAM
PRESIDENT

Supported by

VicHealth Vision Australia VICTORIA

454 Glenferrie Road, Kooyong Vic. 3144 Ph. 03 9822 8876

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www.blindsports.org.au
info@blindsports.org.au

CR HADI SAAB
27/11/2021

DEPUTY MAYOR
Karkarook Ward Councillor

kingston.vic.gov.au

mob 0437 885 142

email hadi.saab@kingston.vic.gov.au

Disability compliance funding needed

My name is Jelena Petronijevic, and I am the mother of a ten-year-old girl, Kala, who is visually impaired. Our family is writing to seek your support for increased investment in accessible sporting opportunities in Melbourne's South-eastern suburbs.

Up until last year, the only option for my girl (who is a huge tennis lover) to play tennis was once a fortnight in the city, at the Olympic Centre.

To put things into perspective, when my girl was 5 years old and wanted to play tennis, we could not find a kids' program addressing her needs. We phoned around and we found the Blind Tennis Adult Program at Olympic Park and she was the only child playing with adults.

A year later they started the Junior Program at Olympic Park. We were in tears from excitement. However, over the years, traveling on the Monash Freeway at 5pm on every second Friday has proven to be an exhausting task for the whole family. Despite the love we soon realise that we cannot keep up like that.

We were fortunate enough to have support from our local La Page Tennis Club to bring the program to this side of the city. We have a small but enthusiastic group of kids attending tennis lessons closer to home. We finally felt like we don't have to constantly jump over millions of hoops to provide our child with the opportunity to play sport, that other kids can access at every corner of every suburb.

The prospect of having an all-ability tennis on this side of the city is something that would change the lives of many families.

We all see the talks of inclusion and support, but I believe that people with additional needs are still heavily discriminated against. Instead of enabling regular sporting grounds, clubs and events to cater for all needs we are making it harder for this vulnerable group by restricting their access to these vital premises. We have one or two premisses that cater for various needs for the whole city of Melbourne. How is that inclusive?

That is why our family strongly supports proposed upgrades at Cheltenham's Le Page Park that will boost participation opportunities for all, with a particular focus on people with a disability.

Le Page Park is going through the process of getting a Master Plan developed. As part of these plans our family supports work to deliver a fully DDA-compliant pavilion/clubhouse. We are also excited about plans for at least two all-abilities-style tennis courts to be added to the existing courts, suitable for wheelchair and blind/vision impaired tennis.

However, in order to achieve this vision, support from the Victorian Government is key. We are seeking your support to help jointly fund this important work to deliver upgraded DDA- compliant facilities at Le Page Park to benefit not only our local community but also the region as a whole.

We hope to hear from you and look forward to setting a new benchmark in accessible sport.

Regards,
Petronijevic Family

Jelena.petronijevic@chisholm.edu.au
Ph:9551 6797 **mob:** 0401 059 600

P.S. If you would like to find out more about blind tennis and difficulties that people with vision impairment face every day please click on the following link.

https://www.akqa.com/work/tennis-australia/action-audio/

It features an amazing technology called 'Action Audio' that helps our visually impaired community come one step closer to leading a fulfilling life.

Le Page Park Draft Master Plan

Stakeholder Responses

Cheltenham Panthers Junior Football Club

RE: Le Page Park Draft Masterplan - Stakeholder Meeting

S Secretary | CJFC Panthers <secretary@cjfc.com.au>
To Michael Stamatovski Thu 30/06

The Cheltenham Junior Football club support the Masterplan in it's current form.
We request the netball court upgrade be given priority during redevelopment.

Thanks,

Emma Doble
General manager – CJFC
0414 711 530

Le Page Tennis Club

Le Page Master Plan

MP Michael Petkoff <lepagetennispresident@gmail.com>
To Michael Stamatovski; Mark Stockton; Hannah Croughan; Bridget Draper; Cr Hadi Saab; Cr Steve Staikos
Reply Reply All Forward Wed 29/06/2022 2:36 PM
You replied to this message on 29/06/2022 6:41 PM.
Suggested Meetings Get more add-ins

On behalf of the Le Page Tennis Club (Committee and Members) , I would like to extend our sincere thanks to the City of Kingston in considering all facets of redeveloping Le Page Park as a whole.

Le Page Tennis Club supports the Master Plan proposed during the stakeholder meeting at Council Chambers on Tuesday 28 June 2022.

We look forward to hearing the outcome of the presentation of the Master Plan to Councillors on 25 July.

Thank you again for all your support and in bringing the process through to this stage.

Regards,

Mick
Michael Petkoff

President | Le Page Tennis Club Inc.
Le Page Park, Herald St Cheltenham VIC 3192

Le Page Park Cricket Club

RE: Le Page Park Cricket Club - Master Plan Response

Reply | Reply All | Forward | ...

JA Jenny Aldridge @ Frontline <jenny@frontlinestores.com.au>
To Michael Stamatovski; Narelle Partridge; John Ashton

Mon 4/07/2022 10:16 PM

Hi Michael,

LPPCC supports the Masterplan presented and discussed at the council meeting.

Thanks to the councilors for their time and we look forward to things progressing after the council meeting later in July.

Please advise if you need anything further from LPPCC.

Kind regards,

FRONT LINE STORES

Jenny Aldridge
Divisional Manager Sport & Leisure
0417 132 444 | jenny@frontlinestores.com.au
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Cheltenham Panther Netball Club

CPNC - feedback on Le Page Master Plan

Reply | Reply All | Forward | ...

DP Dana Pritchard <onedanap@yahoo.com.au>
To Cr Hadi Saab; Cr Steve Staikos
Cc Michael Stamatovski; Mark Stockton; CPNC Treasurer

Tue 5/07/2022 7:17 PM

You forwarded this message on 6/07/2022 8:37 AM.

Hi Councillors

Thank you for the opportunity to provide our club's feedback on the Le Page Master Plan.

Cheltenham Panthers Netball Club (CPNC) Position
We do not want to hold up the masterplan for this site and therefore will support Council's current plan with the following conditions:

- The netball courts are compliant with Netball Victoria's regulations
- The two courts have training level lighting, seating, shelter and are safely separated from vehicles (car park and roads)
- That the CPNC are provided with dedicated storage at this site near the netball courts
- As the tenant club CPNC continue to be given priority booking at the site.

Further to this we ask Council to consider:

- That the netball courts are prioritised to be first in the upgrade of the site, as the current courts are in very poor condition
- An additional practice ring is included in the hard surface informal recreation area
- To future proof the courts, can the end section which is currently a semi circle be squared off to provide growth opportunities in the future. We understand that this is a designated informal recreation area and we don't ask for this to be lined for netball at this point. But a space that could accomodate growth of netball/tennis/basketball in future years would be a good investment for the community.

As we have only been provided with a week to respond I would like to make it clear that while this is the position of the Committee we have a number of club members who have not been able to have their say at this point (as it is school holidays and they have only just been informed of the decision). They may provide further feedback at a later date.

Community Consultation
We would also like to provide some feedback for Council on the consultation process.

We would have been able to reach a compromise a lot earlier in this process if officers had taken the time to meet separately with the Cheltenham Panthers Netball Club at any time through the consultation period. True community consultation does not put four clubs in a room together and tells them that if Netball doesn't comply you will all get nothing, This approach was very disappointing, confronting and damaging to our relationship with our elected Councillors. Hopefully this feedback will be taken on board so that it doesn't occur to another club in the future.

Please let me know if you have any questions.

Regards

Cheltenham Panthers Netball Club Committee

PAGE 2

Council Meeting

25 July 2022

Agenda Item No: 10.2

ELDER STREET SOUTH RESERVE DEVELOPMENT - CONTRACT AWARD

Contact Officer: Asieh Motazedian, Team Leader Public Spaces

Purpose of Report

This report seeks Council to appoint a contractor for the delivery of CON 21/103 - Elder Street South Reserve Development.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Note the outcome of the tender evaluation process for Contract 21/103 – Elder Street South Reserve Landscape and Civil Works, as set out in the attached confidential appendices;
2. Delegate authority to the Chief Executive Officer to award Contract 21/103 - Elder Street South Reserve Landscape and Civil Works to Bild Greenfields Pty Ltd for the lump sum amount of $1,588,806.77 (exclusive of GST), subject to a successful financial assessment; and
3. Delegate authority to the Chief Executive Officer or nominee to approve contract variations and contingency spend of up to 15% of the lump sum amount, if required.

1. Executive Summary

Elder Street South Reserve (a former landfill) forms a key link in the Chain of Parks. Council took operational control of the site in 2017 and the reserve was opened to the public with grassed areas and paths, as an undeveloped open space in June 2021.

The Master Plan for the site was adopted by Council in June 2021. As part of the Master Plan development, a design was initially developed by consultants that included natural landscape, and areas ranging from active sport, passive recreation, dense tree plantings and open grasslands. The consultant ceased trading in late 2021. Since then, Council's Public Space has redesigned some elements of the open space to address a few challenges including increased construction costs, leaching of contaminated water and confirmation of the land title boundary (with 172 Elder Street South).

Following a public tender process, this report seeks to appoint a contractor for the delivery of landscape and civil works at Elder Street South Reserve. The project was advertised for tender on Tuesday 31 May 2022 and was closed with 6 submissions received on Tuesday 28 June.

2. Background

Elder Street South Reserve forms a key link within the Chain of Parks and has significant community interest. Without Elder Street South Reserve there can be no continual Chain of Parks between Karkarook Reserve and Braeside Park, a key long-term goal of both Council and the State Government.

Since 2017 Council has been undertaking site works with the intent to open the reserve to the public. Works to date have included earthworks, capping, tree removal and drainage improvements to provide safe and accessible path networks and open lawns. The reserve was opened to the public in this basic form in June 2021.

Preliminary consultation was undertaken in early 2020 to determine the aspirations of the community for the Elder Street South Reserve. This consultation included 28 responses to Your Kingston Your Say and 17 people attended a drop-in session at Clarinda library. The local primary school was also consulted. Results from this consultation were used by the consultants to develop a draft Master Plan.

The draft Master Plan was released for public consultation from March to April 2021 and the Master Plan was adopted by Council in June 2021. The Master Plan aligns with outcomes in the Green Wedge Management Plan and incorporated Chain of Parks Plan. This includes increasing biodiversity values, providing active and passive recreation spaces, and a shared user path eventually linking Karkarook Park to Braeside Park.

The consultants were then re-engaged to develop detailed design and prepare the tender package based on the endorsed Master Plan. The design includes basketball and netball facilities, natural woodland play space, BBQ areas, small seating nooks, and public toilets.

In late 2021, the consultants advised Council they were closing the business. Since the consultants left the project, Council officers faced two main challenges:

- Underestimated construction costs: based on the detailed designs prepared by the consultants, project construction costs were underestimated by around $1.2 million. This is partly due to cost estimates increasing due to Covid.
- Irrigation and contamination: the site continues to leach water into a recently constructed swale. The original plans intended for runoff collected by the swale to be used for irrigation, however this has been discovered to be contaminated is unsuitable for irrigation.

To address all the above, officers:

- Redesigned the space to reduce costs while retaining key features of the adopted master plan.
- Abandoned the initial plan to use captured runoff for irrigation and instead designed for future recycled water supply from the future purple pipe.

The project was successfully redesigned and advertised for tender on Tuesday 31 May 2022 and closed with six submissions received on Tuesday 28 June 2022.

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Liveable - Our city will be a vibrant, enjoyable, and easy place to live.

Strategy: Provide accessible, quality public open spaces for passive and active recreation

3.2 Consultation/Internal Review

The tender specification for Contract 21/103 - Elder Street South Reserve Landscape and Civil Works has been developed in consultation with Council's Procurement Department and other relevant service areas within Council.

Officers have undertaken a formal public tender in accordance with Council policy and the tender submissions have been assessed in accordance the selection criteria.

3.3 Operation and Strategic Issues

3.3.1 Tender & Assessment

In response to an open public tender process, six (6) tenders were received.

A confidential Tender Evaluation Report, including the completed evaluation matrix is set out as Appendix 1.

Tenderers were shortlisted and interviewed. The preferred tenderer, as assessed by the Tender Evaluation Panel, is Bild Greenfields Pty Ltd.

Bild Greenfields Pty Ltd's tender was assessed as providing:

- Value for money;
- Capacity and demonstrated relevant experience to deliver the works;
- High attention to details and proposed methodology; and
- Comprehensive understanding of the works and challenges associated with the works.

3.3.2 OHS Management

As part of the tender, all respondents were required to meet Council's OHS and Environmental requirements.

From the information provided, all shortlisted candidates demonstrated sound OHS policies and processes and held third party safety accreditation AS/NZS 4801:2001.

Final contract award is subject to Bild Greenfields Pty Ltd complying with Global Rapid (OH&S management systems registration), a mandatory requirement of Council.

3.3.3 Financial Assessment

Final contract award is subject to a successful financial assessment (Corporate Scorecard) which will be completed for Bild Greenfields Pty Ltd.

4. Conclusion

Officers have completed a public tender process for the procurement of construction services for the delivery of landscape and civil works at Elder Street South Reserve and following an evaluation process recommend the award of contract to Bild Greenfields Pty Ltd.

4.1 Environmental Implications

The contractor approved for the Contract 21/103 - Elder Street South Reserve Landscape and Civil Works is required to align practices and processes to reflect Council's environmental principles and policies.

4.2 Social Implications

Development of the Elder Street South Reserve civil and landscape works will improve play and recreation facilities that enhance exercise and wellbeing opportunities for a range of ages and abilities. This is also the first implementation of chain of parks.

4.3 Resource Implications

The submitted tender is within budget. Council has allocated $1.7 million for completion of this project as part of the adopted capital works program for 2022-23.

If the full contingency of 15% is used, the project will be over budget by approximately $126,000 which would be funded by savings in the capital program.

4.4 Legal / Risk Implications

Council officers will manage contract risks through Council's existing OHS and risk management processes.

Appendices

Appendix 1 - CON 21-103 Elder Street South Reserve Tender Evaluation Report Memo (Ref 22/195819) - Confidential

Author/s:	Asieh Motazedian, Team Leader Public Spaces
Reviewed and Approved By:	Emily Boucher, Manager Open Space
	Samantha Krull, General Manager Infrastructure and Open Space

Council Meeting

25 July 2022

Agenda Item No: 10.3

CON 22/064 - ESTABLISHMENT OF PROJECT MANAGEMENT SERVICES CONTRACTOR PANEL

Contact Officer: James Kearney, Senior Project Manager

Purpose of Report

The purpose of this report is to seek Council's approval for the establishment of a specialist Project Management Services panel of suitably qualified consultants to support the organisation, on an as needs basis, in the delivery of significant and complex capital projects of Council's 4-year capital works program.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council:

1. Delegate authority to the Chief Executive Officer to award CON 22/064 to appoint the following contractors to Council's Project Management Services Panel for an initial three (3) year period until 26 July 2025:
   a) Root Partnerships Pty Ltd
   b) Accuraco Pty Ltd
   c) Bridge42 Pty Ltd (t/a Bridge42)
   d) Turner & Townsend Thinc Pty Ltd (t/a Turner & Townsend Pty Ltd)
   e) Donald Cant Watts Corke (Management) Pty Ltd
   f) Touch Projects Limited (t/a Touch Projects); and
2. Authorise the CEO to execute the option to extend the Project Management Services Panel by a further three (3) years, if required.

1. Executive Summary

Council's commitment to providing quality, safe and compliant infrastructure for use by Kingston's community may at times require the engagement of suitably qualified specialist Project Management Services to assist in the delivery of complex or strategic projects.

To achieve this, a request for tender was advertised for the establishment of a specialist Project Management Services panel (CON 22/064).

Quotations will be sought from the panel consultants for specialist Project Management support as required throughout the life of the panel. The panel will run for a term of three (3) years until 26 July 2025, with the option to extend for another three (3) years at Council's discretion.

2. Background

The establishment of a pre-qualified specialist Project Management consultancy panel will provide support for projects as required across the organisation.

The request for tender sought responses from suitably qualified Project Management Service consultants via public tender, which was advertised in The Age on Saturday 28 May 2022 and closed on Friday 23 June 2022 at 2:00pm.

Twenty one (21) submissions were received by the closing date, and these are set out in the confidential attachment detailing the submissions received, together with the Tender Evaluation Panel's rankings for each consultant.

The Tender Evaluation Panel assessed the submissions in a two staged approach, shortlisting eleven (11) consultants.

During the second stage assessment, the panel further reviewed the short-listed submissions in-line with the evaluation criteria and recommend in order to provide Council with sufficient Project Management Service consultant capacity and to manage resource risk, a total of six (6) consultants be appointed as a pre-qualified panel under Contract 22/064 for an initial period of 3 years up to 26 July 2025.

3. Discussion

3.1 Council Plan Alignment

Goal Liveable - Our city will be a vibrant, enjoyable, and easy place to live. Outcome invest in high-quality community assets

The availability of a panel of pre-qualified Project Management Services consultancies will provide Council with an effective means of support, when required, to assist in the delivery of current and future capital works projects.

3.2 Consultation/Internal Review

The tender specification for CON 22/064 has been developed by the Project Management Office in consultation with Council's Procurement, Infrastructure, Active Kingston, Open Space and City Works departments, as identified primary users of the panel.

3.3 Operation and Strategic Issues

<u>Tender Evaluation</u>

Twenty one (21) submissions were received and assessed by the Tender Evaluation Panel, which recommended a shortlist of 6 consultants for the panel.

The assessment criteria were:

- Price
- Experience
- Methodology & Service Delivery
- Community Benefit
- Environmental Sustainability

All consultants will be required to be compliant with Council's OHS management system in advance of undertaking works.

The Tender Evaluation Panel's assessment is attached as a confidential attachment to this report. It is recommended that the following consultants be appointed as a panel of Project Management consultants to deliver the requirements of CON 22/064 for an initial period of three (3) years until 26 July 2025:

- Root Partnerships Pty Ltd
- Accuraco Pty Ltd
- Bridge42 Pty Ltd (t/a Bridge42)
- Turner & Townsend Thinc Pty Ltd (t/a Turner & Townsend Pty Ltd)
- Donald Cant Watts Corke (Management) Pty Ltd
- Touch Projects Limited (t/a Touch Projects)

4. Conclusion

4.1 Environmental Implications

Environmental considerations will be managed on project-by-project needs, primarily during the early phases of project establishment and through the design process to ensure consideration of durable, energy efficient products that can be easily sourced and effectively operated and maintained.

As Environmental Sustainability was a key metric of the evaluation criteria, the recommended panel of consultants to be appointed have already demonstrated their quality systems, demonstrated abilities and commitments to environmentally friendly project delivery and organisational operations.

4.2 Social / Economic Implications

The appointment of a panel of competent Project Management Service consultants to assist in the delivery of various complex, strategic or politically sensitive projects will support project delivery, providing quality community infrastructure.

Community Benefit was a key metric of the evaluation criteria, with a requirement to procure labour, materials and products as locally (within or in the surrounds of Kingston) as possible throughout any project delivery, as a focus which is in-line with Council's Procurement Policy.

Many of the recommended panel consultancies identified that with the current flexible and hybrid working arrangements they have in place, many of their staff work in and live within the Kingston municipality.

4.3 Resource Implications

The appointment of a panel of competent, pre-qualified specialist Project Management Services consultancies for use across many Council departments will help to ensure efficient, timely and effective delivery of Council's current and future capital works program.

Whist the specialist Project Management Services consultancy panel is being appointed by the Project Management Office, it will be accessible to all departments throughout the organisation who may require any of the services rendered, particularly departments who do not have experience or resources available to deliver certain projects within their teams. This may include short-term engagements to support internal resource gaps, or at the commencement of a project to help establish project business cases or feasibility, to assist

in setting up a project for delivery success, or brought in during a project experiencing difficulties, delays or complexities and help bring the project back on track.

The tender specification for CON 22/064 has been developed by the Project Management Office in consultation with Council's Infrastructure, Active Kingston, Open Space and City Works departments, as identified primary users of the proposed panel with the current pipeline of projects.

Projects that require the support of the Project Management Services panel will be funded through the individual project budget.

Whilst it is difficult to forecast the anticipated spend of the panel over its initial three (3) year period, considering the project delivery requirements within the 4-year capital works program and potential additional funding commitments to be made available to Kingston, it is estimated that the spend over the next 3 years will be in the order of $4M-$5M.

4.4 Legal / Risk Implications

The use of the Panel will ensure that consultants are fully compliant with Council's contractual requirements and that their ongoing compliance will be monitored throughout the operation of the contract. In doing so, this will ensure that Council meets its legal obligations and mitigates its risks relating to procurement and OHS compliance.

Appendices

Appendix 1 - CON 22-064 - Complex Evaluation Matrix (including Environment + Community Benefit) (Ref 22/191707) - Confidential

Author/s:

Reviewed and Approved By:

11. Customer and Corporate Support Reports

Council Meeting

25 July 2022

Agenda Item No: 11.1

QUICK RESPONSE GRANTS

Contact Officer: Gabrielle Pattenden, Governance Officer

Purpose of Report

To seek Council's consideration of Quick Response Grant applications received.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

OFFICER RECOMMENDATION

That Council approve the following Quick Response Grant applications:

- Dingley Baseball & Softball Club - $1500.00
- Moorabbin & District Radio Club Inc - $1500.00
- Unified Filipino Elderly Association Inc - $1500.00
- Make a Difference Dingley Village - $1496.00

That Council not approve the following Quick Response Grant applications:

- Application No. QRG072206
- Application No. QRG072205

1. Executive Summary

The Quick Response Grants Program gives individuals and community groups the opportunity to apply for small grants required at short notice to help them achieve their goals and ambitions.

This Program responds to the community's need for a form of grant that is flexible and efficient in terms of the time between application and approval and applies to smaller amounts of funding to a maximum of $1,500.00.

Quick Response Grants are a category under Council's Community Grants Program.

2. Background

In April 2019 Council revised the Quick Response Grants Guidelines. Grant applications are checked for eligibility in line with a set of criteria outlined in the Guidelines. An application must be submitted to Council and considered for approval at a Council Meeting.

Any not-for-profit group, school or community organisation providing services within the City of Kingston may apply.

Individuals must be a resident of the City of Kingston and participating in an activity in an unpaid capacity and not as a requirement of any formal course of study or of their employment. Individuals can apply for a grant to assist them to participate in a sporting, educational, recreational or cultural activity; other pursuit of a personal development nature; which will have a clear benefit to the community.

Community groups can apply for a grant to assist with the provision of a service, program or activity used by or of benefit to Kingston residents.

3. Discussion

3.1. Council Plan Alignment

Goal 3 - Our connected, inclusive, healthy and learning community
Direction 3.4 - Promote an active, healthy and involved community life

3.2. Operation and Strategic Issues

3.2.1. Assessment of Application Criteria

Applications for Quick Response Grants are assessed against the criteria outlined in the guidelines as follows:

- Are funds needed at short notice or can they wait for the Annual Grants program?
- Does the proposed activity/event/project benefit the City of Kingston residents?
- Has the applicant demonstrated a clear need for funds?
- Has the applicant received any other funding from Council?
- That the organisation is a not-for-profit and has a bank account in the name of organisation.
- Can the project be funded under any other Council grant program?

4. Applications

Name:	Dingley Baseball & Softball Club	
Amount requested:	$1500.00	
Description of Project/Event:	Our project involves the purchase of a new range oven to replace the broken one we have in our canteen kitchen. The new oven will allow us to continue serving healthy and delicious food to players, members, and general community members that come to our venue every match and training as well as during special club and community events. Also, our canteen is one of our key revenue generators in the club. This will enable us to generate additional revenue that we can then reinvest in the club to help with operational expenses as well as help with improving the programs we deliver to community members. The canteen and clubrooms also play an important role in maintaining and building community relationships by providing a place for Kingston community members to gather and socialise. It is important that we keep it operating efficiently to continue hosting these events.	
How the funds will be used:	The funds will be used for purchasing a new range oven. We are looking at a Westinghouse 60cm Freestanding Cooker with Airfry. We believe that this is the most suitable model to replace our broken one as it fits the needs of our kitchen.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council for this project		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year Nil		
Officer Comment: This application meets the assessment criteria and is recommended for approval for an amount of $1500.00		

Name:	Moorabbin & District Radio Club Inc	
Amount requested:	$1500.00	
Description of Project/Event:	The project is the establishment of an Amateur Radio Repeater Station within the City of Kingston. An application is currently under consideration by the City of Kingston to install this repeater on the Clock Tower at the Kingston City Hall. Alternative sites within the City are also being considered by the Club.	
How the funds will be used:	The M&DRC will use the funds to purchase equipment that will constitute an Amateur Radio repeater station: a Yaesu DR-2XE FM Digital repeater, relevant filtering devices, a power supply and an antenna. The Club will be contributing its own funds to make up any difference in the total cost of the project.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council for this project		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year $2k Annual Grant paid in Sep'21		
Officer Comment: This application meets the assessment criteria and is recommended for approval for an amount of $1500.00, subject to Council approval of the installation of the equipment.		

Name:	Application No. QRG072205	
Amount requested:	$1500.00	
Description of Project/Event:	The National Clubs Carnival is the biggest national gymnastics competition held in Australia. The event is scheduled to be a 20-day festival of gymnastics, running from 15 September to 4 October 2022, that will attract almost 5000 competitors, officials, and support staff. It is open to all gymnasts, groups duos and trios and participation is by invitation from the club coaches. [redacted] is a level 7 athlete who has been selected to attend the event. She has the potential to achieve podium results in the Beam, Bar, Floor and Vault individual and team events.	
How the funds will be used:	The funds will be used for entry fees and travel costs.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		X
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council for this project		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		X
Grants received in current or last financial year Nil		
Officer Comment: This application is not recommended for approval as the applicant is eligible to apply for an Individual Development Grant.		

Name:	Application No. QRG072206	
Amount requested:	$1370.00	
Description of Project/Event:	Representing Victoria in masters ages group in indoor women's cricket	
How the funds will be used:	Uniform, matches, coaches and training facility fees.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		X
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council for this project		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		X
Grants received in current or last financial year Nil		
Officer Comment: This application is not recommended for approval as the applicant is eligible to apply for an Individual Development Grant.		

Name:	Unified Filipino Elderly Association Inc	
Amount requested:	$1500.00	
Description of Project/Event:	A multicultural karaoke afternoon or night for the elderly. This will be in line with the anti-gambling initiative of the City of Kingston, by attracting elderly to come and do karaoke, instead of going to the pokies and gamble.	
How the funds will be used:	For food and beverages of the guest, for karaoke operator and other small expenses	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council for this project		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year $1.75k Grant -Feb'22 $1.2k Grant - Sep'21 $3k Cultural Diversity Meals Grant - Jun'21 $1.2k Grant - Oct'20		
Officer Comment: This application meets the assessment criteria and is recommended for approval for an amount of $1500.00.		

Name:	Make a Difference Dingley Village	
Amount requested:	$1496.00	
Description of Project/Event:	Make A Difference (MADDV) is based in the City of Kingston, and has been supporting the local community for over 30 years. We were established by the local community to support the local community, providing assistance to those vulnerable and in crisis. We see at least 100 families each week, seeking our assistance. MADDV has long provided vouchers for grocery shopping, assisted with utility bill payment, and provided pantry supplies amongst other support. Our concern has turned to the lack of fresh food available, so we now also offer families a box of fresh fruit and vegetables to ensure nutritious meals can be made and children do not go hungry.	
How the funds will be used:	Purchasing fresh fruit and vegetable boxes for clients in crisis.	
Assessment Criteria:		
• The applicant meets the eligibility criteria		✓
• Funds are needed at short notice		✓
• The activity/event/project benefits the City of Kingston residents		✓
• The applicant has demonstrated a clear need for funds		✓
• The applicant has not received any other funding from Council for this project		✓
• The applicant is an individual or not for profit organisation		✓
• The project cannot be funded under any other Council Grant program		✓
Grants received in current or last financial year $1.5k Grant - Aug'21 $33.3k Grant - Sep'21 $1.5k Grant - Mar'21 $5.0k Grant - Nov'20 $29.4k Grant - Nov'20 $1.5k Grant - Jun'20		
Officer Comment: This application meets the assessment criteria and is recommended for approval for an amount of $1496.00.		

4.1. Conclusion

The grant applications in this report have been assessed according to the assessment criteria approved by Council in the Quick Response Guidelines.

4.2. Environmental Implications

N/A

4.3. Social Implications

The allocation of Quick Response Grants allows for Council to provide funds on a small scale to groups and individuals or towards projects or events that are consistent with Council's strategic directions and of benefit to Kingston's residents and community.

4.4. Resource Implications

Funds for Quick Response Grants are allocated by Council through its annual budget process.

4.5. Legal / Risk Implications

N/A

Author/s:	Gabrielle Pattenden, Governance Officer
Reviewed and Approved By:	Phil DeLosa, Manager Governance
	Dan Hogan, General Manager Customer and Corporate Support

Council Meeting

25 July 2022

Agenda Item No: 11.2

APPOINTMENT AND AUTHORISATION OF OFFICER - PLANNING AND ENVIRONMENT ACT 1987

Contact Officer: Marilyn DeBenedictis, Governance Compliance Officer

Purpose of Report

The purpose of this report is to authorise officers for the purposes of the *Planning and Environment Act 1987* (the Act) and regulations made under that Act.

Disclosure of Officer / Contractor Conflict of Interest

No Council officers and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That:

1. In the exercise of the powers conferred by s147(4) of the *Planning and Environment Act 1987*, Kingston City Council resolves that the member of Council staff referred to in the instrument attached (refer to appendix) be appointed and authorised as set out in the instrument.
2. The instrument come into force immediately on resolution and remain in force until such time as the officer is no longer employed, contracted or otherwise engaged to undertake the duties on behalf of Kingston City Council, unless Council determines to vary or revoke it earlier.

1. Executive Summary

A resolution of Council is sought to appoint and authorise a member of Council staff under the *Planning and Environment Act 1987* (the PE Act). Instruments of Appointment and Authorisation under the Act must be approved by resolution of Council.

This request for authorisation is due to the appointment of a new staff member.
As the *responsible authority* under the *Planning and Environment Act 1987,* Council can authorise officers under section 147(4) of the Planning and Environment Act (PE) Act.

2. Background

Instruments of Appointment and Authorisation under the PE Act must be approved by resolution of Council.

The authorisation of officers under other Acts, including the *Local Government Act 1989* and Council's Local Laws is currently performed by the General Managers. Officers are authorised under the *Local Government Act 1989* to enforce the *Local Government Act 1989,* the *Local Government Act 2020* and the Local Laws made under those Acts.

3. Discussion

3.1 Council Plan Alignment

Goal Well-governed - Council will be collaborative, accountable, transparent, responsive, well-informed and efficient.
Direction hold ourselves to the highest standard of governance and integrity.

3.2 Consultation/Internal Review

The administration for the appointment and authorisation of officers is undertaken by the Governance team. Governance maintains the register of authorised officers, produces the draft instruments for approval by the relevant authority and, upon approval, organises the issuing of authorised officer identity cards.
The Team Leader Statutory Planning has been involved in the development of this Instrument.

3.3 Operation and Strategic Issues

The proper appointment and authorisation of officers is an essential governance requirement for Council enforcement functions. New authorisations are required when new staff join Council or existing staff are appointed to roles requiring authorisation. Reviews are undertaken regularly to ensure all officers have the appropriate authorisations to carry out their roles effectively.

4. Conclusion

Authorisation under the *Planning and Environment Act 1987* is essential to empower the officer to carry out their role on behalf of Council.

4.1 Environmental Implications

Not applicable

4.2 Social Implications

Not applicable

4.3 Resource Implications

Not applicable

4.4 Legal / Risk Implications

The proper appointment and authorisation of officers is important as the Instruments may be used in Court to demonstrate that a person purporting to be an authorised officer was duly authorised to take the action or make the decision they made. If the appointment and authorisation are not properly made, the officer's actions or decisions could be deemed invalid.

Appendices

Appendix 1 - S11A Instrument of Appointment and Authorisation - Planning and Environment Act 1987 - Principal Statutory Planner - Kirsty Slater (Ref 22/160590)

Author/s:	Marilyn DeBenedictis, Governance Compliance Officer
Reviewed and Approved By:	Kelly Shacklock, Team Leader Organisational Governance
	Dan Hogan, General Manager Customer and Corporate Support

11.2

APPOINTMENT AND AUTHORISATION OF OFFICER - PLANNING AND ENVIRONMENT ACT 1987

1 S11A Instrument of Appointment and Authorisation - Planning and Environment Act 1987 - Principal Statutory Planner - Kirsty Slater 1043

Instrument of Appointment and Authorisation (*Planning and Environment Act 1987*)

In this instrument "**officer**" means -

Kirsty Slater

By this instrument of appointment and authorisation Kingston City Council -

1. under s 147(4) of the *Planning and Environment Act 1987* - appoints the officer to be an authorised officer for the purposes of the *Planning and Environment Act 1987* and the regulations made under that Act; and

It is declared that this instrument -

(a) comes into force immediately upon its execution;
(b) remains in force until such time as the officer is no longer employed, contracted or otherwise engaged to undertake the duties on behalf of Kingston City Council, unless varied or revoked earlier.

This instrument is authorised by a resolution of the Kingston City Council on 25 July 2022.

Council Meeting

25 July 2022

Agenda Item No: 11.3

COUNCIL INSTRUMENTS OF DELEGATION - COUNCIL TO MEMBERS OF COUNCIL STAFF

Contact Officer: Marilyn DeBenedictis, Governance Compliance Officer

Purpose of Report

This report proposes that Council revoke and replace two of its current *Instruments of Delegation to Members of Council Staff*. The draft Instruments are attached to this report.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

1. That in the exercise of the powers conferred by the legislation referred to in the attached instrument of delegation, Kingston City Council (Council) resolves that:
   - 1.1 There be delegated to the members of Council staff holding, acting in or performing the duties of the offices or positions referred to in the attached *Instrument of Delegation to members of Council staff*, the powers, duties and functions set out in that instrument, subject to the conditions and limitations specified in that Instrument.
   - 1.2 The instrument comes into force immediately upon resolution of Council.
   - 1.3 On the coming into force of the instrument all previous delegations to members of Council staff (other than the Chief Executive Officer) are revoked.
   - 1.4 The duties and functions set out in the instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.
2. That in the exercise of the power conferred by s 437(2) of the Environment Protection Act 2017 and the Instrument of Delegation of the Environment Protection Authority under the Act dated 4 June 2021, Kingston City Council (Council) resolves that:
   - 2.1 There be delegated to the members of Council staff holding, acting in or performing the duties of the offices or positions referred to in the attached *Instrument of Delegation to members of Council staff*, the powers, duties and functions set out in that instrument, subject to the conditions and limitations specified in that Instrument.
   - 2.2 The instrument comes into force immediately upon resolution of Council.
   - 2.3 The duties and functions set out in the instrument must be performed, and the powers set out in the instruments must be executed, in accordance with any guidelines or policies of Council that it may from time to time adopt.

1. Executive Summary

The Instruments of Delegation to Members of Council Staff have been updated to align delegated positions to the new organisational structure and are proposed for authorisation by resolution of Council.

2. Background

The *Local Government Act 2020* provides the basis for the establishment of Instruments of Delegation, that enable Council to delegate any power, duty or function of a Council other than certain specified powers, to members of Council staff.

3. Discussion

3.1 Council Plan Alignment

Goal 5 - Our well-governed and responsive organisation
Direction 5.1 - Support decision making to provide an efficient and effective council which embodies the principles of democracy

The formal delegation of legislated powers, duties and functions via instruments of delegation make the effective and efficient functioning of Council possible. These instruments allow Council officers to perform day to day duties and make decisions that may overwise need to be decided upon by Council.

3.2 Consultation/Internal Review

The Instruments of Delegation have been prepared based on the most current template instrument provided by Council's lawyers, Maddocks, to ensure the Instruments reflect current legislative requirements.

3.3 Operation and Strategic Issues

1. **Instrument of Delegation S6 Council to Members of Council Staff**

1.

2. The Instrument will come into effect upon the making of the Council resolution. The revised Instrument of Delegation, Council to Members of Council Staff (S6) proposed for adoption is at **Appendix 1.**

3.

4. The revised Instrument is based upon the previous Instrument adopted by Council in October 2021 and updated position titles in response to the recent realignment.

5.

6. Additional provisions are included in this update namely from the Food Act, Planning & Environment Act and Road Management Act. Consultation took place with senior members of impacted teams to inform them of the changes and to nominate the most appropriate role/s to each of the new provisions.

7.

2. **Instrument of Sub-Delegation S18 Council to Members of Council Staff (Environment Protection Act 2017)**

8.

9. The Instrument will come into effect upon the making of the Council resolution. The revised Instrument of Sub-Delegation, Council to Members of Council Staff EPA 2017 (S18) proposed for adoption is at **Appendix 2.**

10.

11. The revised Instrument is based upon the previous Instrument adopted by Council in August 2021 and updated position titles in response to the recent realignment.

12.

4. Conclusion

4.1 Environmental Implications

Not applicable

4.2 Social Implications

The Instruments of Delegation are available on Council's website. This review and update will ensure that Council's practices remain transparent in accordance with Council's Good Governance Framework, and that high standards of integrity and accountability are maintained.

4.3 Resource Implications

Council subscribes to Maddocks Authorisations and Delegations Service, which provides template instruments and advice regarding legislative amendments. The costs to prepare and adopt the Instruments are met within the current departmental budget.

4.4 Legal / Risk Implications

The adoption of the Instruments will ensure Council continues to comply with its obligations under various Acts and Regulations and incorporate all recent legislative developments.

Council decisions are subject to legal scrutiny and therefore the regular review and a proper record of delegations must be kept ensuring that actions and decisions made under delegation can be substantiated as needed.

Appendices

Appendix 1 - Instrument of Delegation S6 - Council to Members of Staff - 25 July 2022 (Ref 21/176077[v2])

Appendix 2 - Instrument of Sub Delegation S18 - Council to Members of Staff - Environment Protection Act 2017 - 25 July 2022 (Ref 21/200716)

Author/s:	Marilyn DeBenedictis, Governance Compliance Officer
Reviewed and Approved By:	Kelly Shacklock, Team Leader Organisational Governance
	Dan Hogan, General Manager Customer and Corporate Support

11.3

COUNCIL INSTRUMENTS OF DELEGATION - COUNCIL TO MEMBERS OF COUNCIL STAFF

1 Instrument of Delegation S6 - Council to Members of Staff - 25 July 2022 1051

2 Instrument of Sub Delegation S18 - Council to Members of Staff - Environment Protection Act 2017 - 25 July 2022..... 1117

City of KINGSTON

Kingston City Council

Instrument of Delegation S6

to

Members of Council Staff

Instrument of Delegation (S6) – Council to Members of Staff

In exercise of the powers conferred by the legislation referred to in the attached Schedule, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described opposite each such duty and/or function and/or power in column 3 of the Schedule;

2. record that references in the Schedule are outlined in the Instrument of Delegation

3. declares that:

3.1 this Instrument of Delegation is authorised by a resolution of Council passed on 25 July 2022 and

3.2 the delegation:

3.2.1 comes into force immediately;

3.2.2 remains in force until varied or revoked;

3.2.3 is subject to any conditions and limitations set out in sub-paragraph 3.3, and the Schedule; and

3.2.4 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

3.3 the delegate must not determine the issue, take the action or do the act or thing:

3.3.1 if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;

3.3.2 if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a

(a) policy; or

(b) strategy

adopted by Council;

3.3.3 if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation; or

3.3.4 the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff or delegated committee.

Delegation Sources

- Domestic Animals Act 1994
- Food Act 1984
- Heritage Act 2017
- Local Government Act 1989
- Planning and Environment Act 1987
- Residential Tenancies Act 1997
- Road Management Act 2004
- Planning and Environment Regulations 2015
- Planning and Environment (Fees) Regulations 2016
- Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2020
- Road Management (General) Regulations 2016
- Road Management (Works and Infrastructure) Regulations 2015

Positions

Abbreviation	Position	
BSEH	Business Support - Environmental Health	
CEO	Chief Executive Officer	1714
CFO	Chief Finance Officer	3511
CDTSC	City Development Technical and Systems Coordinator	2665
CLCO	Construction Liaison and Compliance Officer	3066, 2790
CLAO	Customer Liaison and Administration Officer	1018; 1130; 1162; 1447; 1660; 1995; 2048; 2738; 2758;
EHO	Environmental Health Officer	1377; 1405; 1489; 1574; 1592; 1790; 1879; 2052; 2562; 3192, 1028
GMCCorp	General Manager Customer & Corporate Support (GMCCorp)	1323
GMIOS	General Manager Infrastructure & Open Space (GMIOS)	2773
GMPP	General Manager Planning & Place (GMPP)	2774
LCO	Landscape Compliance Officer	3178
MBFMPO	Major Building Facilities Maintenance & Planning Officer (Infrastructure)	2510
MCD	Manager City Development (Planning & Place)	1721
MCEI	Manager City Economy and Innovation (Planning & Place)	1302
MCS	Manager City Strategy (Planning & Place)	1365
MCW	Manager City Works (Inf & Open Space)	3517
MCA	Manager Compliance and Amenity (Planning & Place)	1141
MF	Manager Finance (CFO)	1145
MG	Manager Governance (Cust & Corp Support)	2969
MI	Manager Infrastructure (Inf & Open Space)	1036

Abbreviation	Position	
MP	Manager Property Services (CFO)	1384
PLAC	Planning Appeals Coordinator	3044
PLEO	Planning Liaison and Enforcement Officer	1558; 1855; 2583
PP	Principal Planner	2585; 2586; 2919;
PStrgP	Principal Strategic Planner	2664; 2784; 3060; 3123
SCLAO	Senior Customer Liaison and Administration Officer	2667; 2668;
SPLEO	Senior Planning Liaison and Enforcement Officer	1715
SStatBP	Senior Statutory and Business Planner	1160; 1465; 1514; 1579; 1964;
SStrgP	Senior Strategic Planner	3205
StatP	Statutory Planner	1415; 1816; 1889; 2735; 3039; 3118
StrgP	Strategic Planner	
StP	Student Planning Officer	2358
SO	Subdivisions Officer	1557
TLCDA	Team Leader City Development Administration	1615
TLED	Team Leader Engineering Design (Infrastructure)	2028
TLEH	Team Leader Environmental Health	1440
TLProp	Team Leader Property Services (CFO)	1330
TLRD	Team Leader Roads & Drains (Infrastructure)	1978
TLSB-MBS	Team Leader Statutory Building (MBS)	1810
TLStatP	Team Leader Statutory Planning	1190; 1704; 2637
TLStrgP	Team Leader Strategic Planning	2990
TLTT	Team Leader Traffic and Transport (Infrastructure)	3272
TLVC	Team Leader Vegetation and Compliance	2924
TLWM	Team Leader Waste Management	1497
VSFTO	VicSmart / Fast Track Officer	3097

Positions Groups

Positions Group	Position	Positions
All General Managers	All General Managers	GMIOS, GMCCorp, GMPP, GMCommS, CFO

S6 Instrument of Delegation – Council to Members of Staff

Domestic Animals Act 1994			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 41A(1)	Power to declare a dog to be a menacing dog	GMPP	Council may delegate this power to a Council authorised officer

Food Act 1984			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 19(2)(a)	Power to direct by written order that the food premises be put into a clean and sanitary condition	TLEH, EHO, GMPP, MCEI	If s 19(1) applies
s 19(2)(b)	Power to direct by written order that specified steps be taken to ensure that food prepared, sold or handled is safe and suitable	TLEH, EHO, GMPP, MCEI	If s 19(1) applies
s 19(3)	Power to direct by written order that the food premises not be kept or used for the sale, or handling for sale, of any food, or for the preparation of any food, or for any other specified purpose, or for the use of any specified equipment or a specified process	TLEH, EHO, GMPP, MCEI	If s 19(1) applies Only in relation to temporary food premises or mobile food premises
s 19(4)(a)	Power to direct that an order made under s 19(3)(a) or (b), (i) be affixed to a conspicuous part of the premises, and (ii) inform the public by notice in a published newspaper or otherwise	CEO	If s 19(1) applies
s 19(6)(a)	Duty to revoke any order under section 19 if satisfied that an order has been complied with	TLEH, EHO, GMPP, MCEI	If s 19(1) applies
s 19(6)(b)	Duty to give written notice of revocation under section 19(6)(a) if satisfied that an order has been complied with	TLEH, EHO, GMPP, MCEI	If s 19(1) applies
s 19AA(2)	Power to direct, by written order, that a person must take any of the actions described in (a)-(c).	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority

Food Act 1984			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 19AA(4)(c)	Power to direct, in an order made under s 19AA(2) or a subsequent written order, that a person must ensure that any food or class of food is not removed from the premises	TLEH, EHO, GMPP, MCEI	Note: the power to direct the matters under s 19AA(4)(a) and (b) not capable of delegation and so such directions must be made by a Council resolution
s 19AA(7)	Duty to revoke order issued under s 19AA and give written notice of revocation, if satisfied that that order has been complied with	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19CB(4)(b)	Power to request copy of records	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19E(1)(d)	Power to request a copy of the food safety program	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19EA(3)	Function of receiving copy of revised food safety program	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19GB	Power to request proprietor to provide written details of the name, qualification or experience of the current food safety supervisor	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s19IA(1)	Power to form opinion that the food safety requirements or program are non-compliant.	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19IA(2)	Duty to give written notice to the proprietor of the premises	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority Note: Not required if Council has taken other appropriate action in relation to deficiencies (see s 19IA(3))
s 19M(4)(a) & (5)	Power to conduct a food safety audit and take actions where deficiencies are identified	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19N(2)	Function of receiving notice from the auditor	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority

Food Act 1984			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 19NA(1)	Power to request food safety audit reports	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19U(3)	Power to waive and vary the costs of a food safety audit if there are special circumstances	TLEH, GMPP, MCEI	
s 19UA	Power to charge fees for conducting a food safety assessment or inspection	TLEH, EHO, GMPP, MCEI	Except for an assessment required by a declaration under s 19C or an inspection under ss 38B(1)(c) or 39.
s 19W	Power to direct a proprietor of a food premises to comply with any requirement under Part IIIB	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19W(3)(a)	Power to direct a proprietor of a food premises to have staff at the premises undertake training or instruction	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 19W(3)(b)	Power to direct a proprietor of a food premises to have details of any staff training incorporated into the minimum records required to be kept or food safety program of the premises	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
	Power to register or renew the registration of a food premises	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority Refusal to grant or renew the registration of a food premises must be ratified by Council or the CEO (see s 58A(2))
s 36A	Power to accept an application for registration or notification using online portal	TLEH, EHO, GMPP, MCEI, BSEH	Where Council is the registration authority
s 36B	Duty to pay the charge for use of online portal	TLEH, GMPP, MCEI	Where Council is the registration authority
s 38AA(5)	Power to (a) request further information; or (b) advise the proprietor that the premises must be registered if the premises are not exempt	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority

Food Act 1984			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 38AB(4)	Power to fix a fee for the receipt of a notification under s 38AA in accordance with a declaration under s 38AB(1)	TLEH, GMPP, MCEI	Where Council is the registration authority
s 38A(4)	Power to request a copy of a completed food safety program template	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38B(1)(a)	Duty to assess the application and determine which class of food premises under s 19C the food premises belongs	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38B(1)(b)	Duty to ensure proprietor has complied with requirements of s 38A	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38B(2)	Duty to be satisfied of the matters in s 38B(2)(a)-(b)	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38D(1)	Duty to ensure compliance with the applicable provisions of s 38C and inspect the premises if required by s 39	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38D(2)	Duty to be satisfied of the matters in s 38D(2)(a)-(d)	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38D(3)	Power to request copies of any audit reports	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38E(2)	Power to register the food premises on a conditional basis	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority not exceeding the prescribed time limit defined under s 38E(5)
s 38E(4)	Duty to register the food premises when conditions are satisfied	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38F(3)(b)	Power to require proprietor to comply with requirements of this Act	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority

Food Act 1984			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 38G(1)	Power to require notification of change of the food safety program type used for the food premises	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38G(2)	Function of receiving notice from proprietor if there is a change of the food safety program type used for the food premises	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 38G(4)	Power to require the proprietor of the food premises to comply with any requirement of the Act	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 39(2)	Duty to carry out an inspection of the premises during the period of registration before the registration of the food premises is renewed	TLEH, EHO, GMPP, MCEI	
s 39A	Power to register, or renew the registration of a food premises despite minor defects	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority Only if satisfied of matters in s 39A(2)(a)-(c)
s 39A (6)	Duty to comply with a direction of the Secretary	TLEH, EHO, GMPP, MCEI	
s 40(1)	Duty to give the person in whose name the premises is to be registered a certificate of registration	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 40(2)	Power to incorporate the certificate of registration in one document with any certificate of registration under Part 6 of the Public Health and Wellbeing Act 2008	TLEH, EHO, GMPP, MCEI	
s 40C(2)	Power to grant or renew the registration of food premises for a period of less than 1 year	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 40D(1)	Power to suspend or revoke the registration of food premises	TLEH, GMPP, MCEI	Where Council is the registration authority
s 40E	Duty to comply with direction of the Secretary	TLEH, EHO, GMPP, MCEI	

Food Act 1984			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 40F	Power to cancel registration of food premises	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 43	Duty to maintain records of registration	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 43F(6)	Duty to be satisfied that registration requirements under Division 3 have been met prior to registering or renewing registration of a component of a food business	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 43F(7)	Power to register the components of the food business that meet requirements in Division 3 and power to refuse to register the components that do not meet the requirements	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority
s 45AC	Power to bring proceedings	TLEH, EHO, GMPP, MCEI	
s 46(5)	Power to institute proceedings against another person where the offence was due to an act or default by that other person and where the first person charged could successfully defend a prosecution, without proceedings first being instituted against the person first charged	TLEH, EHO, GMPP, MCEI	Where Council is the registration authority

Heritage Act 2017			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 116	Power to sub-delegate Executive Director's functions, duties or powers	CEO	Must first obtain Executive Director's written consent Council can only sub-delegate if the Instrument of Delegation from the Executive Director authorises sub-delegation

Local Government Act 1989			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 185L(4)	Power to declare and levy a cladding rectification charge	CEO	The only member of staff who can be a delegate in Column 3 is the CEO.

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 4B	Power to prepare an amendment to the Victorian Planning Provisions	GMPP, MCS	If authorised by the Minister
s 4G	Function of receiving prescribed documents and a copy of the Victorian Planning Provisions from the Minister	TLStrgP, GMPP, MCD, MCS	
s 4H	Duty to make amendment to Victoria Planning Provisions available in accordance with public availability requirements	TLStrgP, GMPP, MCS	
s 4I	Duty to keep Victorian Planning Provisions and other documents available in accordance with public availability requirements	TLStrgP, GMPP, MCS	
s 8A(2)	Power to prepare amendment to the planning scheme where the Minister has given consent under s 8A	GMPP, MCS	
s 8A(3)	Power to apply to Minister to prepare an amendment to the planning scheme	TLStrgP, GMPP, MCS	
s 8A(5)	Function of receiving notice of the Minister's decision	GMPP, MCS	
s 8A(7)	Power to prepare the amendment specified in the application without the Minister's authorisation if no response received after 10 business days	GMPP, MCS	
s 8B(2)	Power to apply to the Minister for authorisation to prepare an amendment to the planning scheme of an adjoining municipal district	GMPP, MCS	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 12(3)	Power to carry out studies and do things to ensure proper use of land and consult with other persons to ensure co-ordination of planning scheme with these persons	GMPP, MCD, MCS	
s 12B(1)	Duty to review planning scheme	GMPP, MCS	
s 12B(2)	Duty to review planning scheme at direction of Minister	GMPP, MCD, MCS	
s.12B(5)	duty to report findings of review of planning scheme to Minister without delay	GMPP, MCS	
s 14	duties of a Responsible Authority as set out in s 14(a) to (d)	StP, TLStatP, TLStrgP, PP, SO, SPLEO, PStrgP, GMPP, MCD, MCS, VSFTO, StatP, SStrgP, PLAC, SStatBP, StrgP	In accordance with this Instrument of Delegation.
s 17(1)	Duty of giving copy amendment to the planning scheme	TLStrgP, GMPP, MCS	
s 17(2)	Duty of giving copy s 173 agreement	TLStrgP, GMPP, MCS	
s 17(3)	Duty of giving copy amendment, explanatory report and relevant documents to the Minister within 10 business days	GMPP, MCS	
s 18	Duty to make amendment etc. available in accordance with public availability requirements	TLStrgP, GMPP, MCS	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 19	Power to give notice, to decide not to give notice, to publish notice of amendment to a planning scheme and to exercise any other power under s 19 to a planning scheme	GMPP, MCS	
s 19	Function of receiving notice of preparation of an amendment to a planning scheme	GMPP, MCS	Where Council is not the planning authority and the amendment affects land within Council's municipal district; or Where the amendment will amend the planning scheme to designate Council as an acquiring authority.
s 20(1)	Power to apply to Minister for exemption from the requirements of s 19	GMPP, MCS	Where Council is a planning authority
s 21(2)	Duty to make submissions available in accordance with public availability requirements	TLCDA, TLStrgP, PStrgP, GMPP, MCS, SStrgP, StrgP	
s 21A(4)	Duty to publish notice	GMPP, MCS	
s 22	Duty to consider all submissions	TLStrgP, PStrgP, GMPP, MCS	Except submissions which request a change to the items in s 22(5)(a) and (b)
s 23(1)(b)	Duty to refer submissions which request a change to the amendment to a panel	GMPP, MCS	
s 23(2)	Power to refer to a panel submissions which do not require a change to the amendment	GMPP, MCS	
s 24	Function to represent Council and present a submission at a panel hearing (including a hearing referred to in s 96D)	TLED, TLRD, TLStatP, TLStrgP, PP, PStrgP, TLTT, GMPP, MCD, MCS, StatP, SStrgP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 26(1)	Power to make report available for inspection in accordance with the requirements set out in s 197B of the Act	GMPP, MCS	
s 26(2)	Duty to keep report of panel available in accordance with public availability requirements	TLStrgP, PStrgP, GMPP, MCS, SStrgP, StrgP	
s 27(2)	Power to apply for exemption if panel's report not received	GMPP, MCS	
s 28(1)	Duty to notify the Minister if abandoning an amendment	TLStrgP, GMPP, MCS	Note: the power to make a decision to abandon an amendment cannot be delegated
s 28(2)	Duty to publish notice of the decision on Internet site	TLCDA, TLStatP, MCD, PLAC	
s 28(4)	Duty to make notice of the decision available on Council's Internet site for a period of at least 2 months	TLCDA, TLStatP, MCD, PLAC	
s 30(4)(a)	Duty to say if amendment has lapsed	TLStrgP, GMPP, MCS	
s 30(4)(b)	Duty to provide information in writing upon request	TLStrgP, GMPP, MCS	
s 32(2)	Duty to give more notice if required	GMPP, MCS	
s 33(1)	Duty to give more notice of changes to an amendment	GMPP, MCS	
s 36(2)	Duty to give notice of approval of amendment	GMPP, MCS	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 38(5)	Duty to give notice of revocation of an amendment	GMPP, MCS	
s 39	Function of being a party to a proceeding commenced under s 39 and duty to comply with determination by VCAT	GMPP, MCS	
s 40(1)	Function of lodging copy of approved amendment	TLStrgP, GMPP, MCS	
s 41(1)	Duty to make a copy of an approved amendment available in accordance with the public availability requirements during inspection period	TLCDA, TLStrgP, PStrgP, GMPP, MCS, SStrgP, StrgP	
s 41(2)	Duty to make a copy of an approved amendment and any documents lodged with it available in person in accordance with the requirements set out in s 197B of the Act after the inspection period ends	MCS	
s 42(2)	Duty to make copy of planning scheme available in accordance with the public availability requirements	TLCDA, GMPP, MCD, MCS	
s 46AW	Function of being consulted by the Minister	GMPP, MCS	Where Council is a responsible public entity
s 46AX	Function of receiving a draft Statement of Planning Policy and written direction in relation to the endorsement of the draft Statement of Planning Policy Power to endorse the draft Statement of Planning Policy	GMPP, MCS	Where Council is a responsible public entity
s 46AZC(2)	Duty not to prepare an amendment to a declared area planning scheme that is inconsistent with a Statement of Planning Policy for the declared area that is expressed to be binding on the responsible public entity	GMPP, MCS	Where Council is a responsible public entity
s 46AZK	Duty not to act inconsistently with any provision of the Statement of Planning Policy that is expressed to be binding on the public entity	GMPP, MCS	Where Council is a responsible public entity

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
	when performing a function or duty or exercising a power in relation to the declared area		
s 46GI(2)(b)(i)	Power to agree to a lower rate of standard levy for a class of development of a particular type of land than the rate specified in a Minister's direction	GMIOS, GMCCorp, GMPP, MCS, MI	Where Council is the planning authority, the municipal Council of the municipal district in which the land is located and/or the development agency
s 46GJ(1)	Function of receiving written directions from the Minister in relation to the preparation and content of infrastructure contributions plans	GMPP, MCS	
s 46GK	Duty to comply with a Minister's direction that applies to Council as the planning authority	GMPP, MCS	
s 46GN(1)	Duty to arrange for estimates of values of inner public purpose land	GMIOS, GMPP, MCS, MP	
s 46GO(1)	Duty to give notice to owners of certain inner public purpose land	GMIOS, GMPP, MCS, MP	
s 46GP	Function of receiving a notice under s 46GO	GMIOS, GMPP, MCS, MP	Where Council is the collecting agency
s 46GQ	Function of receiving a submission from an affected owner who objects to the estimated value per hectare (or other appropriate unit of measurement) of the inner public purpose land	GMIOS, GMPP, MCS, MP	
s 46GR(1)	Duty to consider every submission that is made by the closing date for submissions included in the notice under s 46GO	GMIOS, GMPP, MCS, MP	
s 46GR(2)	Power to consider a late submission Duty to consider a late submission if directed to do so by the Minister	GMIOS, GMPP, MCS, MP	
s 46GS(1)	Power to accept or reject the estimate of the value of the inner public purpose land in a submission made under s 46GQ	GMIOS, GMPP, MCS, MP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46GS(2)	Duty, if Council rejects the estimate of the value of the inner public purpose land in the submission, to refer the matter to the valuer-general, and notify the affected owner of the rejection and that the matter has been referred to the valuer-general	GMIOS, GMPP, MCS, MP	
s 46GT(2)	Duty to pay half of the fee fixed by the valuer-general for arranging and attending the conference	GMIOS, GMPP, MCS, MP	
s 46GT(4)	Function of receiving, from the valuer-general, written confirmation of the agreement between the planning authority's valuer and the affected owner's valuer as to the estimated value of the inner public purpose land	GMIOS, GMPP, MCS, MP	
s 46GT(6)	Function of receiving, from the valuer-general, written notice of a determination under s 46GT(5)	GMIOS, GMPP, MCS, MP	
s 46GU	Duty not to adopt an amendment under s.29 to an infrastructure contributions plan that specifies a land credit amount or a land equalisation amount that relates to a parcel of land in the ICP plan area of the plan unless the criteria in s 46GU(1)(a) and (b) are met	GMIOS, GMPP, MCS, MI	
s 46GV(3)	f\Function of receiving the monetary component and any land equalisation amount of the infrastructure contribution Power to specify the manner in which the payment is to be made	GMIOS, GMCCorp, GMPP, MCS, MI	Where Council is the collecting agency
s 46GV(3)(b)	Power to enter into an agreement with the applicant	GMIOS, GMPP, MCS	Where Council is the collecting agency
s 46GV(4)(a)	Function of receiving the inner public purpose land in accordance with s 46GV(5) and (6)	GMIOS, GMPP, MCS, MP	Where Council is the development agency
s 46GV(4)(b)	Function of receiving the inner public purpose land in accordance with s 46GV(5) and (6)	GMIOS, GMPP, MCS, MP	Where Council is the collecting agency

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46GV(7)	Duty to impose the requirements set out in s 46GV(3) and (4) as conditions on the permit applied for by the applicant to develop the land in the ICP plan area	GMIOS, GMPP, MCS	
s 46GV(9)	Power to require the payment of a monetary component or the provision of the land component of an infrastructure contribution to be secured to Council's satisfaction	GMIOS, GMPP, MCS, MI, MP	Where Council is the collecting agency
s 46GX(1)	Power to accept works, services or facilities in part or full satisfaction of the monetary component of an infrastructure contribution payable	GMIOS, GMPP, MCS, MI, MP	Where Council is the collecting agency
s 46GX(2)	Duty, before accepting the provision of works, services or facilities by an applicant under s 46GX(1), to obtain the agreement of the development agency or agencies specified in the approved infrastructure contributions plan	GMIOS, GMPP, MCS, MI, MP	Where Council is the collecting agency
s 46GY(1)	Duty to keep proper and separate accounts and records	GMIOS, GMPP, MCS, MF, CFO	Where Council is the collecting agency
s 46GY(2)	Duty to keep the accounts and records in accordance with the Local Government Act 2020	GMIOS, GMPP, MCS, MF, MI, CFO	Where Council is the collecting agency
s 46GZ(2)(a)	Duty to forward any part of the monetary component that is imposed for plan preparation costs to the planning authority that incurred those costs	GMIOS, GMPP, MCS, MI	Where Council is the collecting agency under an approved infrastructure contributions plan This duty does not apply where Council is that planning authority
s 46GZ(2)(a)	Function of receiving the monetary component	GMIOS, GMPP, MCS, MF, MI, MP, CFO	Where the Council is the planning authority This duty does not apply where Council is also the collecting agency

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46GZ(2)(b)	Duty to forward any part of the monetary component that is imposed for the provision of works, services or facilities to the development agency that is specified in the plan,as responsible for those works, services or facilities	GMIOS, GMPP, MCS, MF, MI, MP, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan This provision does not apply where Council is also the relevant development agency
s 46GZ(2)(b)	Function of receiving the monetary component	GMIOS, GMPP, MCS, MF, MI, MP, CFO	Where Council is the development agency under an approved infrastructure contributions plan This provision does not apply where Council is also the collecting agency
s 46GZ(4)	Duty to use any land equalisation amounts to pay land credit amounts under s 46GZ(7), except any part of those amounts that are to be forwarded to a development agency under s 46GZ(5)	GMIOS, GMPP, MCS, MF, MI, MP, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZ(5)	Duty to forward any part of a land equalisation amount required for the acquisition of outer public purpose land by a development agency specified in the approved infrastructure contributions plan to that development agency	GMIOS, GMPP, MCS, MF, MI, MP, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan This provision does not apply where Council is also the relevant development agency
s 46GZ(5)	Function of receiving any part of a land equalisation amount required for the acquisition of outer public purpose land	GMIOS, GMPP, MCS, MI, MP	Where Council is the development agency specified in the approved infrastructure contributions plan This provision does not apply where Council is also the collecting agency
s 46GZ(7)	Duty to pay to each person who must provide an infrastructure contribution under the approved infrastructure contributions plan any land credit amount to which the person is entitled under s 46GW	GMIOS, GMPP, MCS, MF, MI, MP, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46GZ(9)	Duty to transfer the estate in fee simple in the land to the development agency specified in the approved infrastructure contributions plan as responsible for the use and development of that land	GMIOS, GMCCorp, GMPP	If any inner public purpose land is vested in Council under the Subdivision Act 1988 or acquired by Council before the time it is required to be provided to Council under s 46GV(4) Where Council is the collecting agency under an approved infrastructure contributions plan This duty does not apply where Council is also the development agency
s 46GZ(9)	Function of receiving the fee simple in the land	GMIOS, GMCCorp, GMPP	Where Council is the development agency under an approved infrastructure contributions plan This duty does not apply where Council is also the collecting agency
s 46GZA(1)	Duty to keep proper and separate accounts and records	GMIOS, GMPP, MCS, MF, CFO	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZA(2)	Duty to keep the accounts and records in accordance with the Local Government Act 2020	GMIOS, GMPP, MCS, MF, CFO	Where Council is a development agency under an approved infrastructure contributions plan
s 46GZB(3)	Duty to follow the steps set out in s 46GZB(3)(a) – (c)	GMIOS, GMCCorp, GMPP, MCS	Where Council is a development agency under an approved infrastructure contributions plan
s 46GZB(4)	Duty, in accordance with requirements of the VPA, to report on the use of the infrastructure contribution in the development agency's annual report and provide reports on the use of the infrastructure contribution to the VPA	GMIOS, GMPP, MCS, MF, MI, CFO	If the VPA is the collecting agency under an approved infrastructure contributions plan Where Council is a development agency under an approved infrastructure contributions plan
s 46GZD(2)	Duty, within 6 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZD(2)(a) and (b)	GMIOS, GMPP, MCS, MI	Where Council is the development agency under an approved infrastructure contributions plan

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46GZD(3)	Duty to follow the steps set out in s 46GZD(3)(a) and (b)	GMIOS, GMPP, MCS, MI	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZD(5)	Duty to make payments under s 46GZD(3) in accordance with ss 46GZD(5)(a) and 46GZD(5)(b)	GMIOS, GMPP, MCS, MI	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZE(2)	Duty to forward the land equalisation amount back to the collecting agency within 6 months after the expiry date if any part of a land equalisation amount paid or forwarded to a development agency for acquiring outer public purpose land has not been expended by the development agency to acquire that land at the date on which the approved infrastructure contributions plan expires	GMIOS, GMPP, MCS, MF, MI, CFO	Where Council is the development agency under an approved infrastructure contributions plan This duty does not apply where Council is also the collecting agency
s 46GZE(2)	Function of receiving the unexpended land equalisation amount	GMIOS, GMPP, MCS, MF, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan This duty does not apply where Council is also the development agency
s 46GZE(3)	Duty, within 12 months after the date on which the approved infrastructure contributions plan expires, to follow the steps set out in s 46GZE(3)(a) and (b)	GMIOS, GMPP, MCS, MF, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZF(2)	Duty, within 12 months after the date on which the approved infrastructure contributions plan expires, to use the public purpose land for a public purpose approved by the Minister or sell the public purpose land	GMIOS, GMPP, MCS, MI	Where Council is the development agency under an approved infrastructure contributions plan
s.46GZF(3)	Duty, if land is sold under s.46GZF(2)(b), to follow the steps in s.46GZF(3)(a) and (b)	GMIOS, GMPP, MCS, MP	Where Council is the development agency under an approved infrastructure contributions plan
s 46GZF(3)	s 46GZF(3)(a) function of receiving proceeds of sale	GMIOS, GMPP, MCS, MF, MP, CFO	Where Council is the collection agency under an approved infrastructure contributions plan

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
			This provision does not apply where Council is also the development agency
s 46GZF(4)	Duty to divide the proceeds of the public purpose land among the current owners of each parcel of land in the ICP plan area and pay each current owner a portion of the proceeds in accordance with s 46GZF(5)	GMIOS, GMCCorp, GMPP, MCS, MP	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZF(6)	Duty to make the payments under s 46GZF(4) in accordance with s 46GZF(6)(a) and (b)	GMIOS, GMPP, MF, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZH	Power to recover the monetary component, or any land equalisation amount of the land component, payable under Part 3AB as a debt in any court of competent jurisdiction	GMIOS, GMPP, MCS, MF, CFO	Where Council is the collecting agency under an approved infrastructure contributions plan
s 46GZI	Duty to prepare and give a report to the Minister at the times required by the Minister	GMIOS, GMPP, MCS, MF, CFO	Where Council is a collecting agency or development agency
s 46GZK	Power to deal with public purpose land which has vested in, been acquired by, or transferred to, Council	GMIOS, GMCCorp, GMPP, MCS, MP	Where Council is a collecting agency or development agency
s 46LB(3)	Duty to publish, on Council's Internet site, the payable dwelling amount for a financial year on or before 1 July of each financial year for which the amount is adjusted under s 46LB (2)	GMIOS, GMCCorp, GMPP, MCS, MI	
s 46N(1)	Duty to include condition in permit regarding payment of development infrastructure levy	StP, TLVC, TLStatP, PP, GMIOS, MCD, MI, StatP, PLAC, SStatBP	
s 46N(2)(c)	Function of determining time and manner for receipt of development contributions levy	TLVC, TLStatP, TLStrgP, PP, GMIOS, GMPP, MCD, MCS, MF, MI, PLAC, CFO	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46N(2)(d)	Power to enter into an agreement with the applicant regarding payment of development infrastructure levy	TLVC, TLStatP, TLStrgP, PP, GMIOS, GMPP, MCD, MCS, MI, PLAC	
s 46O(1)(a) & (2)(a)	Power to ensure that community infrastructure levy is paid, or agreement is in place, prior to issuing building permit	TLSB-MBS, GMIOS, GMPP, MCD, MI	
s 46O(1)(d) & (2)(d)	Power to enter into agreement with the applicant regarding payment of community infrastructure levy	GMIOS, GMPP, MCD, MCS, MI	
s 46P(1)	Power to require payment of amount of levy under s 46N or s 46O to be satisfactorily secured	GMIOS, GMPP, MCD, MCS, MF, MI, CFO	
s 46P(2)	Power to accept provision of land, works, services or facilities in part or full payment of levy payable	GMIOS, GMPP, MCD, MCS, MF, MI, MP, CFO	
s 46Q(1)	Duty to keep proper accounts of levies paid	GMIOS, GMPP, MF, MI, CFO	
s 46Q(1A)	Duty to forward to development agency part of levy imposed for carrying out works, services, or facilities on behalf of development agency or plan preparation costs incurred by a development agency	GMIOS, GMPP, MCD, MF, MI, CFO	
s 46Q(2)	Duty to apply levy only for a purpose relating to the provision of plan preparation costs or the works, services and facilities in respect of which the levy was paid etc	GMIOS, GMPP, MCD, MF, MI, CFO	
s 46Q(3)	Power to refund any amount of levy paid if it is satisfied the development is not to proceed	GMIOS, GMPP, MCD, MF, MI, CFO	Only applies when levy is paid to Council as a 'development agency'

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 46Q(4)(c)	Duty to pay amount to current owners of land in the area if an amount of levy has been paid to a municipal council as a development agency for plan preparation costs incurred by the Council or for the provision by the Council of works, services or facilities in an area under s 46Q(4)(a)	GMIOS, GMPP, MCD, MF, MI, CFO	Must be done within six months of the end of the period required by the development contributions plan and with the consent of, and in the manner approved by, the Minister
s 46Q(4)(d)	Duty to submit to the Minister an amendment to the approved development contributions plan	GMPP, MCD, MCS	Must be done in accordance with Part 3
s46Q(4)(e)	Duty to expend that amount on other works etc.	GMIOS, GMPP, MCD, MCS, MI	With the consent of, and in the manner approved by, the Minister
s 46QC	Power to recover any amount of levy payable under Part 3B	GMIOS, GMPP, MCD, MF, MI, CFO	
s 46QD	Duty to prepare report and give a report to the Minister	GMPP, MCD, MCS	Where Council is a collecting agency or development agency
s 46V(3)	Duty to make a copy of the approved strategy plan (being the Melbourne Airport Environs Strategy Plan) and any documents lodged with it available	GMPP, MCD, MCS	
s 46Y	Duty to carry out works in conformity with the approved strategy plan	GMPP, MCD	
s 47	Power to decide that an application for a planning permit does not comply with that Act	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 49(1)	Duty to keep a register of all applications for permits and determinations relating to permits	TLVC, TLCDA, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC	
s 49(2)	Duty to make register available for inspection in accordance with the public availability requirements	TLVC, TLCDA, TLStatP, PP, SCLAO,	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
		CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 50(4)	Duty to amend application	StP, TLVC, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 50(5)	Power to refuse to amend application	StP, TLVC, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 50(6)	Duty to make note of amendment to application in register	TLVC, TLCDA, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 50A(1)	Power to make amendment to application	StP, TLVC, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 50A(3)	Power to require applicant to notify owner and make a declaration that notice has been given	StP, TLVC, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 50A(4)	Duty to note amendment to application in register	TLVC, TLCDA, TLStatP, PP, SCLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 51	Duty to make copy of application available for inspection in accordance with the public availability requirements	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 52(1)(a)	Duty to give notice of the application to owners/occupiers of adjoining allotments unless satisfied that the grant of permit would not cause material detriment to any person	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 52(1)(b)	Duty to give notice of the application to other municipal council where appropriate	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 52(1)(c)	Duty to give notice of the application to all persons required by the planning scheme	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 52(1)(ca)	Duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if may result in breach of covenant	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 52(1)(cb)	Duty to give notice of the application to owners and occupiers of land benefited by a registered restrictive covenant if application is to remove or vary the covenant	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 52(1)(d)	Duty to give notice of the application to other persons who may be detrimentally effected	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s.52(1AA)	Duty to give notice of an application to remove or vary a registered restrictive covenant	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 52(3)	Power to give any further notice of an application where appropriate	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 53(1)	Power to require the applicant to give notice under s 52(1) to persons specified by it	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 53(1A)	Power to require the applicant to give the notice under s 52(1AA)	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 54(1)	Power to require the applicant to provide more information	TLVC, TLStatP, PP, GMPP, MCD, StatP, PLAC, SStatBP	
s 54(1A)	Duty to give notice in writing of information required under s 54(1)	TLVC, TLStatP, PP, GMPP, MCD, StatP, PLAC, SStatBP	
s 54(1B)	Duty to specify the lapse date for an application	TLVC, TLStatP, PP, GMPP, MCD, StatP, PLAC, SStatBP	
s 54A(3)	Power to decide to extend time or refuse to extend time to give required information	StP, TLVC, TLStatP, PP, GMPP, MCD, StatP, PLAC, SStatBP	
s 54A(4)	Duty to give written notice of decision to extend or refuse to extend time under s 54A(3)	StP, TLVC, TLStatP, PP, GMPP, MCD, StatP, PLAC, SStatBP	
s 55(1)	Duty to give copy application, together with the prescribed information, to every referral authority specified in the planning scheme	StP, TLVC, TLCDA, TLStatP, TLStrgP, PP, SCLAO, CLAO,	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
		CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 57(2A)	Power to reject objections considered made primarily for commercial advantage for the objector	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 57(3)	Function of receiving name and address of persons to whom notice of decision is to go	StP, TLVC, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 57(5)	Duty to make a copy of all objections available in accordance with the public availability requirements	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 57A(4)	Duty to amend application in accordance with applicant's request, subject to s 57A(5)	StP, TLVC, TLStatP, PP, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 57A(5)	Power to refuse to amend application	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 57A(6)	Duty to note amendments to application in register	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 57B(1)	Duty to determine whether and to whom notice should be given	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 57B(2)	Duty to consider certain matters in determining whether notice should be given	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
s 57C(1)	Duty to give copy of amended application to referral authority	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 58	Duty to consider every application for a permit	TLVC, TLStatP, PP, SO, PStrgP, GMPP, MCD, StatP, PLAC, SStatBP	
s 58A	Power to request advice from the Planning Application Committee	TLVC, TLStatP, GMPP, MCD, PLAC	
s 60	Duty to consider certain matters	TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 60(1A)	Duty to consider certain matters	TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 60(1B)	Duty to consider number of objectors in considering whether use or development may have significant social effect	TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 61(1)	Power to determine permit application, either to decide to grant a permit, to decide to grant a permit with conditions or to refuse a permit application	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, CLCO, StatP, PLAC, SStatBP, CFO	The permit must not be inconsistent with a cultural heritage management plan under the Aboriginal Heritage Act 2006 The power to determine the following applications is withheld by Council: a. any application for a planning permit seeking approval to remove ten or more trees as required by the Kingston Planning Scheme b. any application for a planning permit for the use and/or development of land, where the removal of ten or more trees forms part of the application (where not specifically required by the Kingston Planning Scheme) in the following circumstances: i. A tree with a trunk circumference greater than 110 centimetres measured at its base; or ii. A multi-stemmed tree where the circumference of its exterior stems measured at its base is greater than 110 centimetres; or iii. A tree planted as required by a replanting condition of a permit issued for the removal of a protected tree, excluding species which are environmental weeds or noxious weeds.
s 61(2)	Duty to decide to refuse to grant a permit if a relevant determining referral authority objects to grant of permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 61(2A)	Power to decide to refuse to grant a permit if a relevant recommending referral authority objects to the grant of permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 61(3)(a)	Duty not to decide to grant a permit to use coastal Crown land without Minister's consent	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 61(3)(b)	Duty to refuse to grant the permit without the Minister's consent	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 61(4)	Duty to refuse to grant the permit if grant would authorise a breach of a registered restrictive covenant	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(1)	Duty to include certain conditions in deciding to grant a permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(2)	Power to include other conditions	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(4)	Duty to ensure conditions are consistent with paragraphs (a),(b) and (c)	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(5)(a)	Power to include a permit condition to implement an approved development contributions plan or an approved infrastructure contributions plan	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(5)(b)	Power to include a permit condition that specified works be provided on or to the land or paid for in accordance with s 173 agreement	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 62(5)(c)	Power to include a permit condition that specified works be provided or paid for by the applicant	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(6)(a)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except in accordance with ss 46N(1), 46GV(7) or 62(5)	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 62(6)(b)	Duty not to include a permit condition requiring a person to pay an amount for or provide works except a condition that a planning scheme requires to be included as referred to in s 62(1)(a)	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 63	Duty to issue the permit where made a decision in favour of the application (if no one has objected)	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 64(1)	Duty to give notice of decision to grant a permit to applicant and objectors	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	This provision applies also to a decision to grant an amendment to a permit - see s 75
s 64(3)	Duty not to issue a permit until after the specified period	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	This provision applies also to a decision to grant an amendment to a permit - see s 75
s 64(5)	Duty to give each objector a copy of an exempt decision	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	This provision applies also to a decision to grant an amendment to a permit - see s 75
s 64A	Duty not to issue permit until the end of a period when an application for review may be lodged with VCAT or until VCAT has determined the application, if a relevant recommending referral authority has objected to the grant of a permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, MCA, StatP, PLAC, SStatBP	This provision applies also to a decision to grant an amendment to a permit - see s 75A

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 65(1)	Duty to give notice of refusal to grant permit to applicant and person who objected under s 57	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 66(1)	Duty to give notice under s 64 or s 65 and copy permit to relevant determining referral authorities	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 66(2)	Duty to give a recommending referral authority notice of its decision to grant a permit	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	If the recommending referral authority objected to the grant of the permit or the responsible authority decided not to include a condition on the permit recommended by the recommending referral authority
s 66(4)	Duty to give a recommending referral authority notice of its decision to refuse a permit	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	If the recommending referral authority objected to the grant of the permit or the recommending referral authority recommended that a permit condition be included on the permit
s 66(6)	Duty to give a recommending referral authority a copy of any permit which Council decides to grant and a copy of any notice given under s 64 or 65	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	If the recommending referral authority did not object to the grant of the permit or the recommending referral authority did not recommend a condition be included on the permit
s 69(1)	Function of receiving application for extension of time of permit	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC,	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
		GMPP, MCD, StatP, PLAC, SStatBP	
s 69(1A)	Function of receiving application for extension of time to complete development	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 69(2)	Power to extend time	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	Planning permits two years old or more in Green Wedge or environmentally sensitive areas (ie foreshore, wetlands and natural resources environs) for works worth more than $20,000 in value should be submitted to an Ordinary Council Meeting for decision before being renewed or endorsed if there is a material change.
s 70	Duty to make copy permit available for inspection in accordance with the public availability requirements	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 71(1)	Power to correct certain mistakes	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 71(2)	Duty to note corrections in register	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 73	Power to decide to grant amendment subject to conditions	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 74	Duty to issue amended permit to applicant if no objectors	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 76	Duty to give applicant and objectors notice of decision to refuse to grant amendment to permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 76A(1)	Duty to give relevant determining referral authorities copy of amended permit and copy of notice	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 76A(2)	Duty to give a recommending referral authority notice of its decision to grant an amendment to a permit	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	If the recommending referral authority objected to the amendment of the permit or the responsible authority decided not to include a condition on the amended permit recommended by the recommending referral authority
s 76A(4)	Duty to give a recommending referral authority notice of its decision to refuse a permit	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	If the recommending referral authority objected to the amendment of the permit or the recommending referral authority recommended that a permit condition be included on the amended permit
s 76A(6)	Duty to give a recommending referral authority a copy of any amended permit which Council decides to grant and a copy of any notice given under s 64 or 76	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	If the recommending referral authority did not object to the amendment of the permit or the recommending referral authority did not recommend a condition be included on the amended permit

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 76D	Duty to comply with direction of Minister to issue amended permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 83	Function of being respondent to an appeal	TLVC, TLStatP, PP, GMPP, MCD, MCA, PLAC	
s 83B	Duty to give or publish notice of application for review	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 84(1)	Power to decide on an application at any time after an appeal is lodged against failure to grant a permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 84(2)	Duty not to issue a permit or notice of decision or refusal after an application is made for review of a failure to grant a permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, StatP, PLAC, SStatBP	
s 84(3)	Duty to tell principal registrar if decide to grant a permit after an application is made for review of its failure to grant a permit	StP, TLVC, TLStatP, PP, SO, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 84(6)	Duty to issue permit on receipt of advice within 3 working days	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 84AB	Power to agree to confining a review by the Tribunal	TLVC, TLStatP, PP, GMPP, MCD, PLAC	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 86	Duty to issue a permit at order of Tribunal within 3 working days	StP, TLVC, TLCDA, TLStatP, PP, SO, SCLAO, CLAO, CDTSC, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 87(3)	Power to apply to VCAT for the cancellation or amendment of a permit	TLVC, TLStatP, PP, GMPP, MCD, MCA, PLAC	
s 90(1)	Function of being heard at hearing of request for cancellation or amendment of a permit	TLVC, TLStatP, PP, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 91(2)	Duty to comply with the directions of VCAT	TLVC, TLCDA, TLStatP, PP, GMPP, MCD, PLAC	
s 91(2A)	Duty to issue amended permit to owner if Tribunal so directs	TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, MCA, PLAC	
s 92	Duty to give notice of cancellation/amendment of permit by VCAT to persons entitled to be heard under s 90	StP, TLVC, TLStatP, PP, CDTSC, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 93(2)	Duty to give notice of VCAT order to stop development	TLVC, TLStatP, PP, SPLEO, GMPP, MCS, PLAC	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 95(3)	Function of referring certain applications to the Minister	TLVC, TLStatP, GMPP, MCD, MCS, MCA, PLAC	
s 95(4)	Duty to comply with an order or direction	TLVC, TLStatP, GMPP, MCD, MCS, MCA, PLAC	
s 96(1)	Duty to obtain a permit from the Minister to use and develop its land	TLVC, TLStatP, GMPP, MCD, MCS, PLAC	
s 96(2)	Function of giving consent to other persons to apply to the Minister for a permit to use and develop Council land	TLVC, TLStatP, GMIOS, GMPP, MCD, MP, PLAC	
s 96A(2)	Power to agree to consider an application for permit concurrently with preparation of proposed amendment	TLVC, TLStatP, TLStrgP, PP, GMPP, MCD, MCS, PLAC	
s 96C	Power to give notice, to decide not to give notice, to publish notice and to exercise any other power under s 96C	TLVC, TLStatP, TLStrgP, PP, GMPP, MCD, MCS, PLAC	
s 96F	Duty to consider the panel's report under s 96E	TLVC, TLStatP, TLStrgP, GMPP, MCD, MCS, PLAC	
s 96G(1)	Power to determine to recommend that a permit be granted or to refuse to recommend that a permit be granted and power to notify applicant of the determination (including power to give notice under s 23 of the Planning and Environment (Planning Schemes) Act 1996)	GMPP, MCD, MCS	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 96H(3)	Power to give notice in compliance with Minister's direction	TLVC, TLStatP, TLStrgP, GMPP, MCD, MCS, PLAC	
s 96J	Power to issue permit as directed by the Minister	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 96K	Duty to comply with direction of the Minister to give notice of refusal	TLVC, TLStatP, PP, GMPP, MCD, PLAC	
s 96Z	Duty to keep levy certificates given to it under ss 47 or 96A for no less than 5 years from receipt of the certificate	TLCDA, GMPP, MCD, MCS	
s 97C	Power to request Minister to decide the application	TLVC, TLStatP, GMPP, MCD, PLAC	
s 97D(1)	Duty to comply with directions of Minister to supply any document or assistance relating to application	TLVC, TLStatP, GMPP, MCD, PLAC	
s 97G(3)	Function of receiving from Minister copy of notice of refusal to grant permit or copy of any permit granted by the Minister	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC	
s 97G(6)	Duty to make a copy of permits issued under s 97F available in accordance with the public availability requirements	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, MCS, StatP, PLAC, SStatBP	
s 97L	Duty to include Ministerial decisions in a register kept under s 49	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMPP, MCD, MCS, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 97MH	Duty to provide information or assistance to the Planning Application Committee	TLVC, TLStatP, GMPP, MCD, PLAC	
s 97MI	Duty to contribute to the costs of the Planning Application Committee or subcommittee	TLVC, TLStatP, GMPP, MCD, PLAC	
s 97O	Duty to consider application and issue or refuse to issue certificate of compliance	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, PLAC	
s 97P(3)	Duty to comply with directions of VCAT following an application for review of a failure or refusal to issue a certificate	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, PLAC	
s 97Q(2)	Function of being heard by VCAT at hearing of request for amendment or cancellation of certificate	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 97Q(4)	Duty to comply with directions of VCAT	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, PLAC	
s 97R	Duty to keep register of all applications for certificate of compliance and related decisions	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 98(1)&(2)	Function of receiving claim for compensation in certain circumstances	GMIOS, GMPP, MCD, MP	
s 98(4)	Duty to inform any person of the name of the person from whom compensation can be claimed	GMIOS, GMPP, MCD, MP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 101	Function of receiving claim for expenses in conjunction with claim	GMIOS, GMPP, MCD, MP	
s 103	Power to reject a claim for compensation in certain circumstances	GMIOS, GMPP, MCD, MP	
s.107(1)	function of receiving claim for compensation	GMIOS, GMPP, MCD, MP	
s 107(3)	Power to agree to extend time for making claim	GMIOS, GMPP, MCD, MF, MP, CFO	
s 113(2)	Power to request a declaration for land to be proposed to be reserved for public purposes	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, PLAC	
s 114(1)	Power to apply to the VCAT for an enforcement order	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, PLAC	
s 117(1)(a)	Function of making a submission to the VCAT where objections are received	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, StatP, PLAC, SStatBP	
s 120(1)	Power to apply for an interim enforcement order where s 114 application has been made	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, PLAC	
s 123(1)	Power to carry out work required by enforcement order and recover costs	TLVC, TLStatP, PP, SPLEO, GMIOS, GMPP, MCD, MF, MI, MCA, PLAC, CFO	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 123(2)	Power to sell buildings, materials, etc salvaged in carrying out work under s 123(1)	GMIOS, GMPP, MCD, MF, MI, MCA, CFO	Except Crown Land
s 129	Function of recovering penalties	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MF, MCA, PLAC, CFO	
s 130(5)	Power to allow person served with an infringement notice further time	TLStatP, PLEO, SPLEO, GMPP, MCD, MCA, CLCO, PLAC, LCO	
s 149A(1)	Power to refer a matter to the VCAT for determination	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, PLAC	
s 149A(1A)	power to apply to VCAT for the determination of a matter relating to the interpretation of a s.173 agreement	TLVC, TLStatP, PP, SPLEO, GMPP, MCD, MCA, PLAC	
s 156	Duty to pay fees and allowances (including a payment to the Crown under s 156(2A)), and payment or reimbursement for reasonable costs and expenses incurred by the panel in carrying out its functions unless the Minister directs otherwise under s 156(2B)power to ask for contribution under s 156(3) and power to abandon amendment or part of it under s 156(4)	TLVC, TLStrgP, GMPP, MCS	Where Council is the relevant planning authority
s 171(2)(f)	Power to carry out studies and commission reports	TLVC, TLStatP, GMPP, MCD, MCS, PLAC	
s 171(2)(g)	Power to grant and reserve easements	TLVC, TLStatP, PP, GMIOS, GMPP, MCD, MI, MP, PLAC	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 172C	Power to compulsorily acquire any outer public purpose land that is specified in the approved infrastructure contributions plan	GMIOS, GMPP, MCS, MI, MP	Where Council is a development agency specified in an approved infrastructure contributions plan
s 172D(1)	Power to compulsorily acquire any inner public purpose land that is specified in the plan before the time that the land is required to be provided to Council under s 46GV(4)	GMIOS, GMPP, MCS, MI, MP	Where Council is a collecting agency specified in an approved infrastructure contributions plan
s 172D(2)	Power to compulsorily acquire any inner public purpose land, the use and development of which is to be the responsibility of Council under the plan, before the time that the land is required to be provided under s 46GV(4)	GMIOS, GMPP, MCS, MI, MP	Where Council is the development agency specified in an approved infrastructure contributions plan
s 173(1)	Power to enter into agreement covering matters set out in s 174	GMIOS, GMPP, MCD, MCS	
s 173(1A)	Power to enter into an agreement with an owner of land for the development or provision of land in relation to affordable housing	GMPP, MCS	Where Council is the relevant responsible authority
	Power to decide whether something is to the satisfaction of Council, where an agreement made under s 173 of the Planning and Environment Act 1987 requires something to be to the satisfaction of Council or Responsible Authority	TLVC, TLStatP, PP, GMIOS, GMPP, MCD, MCS, MCA, PLAC	
	Power to give consent on behalf of Council, where an agreement made under s 173 of the Planning and Environment Act 1987 requires that something may not be done without the consent of Council or Responsible Authority	GMIOS, GMPP, MCD, MCS	
s 177(2)	Power to end a s 173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	GMIOS, GMPP, MCD, MCS	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 178	power to amend a s 173 agreement with the agreement of all those bound by any covenant in the agreement or otherwise in accordance with Division 2 of Part 9	GMIOS, GMPP, MCD, MCS	
s 178A(1)	Function of receiving application to amend or end an agreement	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMIOS, GMPP, MCD, StatP, PLAC, SStatBP	
s 178A(3)	Function of notifying the owner as to whether it agrees in principle to the proposal under s 178A(1)	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMIOS, GMPP, MCD, StatP, PLAC, SStatBP	
s 178A(4)	Function of notifying the applicant and the owner as to whether it agrees in principle to the proposal	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMIOS, GMPP, MCD, StatP, PLAC, SStatBP	
s 178A(5)	Power to propose to amend or end an agreement	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMIOS, GMPP, MCD, StatP, PLAC, SStatBP	
s 178B(1)	Duty to consider certain matters when considering proposal to amend an agreement	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMIOS, GMPP, MCD, StatP, PLAC, SStatBP	
s 178B(2)	Duty to consider certain matters when considering proposal to end an agreement	StP, TLVC, TLCDA, TLStatP, PP, CDTSC, GMIOS, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 178C(2)	Duty to give notice of the proposal to all parties to the agreement and other persons who may be detrimentally affected by decision to amend or end	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC, SStatBP	
s 178C(4)	Function of determining how to give notice under s 178C(2)	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC, SStatBP	
s 178E(1)	Duty not to make decision until after 14 days after notice has been given	TLVC, TLStatP, GMPP, MCD, MCS, PLAC	
s.178E(2)(a)	Power to amend or end the agreement in accordance with the proposal	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	If no objections are made under s 178D Must consider matters in s 178B
s 178E(2)(b)	Power to amend or end the agreement in a manner that is not substantively different from the proposal	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	If no objections are made under s 178D Must consider matters in s 178B
s 178E(2)(c)	Power to refuse to amend or end the agreement	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	If no objections are made under s 178D Must consider matters in s 178B
s 178E(3)(a)	Power to amend or end the agreement in accordance with the proposal	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	After considering objections, submissions and matters in s 178B
s 178E(3)(b)	Power to amend or end the agreement in a manner that is not substantively different from the proposal	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	After considering objections, submissions and matters in s 178B

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s.178E(3)(c)	power to amend or end the agreement in a manner that is substantively different from the proposal	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	After considering objections, submissions and matters in s.178B
s 178E(3)(d)	Power to refuse to amend or end the agreement	TLVC, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	After considering objections, submissions and matters in s 178B
s 178F(1)	Duty to give notice of its decision under s 178E(3)(a) or (b)	TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, MCS, PLAC	
s 178F(2)	Duty to give notice of its decision under s 178E(2)(c) or (3)(d)	TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, MCS, PLAC	
s 178F(4)	Duty not to proceed to amend or end an agreement under s 178E until at least 21 days after notice has been given or until an application for review to the Tribunal has been determined or withdrawn	TLVC, TLStatP, PP, GMIOS, GMPP, MCD, MCS, PLAC	
s 178G	Duty to sign amended agreement and give copy to each other party to the agreement	GMIOS, GMPP, MCD, MCS	
s 178H	Power to require a person who applies to amend or end an agreement to pay the costs of giving notices and preparing the amended agreement	TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMIOS, GMPP, MCD, MCS, PLAC	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 178I(3)	Duty to notify, in writing, each party to the agreement of the ending of the agreement relating to Crown land	TLVC, TLStatP, PP, GMIOS, GMPP, MCD, MCS, PLAC	
s 179(2)	Duty to make copy of each agreement available in accordance with the public availability requirements	TLVC, TLCDA, TLStatP, TLStrgP, GMPP, MCD, MCS, PLAC	
s 181	Duty to apply to the Registrar of Titles to record the agreement and to deliver a memorial to Registrar-General	TLVC, TLCDA, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	
s 181(1A)(a)	Power to apply to the Registrar of Titles to record the agreement	TLCDA, TLStatP, GMIOS, GMPP, MCD, MCS, PLAC	
s 181(1A)(b)	Duty to apply to the Registrar of Titles, without delay, to record the agreement	TLCDA, TLStatP, SO, GMIOS, GMPP, MCD, MCS, PLAC	
s 182	Power to enforce an agreement	TLVC, TLStatP, SPLEO, GMIOS, GMPP, MCD, MCS, MCA, PLAC	
s 183	Duty to tell Registrar of Titles of ending/amendment of agreement	TLVC, TLCDA, TLStatP, SO, GMIOS, GMPP, MCD, MCS, PLAC	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 184F(1)	Power to decide to amend or end an agreement at any time after an application for review of the failure of Council to make a decision	TLVC, TLStatP, PP, GMIOS, GMPP, MCD, MCS, MCA, PLAC	
s 184F(2)	Duty not to amend or end the agreement or give notice of the decision after an application is made to VCAT for review of a failure to amend or end an agreement	TLVC, TLStatP, PP, GMIOS, GMPP, MCD, MCS, MCA, PLAC	
s 184F(3)	Duty to inform the principal registrar if the responsible authority decides to amend or end an agreement after an application is made for the review of its failure to end or amend the agreement	TLVC, TLCDA, TLStatP, GMPP, MCD, MCS, MCA, PLAC	
s 184F(5)	Function of receiving advice from the principal registrar that the agreement may be amended or ended in accordance with Council's decision	TLVC, TLCDA, TLStatP, GMPP, MCD, MCS, PLAC	
s 184G(2)	Duty to comply with a direction of the Tribunal	TLVC, TLCDA, TLStatP, GMIOS, GMPP, MCD, MCS, MCA, PLAC	
s 184G(3)	Duty to give notice as directed by the Tribunal	TLVC, TLCDA, TLStatP, GMPP, MCD, MCS, MCA, PLAC	
s 198(1)	Function to receive application for planning certificate	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 199(1)	Duty to give planning certificate to applicant	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, StatP, PLAC, SStatBP	
s 201(1)	Function of receiving application for declaration of underlying zoning	StP, TLVC, TLCDA, TLStatP, PP, SCLAO, CLAO, CDTSC, GMPP, MCD, MCS, PLAC, SStatBP	
s 201(3)	Duty to make declaration	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC	
	Power to decide, in relation to any planning scheme or permit, that a specified thing has or has not been done to the satisfaction of Council	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC	
	Power, in relation to any planning scheme or permit, to consent or refuse to consent to any matter which requires the consent or approval of Council	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC	
	Power to approve any plan or any amendment to a plan or other document in accordance with a provision of a planning scheme or condition in a permit	TLVC, TLStatP, PP, GMPP, MCD, MCS, CLCO, PLAC	
	Power to give written authorisation in accordance with a provision of a planning scheme	TLVC, TLStatP, PP, GMPP, MCD, MCS, PLAC	
s 201UAB(1)	Function of providing the Victoria Planning Authority with information relating to any land within municipal district	GMPP, MCD, MCS	

Planning and Environment Act 1987			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 201UAB(2)	Duty to provide the Victoria Planning Authority with information requested under s 201UAB(1) as soon as possible	GMPP, MCD, MCS	

Residential Tenancies Act 1997			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 518F	Power to issue notice to caravan park regarding emergency management plan if determined that the plan does not comply with the requirements	TLEH	
s 522(1)	Power to give a compliance notice to a person	TLEH, TLSB-MBS, EHO, GMPP, MCS, MCEI	
s 525(2)	Power to authorise an officer to exercise powers in s 526 (either generally or in a particular case)	CEO	Retained at Council / CEO level
s 525(4)	Duty to issue identity card to authorised officers	MBFMPO, GMCCorp, MG	
s 526(5)	Duty to keep record of entry by authorised officer under s 526	TLEH, TLSB-MBS, EHO, PLEO, GMPP, MCS, MCEI	
s 526A(3)	Function of receiving report of inspection	TLEH, TLSB-MBS, GMPP, MCS, MCEI	
s 527	Power to authorise a person to institute proceedings (either generally or in a particular case)	CEO	Retained at Council / CEO level

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 11(1)	Power to declare a road by publishing a notice in the Government Gazette	TLRD, GMIOS, MI, MP	Obtain consent in circumstances specified in s 11(2)
s 11(8)	Power to name a road or change the name of a road by publishing notice in Government Gazette	TLRD, GMIOS, MI, MP	
s 11(9)(b)	Duty to advise Registrar	TLRD, GMIOS, MI, MP	
s 11(10)	Duty to inform Secretary to Department of Environment, Land, Water and Planning of declaration etc.	TLRD, GMIOS, MI	Subject to s 11(10A)
s 11(10A)	Duty to inform Secretary to Department of Environment, Land, Water and Planning or nominated person	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 12(2)	Power to discontinue road or part of a road	TLRD, GMIOS, MI, MP	Where Council is the coordinating road authority where council is the coordinating road authority
s 12(4)	Duty to publish, and provide copy, notice of proposed discontinuance	TLProp, TLRD, GMIOS, MI, MP	Power of coordinating road authority where it is the discontinuing body Unless s 12(11) applies
s 12(5)	Duty to consider written submissions received within 28 days of notice	TLProp, TLRD, GMIOS, MI, MP	Duty of coordinating road authority where it is the discontinuing body Unless s 12(11) applies
s 12(6)	Function of hearing a person in support of their written submission	TLProp, TLRD,	Function of coordinating road authority where it is the discontinuing body

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
		GMIOS, MI, MP	Unless s 12(11) applies
s 12(7)	Duty to fix day, time and place of meeting under s 12(6) and to give notice	TLProp, TLRD, GMIOS, MI, MP	Duty of coordinating road authority where it is the discontinuing body Unless s 12(11) applies
s 12(10)	Duty to notify of decision made	TLProp, TLRD, GMIOS, MI, MP	Duty of coordinating road authority where it is the discontinuing body Does not apply where an exemption is specified by the regulations or given by the Minister
s 13(1)	Power to fix a boundary of a road by publishing notice in Government Gazette	TLRD, GMIOS, MI	Power of coordinating road authority and obtain consent under s 13(3) and s 13(4) as appropriate
s 14(4)	Function of receiving notice from the Head, Transport for Victoria	TLRD, GMIOS, MI	
s 14(7)	Power to appeal against decision of the Head, Transport for Victoria	GMIOS	
s 15(1)	Power to enter into arrangement with another road authority, utility or a provider of public transport to transfer a road management function of the road authority to the other road authority, utility or provider of public transport	GMIOS, GMPP, MI	
s 15(1A)	Power to enter into arrangement with a utility to transfer a road management function of the utility to the road authority	GMIOS, MI	
s 15(2)	Duty to include details of arrangement in public roads register	TLRD, GMIOS, MI	
s 16(7)	Power to enter into an arrangement under s 15	GMIOS	

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 16(8)	Duty to enter details of determination in public roads register	TLRD, GMIOS, MI	
s 17(2)	Duty to register public road in public roads register	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 17(3)	Power to decide that a road is reasonably required for general public use	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 17(3)	Duty to register a road reasonably required for general public use in public roads register	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 17(4)	Power to decide that a road is no longer reasonably required for general public use	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 17(4)	Duty to remove road no longer reasonably required for general public use from public roads register	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 18(1)	Power to designate ancillary area	TLRD, GMIOS, MI	Where Council is the coordinating road authority, and obtain consent in circumstances specified in s 18(2)
s 18(3)	Duty to record designation in public roads register	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 19(1)	Duty to keep register of public roads in respect of which it is the coordinating road authority	TLRD, GMIOS, MI	
s 19(4)	Duty to specify details of discontinuance in public roads register	TLRD, GMIOS, MI	
s 19(5)	Duty to ensure public roads register is available for public inspection	TLRD, GMIOS, MI	

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 21	Function of replying to request for information or advice	TLRD, GMIOS, MI	Obtain consent in circumstances specified in s 11(2)
s 22(2)	Function of commenting on proposed direction	TLRD, GMIOS, MI	
s 22(4)	Duty to publish a copy or summary of any direction made under s 22 by the Minister in its annual report.	TLRD, GMIOS, MI	
s 22(5)	Duty to give effect to a direction under s 22	TLRD, GMIOS, MI	
s 40(1)	Duty to inspect, maintain and repair a public road.	TLRD, MCW, GMIOS, MI	
s 40(5)	Power to inspect, maintain and repair a road which is not a public road	TLRD, MCW, GMIOS, MI	
s 41(1)	Power to determine the standard of construction, inspection, maintenance and repair	TLRD, MCW, GMIOS, MI	
s 42(1)	Power to declare a public road as a controlled access road	TLRD, GMIOS, MI	Power of coordinating road authority and sch 2 also applies
s 42(2)	Power to amend or revoke declaration by notice published in Government Gazette	GMIOS	Power of coordinating road authority and sch 2 also applies
s 42A(3)	Duty to consult with Head, Transport for Victoria and Minister for Local Government before road is specified	GMIOS	Where Council is the coordinating road authority If road is a municipal road or part thereof
s 42A(4)	Power to approve Minister's decision to specify a road as a specified freight road	GMIOS	Where Council is the coordinating road authority

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
			If road is a municipal road or part thereof and where road is to be specified a freight road
s 48EA	Duty to notify the owner or occupier of land and provider of public transport on which rail infrastructure or rolling stock is located (and any relevant provider of public transport)	TLRD, GMIOS, MI	Where Council is the responsible road authority, infrastructure manager or works manager
s 48M(3)	Function of consulting with the relevant authority for purposes of developing guidelines under s 48M	GMIOS, MI	
s 49	Power to develop and publish a road management plan	GMIOS, MI	
s 51	Power to determine standards by incorporating the standards in a road management plan	GMIOS, MI	
s 53(2)	Power to cause notice to be published in Government Gazette of amendment etc of document in road management plan	GMIOS, MI	
s 54(2)	Duty to give notice of proposal to make a road management plan	GMIOS, MI	
s 54(5)	Duty to conduct a review of road management plan at prescribed intervals	GMIOS, MI	
s 54(6)	Power to amend road management plan	GMIOS, MI	
s 54(7)	Duty to incorporate the amendments into the road management plan	GMIOS, MI	
s 55(1)	Duty to cause notice of road management plan to be published in Government Gazette and newspaper	GMIOS, MI	
s 63(1)	Power to consent to conduct of works on road	TLRD, MCW, GMIOS, MI	Where Council is the coordinating road authority
s 63(2)(e)	Power to conduct or to authorise the conduct of works in, on, under or over a road in an emergency	MCW, GMIOS, MI	Where Council is the infrastructure manager

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 64(1)	Duty to comply with cl 13 of sch 7	GMIOS, MI	Where Council is the infrastructure manager or works manager
s 66(1)	Power to consent to structure etc	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 67(2)	Function of receiving the name & address of the person responsible for distributing the sign or bill	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 67(3)	Power to request information	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 68(2)	Power to request information	TLRD, GMIOS, MI	Where Council is the coordinating road authority
s 71(3)	Power to appoint an authorised officer	All General Managers	
s 72	Duty to issue an identity card to each authorised officer	MBFMPO, MG	
s 85	Function of receiving report from authorised officer	TLRD, TLTT, GMIOS, MI	
s 86	Duty to keep register re s 85 matters	TLRD, TLTT, GMIOS, MI	
s 87(1)	Function of receiving complaints	TLRD, MCW, GMIOS, MI	
s 87(2)	Duty to investigate complaint and provide report	TLRD, MCW, TLTT, GMIOS, MI	

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 96	Power to authorise a person for the purpose of instituting legal proceedings	All General Managers	
s 112(2)	Power to recover damages in court	MCW, TLTT, GMIOS, MI	
s 116	Power to cause or carry out inspection	TLRD, MCW, TLTT, GMIOS, MI	
s 119(2)	Function of consulting with the Head, Transport for Victoria	TLRD, GMIOS, MI	
s 120(1)	Power to exercise road management functions on an arterial road (with the consent of the Head, Transport for Victoria)	TLRD, GMIOS, MI	
s 120(2)	Duty to seek consent of the Head, Transport for Victoria to exercise road management functions before exercising power in s 120(1)	TLRD, GMIOS, MI	
s 121(1)	Power to enter into an agreement in respect of works	TLRD, TLTT, GMIOS, MI	
s 122(1)	Power to charge and recover fees	MF, CFO	
s 123(1)	Power to charge for any service	MF, CFO	
sch 2 cl 2(1)	Power to make a decision in respect of controlled access roads	TLRD, TLTT, GMIOS, MI	
sch 2 cl 3(1)	Duty to make policy about controlled access roads	GMIOS	
sch 2 cl 3(2)	Power to amend, revoke or substitute policy about controlled access roads	GMIOS	

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
sch 2 cl 4	Function of receiving details of proposal from the Head, Transport for Victoria	TLRD, TLTT, GMIOS, MI	
sch 2 cl 5	Duty to publish notice of declaration	TLRD, GMIOS, MI	
sch 7 cl 7(1)	Duty to give notice to relevant coordinating road authority of proposed installation of non-road infrastructure or related works on a road reserve	TLRD, TLTT, GMIOS, MI	Where Council is the infrastructure manager or works manager
sch 7 cl 8(1)	Duty to give notice to any other infrastructure manager or works manager responsible for any non-road infrastructure in the area, that could be affected by any proposed installation of infrastructure or related works on a road or road reserve of any road	TLRD, TLTT, GMIOS, MI	Where Council is the infrastructure manager or works manager
sch 7 cla 9(1)	Duty to comply with request for information from a coordinating road authority, an infrastructure manager or a works manager responsible for existing or proposed infrastructure in relation to the location of any non-road infrastructure and technical advice or assistance in conduct of works	TLRD, TLTT, GMIOS, MI	Where Council is the infrastructure manager or works manager responsible for non-road infrastructure
sch 7 cl 9(2)	Duty to give information to another infrastructure manager or works manager where becomes aware any infrastructure or works are not in the location shown on records, appear to be in an unsafe condition or appear to need maintenance	TLRD, TLTT, GMIOS, MI	Where Council is the infrastructure manager or works manager
sch 7 cl 10(2)	Where Sch 7 cl 10(1) applies, duty to, where possible, conduct appropriate consultation with persons likely to be significantly affected	TLRD, TLTT, GMIOS, MI	Where Council is the infrastructure manager or works manager
sch 7 cl 12(2)	Power to direct infrastructure manager or works manager to conduct reinstatement works	TLRD, MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 12(3)	Power to take measures to ensure reinstatement works are completed	TLRD, MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
sch 7 cl 12(4)	Duty to ensure that works are conducted by an appropriately qualified person	TLRD, MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 12(5)	Power to recover costs	TLRD, MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 13(1)	Duty to notify relevant coordinating road authority within 7 days that works have been completed, subject to sch 7 cl 13(2)	TLRD, TLTT, GMIOS, MI	Where Council is the works manager
sch 7 cl 13(2)	Power to vary notice period	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 13(3)	Duty to ensure works manager has complied with obligation to give notice under sch 7 cl 13(1)	TLTT, GMIOS, MI	Where Council is the infrastructure manager
sch 7 cl 16(1)	Power to consent to proposed works	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 16(4)	Duty to consult	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority, responsible authority or infrastructure manager
sch 7 cl 16(5)	Power to consent to proposed works	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 16(6)	Power to set reasonable conditions on consent	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 16(8)	Power to include consents and conditions	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 17(2)	Power to refuse to give consent and duty to give reasons for refusal	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority

Road Management Act 2004			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
sch 7 cl18(1)	Power to enter into an agreement	GMIOS	Where Council is the coordinating road authority
sch7 cl 19(1)	Power to give notice requiring rectification of works	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 19(2) & (3)	Power to conduct the rectification works or engage a person to conduct the rectification works and power to recover costs incurred	TLRD, MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7 cl 20(1)	Power to require removal, relocation, replacement or upgrade of existing non-road infrastructure	TLRD, MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority
sch 7A cl 2	Power to cause street lights to be installed on roads	GMIOS, MI	Power of responsible road authority where it is the coordinating road authority or responsible road authority in respect of the road
sch 7 cl 3(1)(d)	Duty to pay installation and operation costs of street lighting - where road is not an arterial road	GMIOS, MI	Where Council is the responsible road authority
sch 7A cl 3(1)(e)	Duty to pay installation and operation costs of street lighting - where road is a service road on an arterial road and adjacent areas	GMIOS, MI	Where Council is the responsible road authorit
sch 7A cl (3)(1)(f)	Duty to pay installation and percentage of operation costs of street lighting - for arterial roads in accordance with cls 3(2) and 4	GMIOS, MI	Duty of Council as responsible road authority that installed the light (re: installation costs) and where Council is relevant municipal council (re: operating costs)

Planning and Environment Regulations 2015			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r.6	function of receiving notice, under section 19(1)(c) of the Act, from a planning authority of its preparation of an amendment to a planning scheme	GMPP, MCS	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.
r.21	power of responsible authority to require a permit applicant to verify information (by statutory declaration or other written confirmation satisfactory to the responsible authority) in an application for a permit or to amend a permit or any information provided under section 54 of the Act	TLVC, TLStatP, PP, GMPP, MCD, PLAC, SStatBP	
r.25(a)	duty to make copy of matter considered under section 60(1A)(g) available for inspection free of charge	TLVC, TLCDA, TLStatP, TLStrgP, PP, GMPP, MCD, MCS, PLAC	where Council is the responsible authority
r.25(b)	function of receiving a copy of any document considered under section 60(1A)(g) by the responsible authority and duty to make the document available for inspection free of charge	TLVC, TLCDA, TLStatP, TLStrgP, PP, GMPP, MCD, MCS, PLAC	where Council is not the responsible authority but the relevant land is within Council's municipal district
r.42	function of receiving notice under section 96C(1)(c) of the Act from a planning authority of its preparation of a combined application for an amendment to a planning scheme and notice of a permit application	GMPP, MCS	where Council is not the planning authority and the amendment affects land within Council's municipal district; or where the amendment will amend the planning scheme to designate Council as an acquiring authority.

Planning and Environment (Fees) Regulations 2016			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 19	Power to waive or rebate a fee relating to an amendment of a planning scheme	GMPP, MCD, MCS	
r 20	Power to waive or rebate a fee other than a fee relating to an amendment to a planning scheme	TLStatP, GMPP, MCD, PLAC	
r 21	Duty to record matters taken into account and which formed the basis of a decision to waive or rebate a fee under r 19 or 20	TLCDA, TLStatP, GMPP, MCD, MCS, PLAC	

Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2020			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 7	Function of entering into a written agreement with a caravan park owner	TLEH, GMPP, MCS, MCEI	
r 10	Function of receiving application for registration	TLEH, EHO, GMPP, MCS, MCEI, BSEH	
r 11	Function of receiving application for renewal of registration	TLEH, EHO, GMPP, MCEI, BSEH	
r 12(1)	Duty to grant the registration if satisfied that the caravan park complies with these regulations	TLEH, GMPP, MCS, MCEI	
r 12(1)	Power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations	TLEH, GMPP, MCD, MCEI	
r 12(2)	Duty to renew the registration if satisfied that the caravan park complies with these regulations	TLEH, GMPP, MCS, MCEI	
r 12(2)	Power to refuse to renew the registration if not satisfied that the caravan park complies with these regulations	TLEH, EHO, GMPP, MCEI	
r 12(3)	Duty to have regard to matters in determining an application for registration or an application for renewal of registration	TLEH, EHO, GMPP, MCEI	

Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2020			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 12(4) & (5)	Duty to issue certificate of registration	TLEH, EHO, GMPP, MCS, MCEI	
r 14(1)	Function of receiving notice of transfer of ownership	TLEH, EHO, GMPP, MCS, MCEI	
r 14(3)	Power to determine where notice of transfer is displayed	TLEH, EHO, GMPP, MCS, MCEI	
r 15(1)	Duty to transfer registration to new caravan park owner	TLEH, EHO, GMPP, MCS, MCEI	
r 15(2)	Duty to issue a certificate of transfer of registration	TLEH, EHO, GMPP, MCS, MCEI	
r 16(1)	Power to determine the fee to accompany applications for registration or applications for renewal of registration	TLEH, EHO, GMPP, MCS, MCEI	
r 17	Duty to keep register of caravan parks	TLEH, GMPP, MCS, MCEI	
r 18(4)	Power to determine where the emergency contact person's details are displayed	TLEH, EHO, GMPP, MCS, MCEI	
r 18(6)	Power to determine where certain information is displayed	TLEH, EHO, GMPP, MCS, MCEI	
r 22(1)	Duty to notify a caravan park owner of the relevant emergency services agencies for the caravan park, on the request of the caravan park owner	TLEH, EHO, GMPP, MCS, MCEI	
r 22(2)	Duty to consult with relevant emergency services agencies	TLEH, EHO, GMPP, MCS, MCEI	
r 23	Power to determine places in which caravan park owner must display a copy of emergency procedures	TLEH, EHO, GMPP, MCS, MCEI	

Residential Tenancies (Caravan Parks and Movable Dwellings Registration and Standards) Regulations 2020			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 24	Power to determine places in which caravan park owner must display copy of public emergency warnings	TLEH, EHO, GMPP, MCS, MCEI	
r 25(3)	Duty to consult with relevant floodplain management authority	TLEH, EHO, GMPP, MCS, MCEI	
r 26	Duty to have regard to any report of the relevant fire authority	TLEH, EHO, GMPP, MCS, MCEI	
r 28(c)	Power to approve system for the collection, removal and disposal of sewage and waste water from a movable dwelling	TLEH, EHO, GMPP, MCS, MCEI	
r 40	Function of receiving notice of proposed installation of unregistrable movable dwelling or rigid annexe	TLEH, EHO, GMPP, MCS, MCEI	
r 40(b)	Power to require notice of proposal to install unregistrable movable dwelling or rigid annexe	TLEH, EHO, GMPP, MCS, MCEI	
r 41(4)	Function of receiving installation certificate	TLEH, EHO, GMPP, MCS, MCEI	
r 43	Power to approve use of a non-habitable structure as a dwelling or part of a dwelling	TLEH, EHO, GMPP, MCS, MCEI	
sch 3 cl 4(3)	Power to approve the removal of wheels and axles from unregistrable movable dwelling	TLEH, EHO, GMPP, MCS, MCEI	

Road Management (General) Regulations 2016			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 8(1)	Duty to conduct reviews of road management plan	GMIOS, MI	
r 9(2)	Duty to produce written report of review of road management plan and make report available	GMIOS, MI	
r 9(3)	Duty to give notice where road management review is completed and no amendments will be made (or no amendments for which notice is required)	TLTT, GMIOS, MI	Where Council is the coordinating road authority
r.10	Duty to give notice of amendment which relates to standard of construction, inspection, maintenance or repair under s 41 of the Act	GMIOS, MI	
r 13(1)	Duty to publish notice of amendments to road management plan	GMIOS, MI	where Council is the coordinating road authority
r 13(3)	Duty to record on road management plan the substance and date of effect of amendment	GMIOS, MI	
r 16(3)	Power to issue permit	TLRD, TLTT, GMIOS, MI	Where Council is the coordinating road authority
r 18(1)	Power to give written consent re damage to road	TLRD, GMIOS, MI	Where Council is the coordinating road authority
r 23(2)	Power to make submission to Tribunal	GMIOS, MI	Where Council is the coordinating road authority
r 23(4)	Power to charge a fee for application under s 66(1) Road Management Act	MCW, TLTT, GMIOS, MI	Where Council is the coordinating road authority
r 25(1)	Power to remove objects, refuse, rubbish or other material deposited or left on road	TLWM, MCW, TLTT, GMIOS, MI	Where Council is the responsible road authority
r 25(2)	Power to sell or dispose of things removed from road or part of road (after first complying with regulation 25(3)	MCW, TLTT, GMIOS, MI	Where Council is the responsible road authority

Road Management (General) Regulations 2016			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 25(5)	Power to recover in the Magistrates' Court, expenses from person responsible	TLWM, MCW, TLTT, GMIOS, MI	

Road Management (Works and Infrastructure) Regulations 2015			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
r 15	Power to exempt a person from requirement under cl 13(1) of sch 7 of the Act to give notice as to the completion of those works	TLRD, GMIOS, MI	Where Council is the coordinating road authority and where consent given under s 63(1) of the Act
r 22(2)	Power to waive whole or part of fee in certain circumstances	TLRD, GMIOS, MI	Where Council is the coordinating road authority

City of KINGSTON

Kingston City Council

Instrument of Sub-Delegation S18
to
Members of Council staff

S18 Instrument of Sub-Delegation under the Environment Protection Act 2017

By this Instrument of Sub-Delegation, in exercise of the power conferred by s 437(2) of the *Environment Protection Act 2017* ('**Act'**) and the Instrument of Delegation of the Environment Protection Authority under the Act dated 4 June 2021, the Council:

1. delegates each duty and/or function and/or power described in column 1 of the Schedule (and summarised in column 2 of the Schedule) to the member of Council staff holding, acting in or performing the duties of the office or position described in column 3 of the Schedule;

2. record that references in the Schedule are outlined in the instrument

3. this Instrument of Sub-Delegation is authorised by **a resolution of Council** passed on **25 July 2022** pursuant to a power of sub-delegation conferred by the Instrument of Delegation of the Environment Protection Authority under the Act dated 4 June 2021;

4. the delegation:
   - 4.1 comes into force immediately the common seal of Council is affixed to this Instrument of Sub-Delegation;
   - 4.2 remains in force until varied or revoked;
   - 4.3 is subject to any conditions and limitations set out in sub-paragraph 5, and the Schedule; and
   - 4.4 must be exercised in accordance with any guidelines or policies which Council from time to time adopts; and

5. this Instrument of Sub-Delegation is subject to the following limitations:
   - 5.1 the powers, duties and functions described in column and summarised in column 2 of the Schedule are only delegated for the purpose of regulating:
     - 5.1.1 onsite wastewater management systems with a design or actual flow rate of sewage not exceeding 5000 litres on any day; and
     - 5.1.2 noise from the construction, demolition or removal of residential premises;

6. the delegate must not determine the issue, take the action or do the act or thing:
   - 6.1 if the issue, action, act or thing is an issue, action or thing which Council has previously designated as an issue, action, act or thing which must be the subject of a Resolution of Council;
   - 6.2 if the determining of the issue, taking of the action or doing of the act or thing would or would be likely to involve a decision which is inconsistent with a
     - (a) policy; or
     - (b) strategy

     adopted by Council;
   - 6.3 if the determining of the issue, the taking of the action or the doing of the act or thing cannot be the subject of a lawful delegation; or
   - 6.4 the determining of the issue, the taking of the action or the doing of the act or thing is already the subject of an exclusive delegation to another member of Council staff.

Delegation Sources

- Environment Protection Act 2017

Abbreviation	Position	
CLCO	Construction Liaison and Compliance Officer	3066, 2790
EHO	Environmental Health Officer	1377; 1405; 1489; 1574; 1592; 1790; 1879; 2052; 2562; 3192; 1028
GMPP	General Manager Planning & Place (GMPP)	2774
MCD	Manager City Development (Planning & Place)	1721
MCEI	Manager City Economy and Innovation (Planning & Place)	1302
PLEO	Planning Liaison and Enforcement Officer	1558; 1855; 2583
SPLEO	Senior Planning Liaison and Enforcement Officer	1715
TLEH	Team Leader Environmental Health	1440
TLVC	Team Leader Vegetation and Compliance	2924

S18 Instrument of Sub-Delegation under the Environment Protection Act 2017

Environment Protection Act 2017			
Provision	**Power and Functions Delegated**	**Delegate**	**Conditions and Limitations**
s 271	Power to issue improvement notice	TLEH, TLVC, EHO, PLEO, SPLEO, GMPP, MCD, CLCO, MCEI	
s 272	Power to issue prohibition notice	TLEH, TLVC, EHO, PLEO, SPLEO, GMPP, MCD, CLCO, MCEI	
s 279	Power to amend a notice	TLEH, TLVC, EHO, PLEO, SPLEO, GMPP, MCD, CLCO, MCEI	
s 358	Functions of the Environment Protection Authority	TLEH, TLVC, EHO, PLEO, SPLEO, GMPP, MCD, CLCO, MCEI	Function relates to delegated powers and is limited to noise from construction, demolition or removal of residential premises, and wastewater systems.
s 359(1)(b)	Power to do all things that are necessary or convenient to be done for or in connection with the performance of the Environment Protection Authority's functions and duties and to enable the Authority to achieve its objective.	TLEH, TLVC, EHO, PLEO, SPLEO, GMPP, MCD, CLCO, MCEI	Function relates to delegated powers and is limited to noise from construction, demolition or removal of residential premises, and wastewater systems.
s 359(2)	Power to give advice to persons with duties or obligations	TLEH, TLVC, EHO, PLEO, SPLEO, GMPP, MCD, CLCO, MCEI	Function relates to delegated powers and is limited to noise from construction, demolition or removal of residential premises, and wastewater systems.

Council Meeting

25 July 2022

Agenda Item No: 11.4

INFORMAL MEETINGS OF COUNCILLORS

Contact Officer: Gabrielle Pattenden, Governance Officer

Purpose of Report

To provide copies of the Informal Meetings of Councillors records in line with Rule 1 of Chapter 6 of the Governance Rules to support openness and transparency of Governance processes.

Disclosure of Officer / Contractor Direct or Indirect Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council receive the report.

1. Executive Summary

This report contains records for meetings defined as an Informal Meetings of Councillors under Rule 1 of Chapter 6 of the Governance Rules (the Rules).

2. Background

The Governance Rules requires that Informal Meetings of Councillors records are reported to the next possible meeting of Council. This seeks to promote openness and transparency of Council decision making.

3. Discussion

3.1 Council Plan Alignment

Goal 5 - Our well-governed and responsive organisation
Direction 5.1 - Support decision making to provide an efficient and effective council which embodies the principles of democracy

The reporting of Informal Meetings of Councillors meets the requirements of the Rules and is critical to Direction 5.1.

3.2 Consultation/Internal Review

Not applicable to this report

3.3 Operation and Strategic Issues

3.3.1 Governance Rules requirements

As prescribed by Rule 1 of Chapter 6 of the Rules, if there is a meeting of Councillors that:

- is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;
- is attended by at least one member of Council staff; and
- is not a Council meeting, Delegated Committee meeting or Community Asset Committee meeting

the Chief Executive Officer must ensure that a summary of the matters discussed at the meeting are:

a) tabled at the next convenient Council meeting; and
b) recorded in the minutes of that Council meeting.

A standard Informal Meeting of Councillors form will be used as the record for the purposes of the Rules. These form the appendices to the report.

Rule 6 of Chapter 5 of the Rules requires Councillors attending a meeting under the auspices of Council (to which an Informal Meeting of Councillors falls under) to disclose a conflict of interest and leave the room whilst the matter is being considered.

4. Conclusion

4.1 Environmental Implications

Nil

4.2 Social Implications

Tabling Informal Meetings of Councillors records supports disclosure and transparency of Council operations.

4.3 Resource Implications

Nil.

4.4 Legal / Risk Implications

Nil.

Appendices

Appendix 1 - Informal Meetings of Councillors Record - Planning CIS 4 July 2022 (Ref 22/202707)

Appendix 2 - Informal Meetings of Councillors Record Strategic CIS 18 July 2022 (Ref 22/202651)

Appendix 3 - Informal Meetings of Councillors Record - Strategic CIS 11 July 2022 (Ref 22/202607)

Appendix 4 - Informal Meetings of Councillors Record - Councillor Briefing Exibition C203 (Ref 22/204032)

Author/s:	Gabrielle Pattenden, Governance Officer
Reviewed and Approved By:	Phil DeLosa, Manager Governance
	Dan Hogan, General Manager Customer and Corporate Support

11.4

INFORMAL MEETINGS OF COUNCILLORS

1 Informal Meetings of Councillors Record - Planning CIS 4 July 2022 1127

2 Informal Meetings of Councillors Record Strategic CIS 18 July 2022 1131

3 Informal Meetings of Councillors Record - Strategic CIS 11 July 2022 1133

4 Informal Meetings of Councillors Record - Councillor Briefing Exibition C203..... 1135

Informal Meetings of Councillors Record

Governance Rules Chapter 6
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

Meeting Details

Date: 4 July 2022 **Time:** 6.00pm

Meeting Location: Online via the Zoom platform

Meeting Reason: Planning Councillor Information Session

Attendees:

Councillors
Cr Steve Staikos (Mayor)
Cr Jenna Davey-Burns (Deputy Mayor)
Cr Tamsin Bearsley
Cr Tracey Davies
Cr Chris Hill
Cr George Hua
Cr Georgina Oxley
Cr Hadi Saab

Officers
Peter Bean, Chief Executive Officer
Jonathan Guttmann, General Manager Planning and Place
Samantha Krull, General Manager Infrastructure and Open Space
Sally Jones, General Manager Community Strengthening
Bernard Rohan, Chief Financial Officer
Kelly Shacklock, Team Leader Organisational Governance
Emily Scopel-Reed, Governance Officer Integrity
Tracey Cheeseman, Manager Advocacy, Engagement and Communications
Jihan Wassef, Team Leader Social Development
Yenni Lim, Manager Compliance and Amenity
Neil Sheppard, Team Leader Local Laws

Apologies
Cr Cameron Howe
Cr Tim Cochrane
Dan Hogan, General Manager Customer and Corporate Support

Summary of Matters Discussed:

1	Apologies
2	Declaration by Councillors, Officers and Contractors of any Conflict of Interest
3	Notes of CIS of 14 June 2022
4	Meeting Planner
5	Individual Ward Briefings
4	Councillor Weekly Update and Executive Updates
5	Kingston Interfaith Network Committee - New Members' Endorsement

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Informal Meetings of Councillors Record

Governance Rules Chapter 6
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City of KINGSTON

6	Draft Agenda - Planning Committee - See Separate Agenda
7	19 Tarella Road No Dog Zone
8	Amendment C206king - Correction of Anomalies in the Kingston Planning Scheme
9	Proposed Community Engagement - Personal Watercraft (Jet Ski Boats)
10	Kingswood Update
11	*By exception* Planning Delegations Policy Emails - June 2022
12	*By exception* Business and Economic Development Advisory Committee (BEDAC) Meeting 25 May 2022
13	Invitations
14	Councillor/CEO Discussion

Conflict of Interest Disclosures:

Councillor Disclosures: *Nil*

Name of Councillor:

Explanation of the nature of the conflict:

Councillor left the meeting prior to discussion:

Time left: Time returned:

Officer Disclosures: *Nil*

Name of Officer:

Explanation of the nature of the conflict:

Councillor left the meeting prior to discussion:

Time left: Time returned:

Completed by: Emily Scopel-Reed, Governance Officer Integrity

Date: 4 July 2022

Informal Meetings of Councillors Record

Governance Rules Chapter 6
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

Brief Explanation – Governance Rules Chapter 6:

If there is a meeting of Councillors that:

1.1 is scheduled or planned for the purpose of discussing the business of Council or briefing Councillors;

1.2 is attended by at least one member of Council staff; and

1.3 is not a *Council meeting, Delegated Committee* meeting or *Community Asset Committee meeting*

the *Chief Executive Officer* must ensure that a summary of the matters discussed at the meeting are:

(a) tabled at the next convenient Council meeting; and

(b) recorded in the minutes of that Council meeting.

Some examples of an Informal Meeting of Councillors will include:

- Councillor briefing session;
- Meeting / briefing of one or more Ward Councillors;
- Advisory committee where one or more Councillor/s is present;
- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
  Preliminary planning conference

If you require further clarification, please contact the Governance team.

Informal Meetings of Councillors Record

Governance Rules Chapter 6
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City of KINGSTON

Meeting Details

Date: 18 July 2022 **Time:** 6.00pm

Meeting Location: via Zoom platform

Meeting Reason: Strategic CIS

Attendees:

Councillor/s:

Cr Steve Staikos (Mayor)
Cr Jenna Davey-Burns (Deputy Mayor)
Cr Tim Cochrane (arrived at 6.07pm)
Cr Tracey Davies
Cr Chris Hill
Cr Cameron Howe
Cr Georgina Oxley
Cr Hadi Saab

Officers
Peter Bean, Chief Executive Officer
Jonathan Guttmann, General Manager Planning and Place
Dan Hogan, General Manager Customer and Corporate Support
Samantha Krull, General Manager Infrastructure and Open Space
Sally Jones, General Manager Community Strengthening
Bernard Rohan, Chief Financial Officer
Phil De Losa, Manager Governance
Patrick O'Gorman, Governance Officer
Natasha Corponi, Communications Advisor
Paul Marsden, Manager City Strategy
Emily Boucher, Manager Open Space
Asieh Motazedian, Team Leader Public Places
Chao Ren, Manager Project Management Office

Apologies:

Cr David Eden
Cr Tamsin Bearsley

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Informal Meetings of Councillors Record

Governance Rules Chapter 6
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City of KINGSTON

Summary of Matters Discussed:

1. Apologies
2. Disclosures by Councillors, Officers and Contractors of any Conflict of Interest
3. Notes of Strategic CIS Meeting of 11 July 2022
4. Meeting Planner
5. Councillor Weekly Update and Executive Updates
6. Response to Resolution - Tree Removals Over 8m in Height – Planning and Local Law
7. Level Crossing Removal Project – Parkdale Mentone Urban Design Framework Adoption
8. Submission to the Draft Social and Affordable Housing Compact
9. Draft Urban Forest Strategy
10. Proposed Community Engagement – Personal Watercraft (Jet Ski Boats)
11. Notes from the Environment and Open Space Strategic Advisory Committee Meeting – 15 June 2022
12. Open Space Strategy – Initial Community Consultation Results
13. Elder Street South Reserve Development – Contract Award
14. CON 22/064 – Establishment of Project Management Services Contractor Panel
15. Notices of Motion
16. Invitations
17. Councillor/CEO Only Time

Conflict of Interest Disclosures:

Councillor Disclosures: Nil

Officer Disclosures: Nil

Completed by: Patrick O'Gorman

Date: 19/07/2022

Brief Explanation – Governance Rules Chapter 6:

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- Advisory committee where one or more Councillor/s is present;
- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

If you require further clarification, please contact the Governance team.

2 of 2

Informal Meetings of Councillors Record

Governance Rules Chapter 6
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

Meeting Details

Date: Monday 11 July 2022 **Time:** 6.00pm

Meeting Location: **Online via the Zoom Platform**

Meeting Reason: **Strategic Councillor Information Session**

Attendees

Councillors
Cr Steve Staikos (Mayor)
Cr Jenna Davey-Burns (Deputy Mayor)
Cr Tamsin Bearsley (arrived at 6.08pm)
Cr Tim Cochrane (arrived at 6.11pm)
Cr Tracey Davies
Cr Chris Hill
Cr George Hua (arrived at 6.10pm)
Cr Georgina Oxley

Officers
Peter Bean, Chief Executive Officer
Jonathan Guttmann, General Manager Planning and Place
Dan Hogan, General Manager Customer and Corporate Support
Samantha Krull, General Manager Infrastructure and Open Space
Mark Patterson, Acting General Manager Community Strengthening
Bernard Rohan, Chief Financial Officer
Tracey Cheeseman, Manager Advocacy, Engagement and Communications
Phil De Losa, Manager Governance
Gabrielle Pattenden, Governance Officer
Jihan Wassef, Team Leader Social Development
Gillian Turnbull, Coordinator Community Wellbeing
Kath Scarpella, Community Grants and Networks Officer
Bridget Draper, Manager Active Kingston
Hannah Croughan, Recreation Planner
Ange Marshall, Manager Finance
Adam Black, Team Leader Revenue and Collections
Peter Gillieron, Acting Manager Property Services

Apologies:
Nil

Summary of Matters Discussed:

1. Apologies
2. Disclosures by Councillors, Officers and Contractors of any Conflict of Interest
3. Notes of the Strategic CIS Meeting of 14 June 2022
5. Councillor Weekly Update and Executive Updates
6. Response to Resolution - Tree Removals Over 8m in Height - Planning and Local Law
7. Community Safety Advisory Committee - May 2022 Meeting Notes
8. Draft Agenda - Council Meeting - See Separate Agenda
    1. Community Strengthening Reports
        9.1 Community Grants Program 2022 - 2023 Funding Recommendations for Partnership Grants and Annual Grants Allocations
    2. Infrastructure and Open Space Reports
        10.1 Le Page Park Draft Master Plan Consultation Findings and Adoption

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Informal Meetings of Councillors Record

Governance Rules Chapter 6
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City of KINGSTON

3. Customer and Corporate Support Reports
   - 11.1 Council Instruments of Delegation - Council to Members of Council Staff
   - 11.2 Appointment and Authorisation of Officer - Planning and Environment Act 1987
   - 11.3 Quick Response Grants
9. 42 Florence St Mentone - Future Use Update
10. VCAT Matter
11. Probity Review - Implementation of Recommendations
12. Report on Legal Expenditure
13. Councillor/CEO Only Discussion

- Staff recruitment in the Project Management Office
- Overview of the program for the Councillor Workshop session on 23 July

Conflict of Interest Disclosures:

Councillor Disclosures: Nil

Officer Disclosures: Nil

Completed by: Gabrielle Pattenden

Date: 11 July 2022

Brief Explanation – Governance Rules Chapter 6:

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- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

If you require further clarification, please contact the Governance team.

2 of 2

Informal Meetings of Councillors Record

Governance Rules Chapter 6
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

Meeting Details

Date: 4 July 2022 **Time:** 5.15pm

Meeting Location: **Microsoft Teams**

Meeting Reason: **To discuss the public exhibition of Amendment C203 – Housing Strategy**

Attendees:

Councillors: Mayor Staikos, Cr Davies, Cr Davey-Burns, Cr Hill, Cr Saab

Officer/s: Jonathan Guttmann, Tanya Sokolowski, Rita Astill

Apologies: None noted

Summary of Matters Discussed:

- An overview of the public consultation proposed to be undertaken for the Amendment was provided.
- Questions and answers were provided to clarify matters being discussed.

Conflict of Interest Disclosures: None noted

Councillor Disclosures: None noted

Name of Councillor:

Explanation of the nature of the conflict: General OR Material

Councillor left the meeting prior to discussion: YES/NO

Time left: Time returned:

continued over page

Informal Meetings of Councillors Record

Governance Rules Chapter 6
This form must be completed by the appropriate attending Council Officer and submitted immediately to the Governance Department for reporting to Council.

City of KINGSTON

Officer Disclosures:

Name of Officer:

Explanation of the nature of the conflict: General OR Material

Councillor left the meeting prior to discussion: YES/NO

Time left: Time returned:

Completed by:

Date:

Brief Explanation – Governance Rules Chapter 6:

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- Advisory committee where one or more Councillor/s is present;
- Budget discussion;
- Workshop re key Council priorities;
- Site inspection;
- Preliminary planning conference

If you require further clarification, please contact the Governance team.

2 of 2

12. Chief Finance Office Reports

Council Meeting

25 July 2022

Agenda Item No: 12.1

42 FLORENCE ST MENTONE - FUTURE USE UPDATE

Contact Officer: Michael Major, Property Services Coordinator

Purpose of Report

The purpose of this Report is to advise of the appointment of the commercial estate agent, Nichols Crowder, as Council's preferred leasing partner and the implications of the introduction of the Local Government Act 2020 on the statutory process.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council note that in accordance with Section 115 of the *Local Government Act 2020*, and the associated annual rental threshold of $100,000 for issuing public notices, the leasing of 42 Florence St Mentone will be managed by Council Officers for an expected value of approximately $50,000 per annum.

1. Executive Summary

42 Florence Street, Mentone was purchased by Council in 1996 and accommodated Kingston's Local Laws Department for approximately nine years. Following the departure of Local Laws, Council granted a lease to the Commonwealth of Australia on 1 November 2005 for an initial term of five (5) years.

Following a series of lease renewals, the most recent being 1 January 2018 (three-year term), the then Member of the Senate for the Federal Electorate, Senator Mitch Fifield, ceased to represent the Electorate. As a result, a Surrender Notice was served, and the lease ceased as at 17 January 2020.

Council subsequently resolved to lease the property under the leasing provisions of the provisions of the then *Local Government Act 1989*.

A photo of the property is included below.

2. Background

Following the vacating of the property Council considered a report on the property at its meeting on 23 March 2020 and resolved:

1. *"Seek to lease the building in an arms-length transaction on commercial terms for an initial lease term of up to 5 years including options;*
2. *Appoint a commercial estate agent to identify a qualified commercial tenant; and*
3. *Receive a further report once a tenant has been identified seeking authorisation to publish a notice in accordance with Section 190 of the Local Government Act 1989 advising of Council's intention to enter into a lease subject to the rental being equal to or in excess of $50,000 per annum".*

The resolution of Council coincided with the declaration of a State of Emergency in Victoria, because of the worldwide pandemic COVID-19. A series of Victorian Government imposed lockdowns (six in total) over a 22-month period, prevented Council Officers from appointing a leasing agent. During this period, Council deployed members of Access Care followed by members of the Environmental Health Department to occupy the subject property as measures to mitigate the potential spread of COVID 19 to members within their respective Teams.

Following an easing of restrictions and an external clean-up of the property, Council appointed Nichols Crowder Commercial Estate Agents to commence marketing the property for lease in May 2022. Marketing initiatives undertaken to date has generated several enquires / inspections of the premises.

The requirements of Section 115 of the *Local Government Act 2020* allows councils to lease land without issuing public notices up to a value of $100,000 which is a higher threshold than the previous 1989 legislation.

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Well-governed. Council will be collaborative, accountable, transparent, responsive, well-informed, and efficient.
Strategy: Hold ourselves to the highest standard of governance and integrity.

The changes to the legislation referred to in this Report will allow more efficient decision making in respect of this leasing proposal.

3.2 Operation & Strategic Issues

3.2.1 Local Government Act 2020

The Council Report dated 23 March 2020, referred to under **Background,** was written under the leasing requirements of the Local Government Act 1989. The leasing requirements under that Act required Councils to give public notice when certain thresholds were met, e.g., when the actual rent, or market rent, was equal to or exceeded $50,000 p.a. The leasing requirements were transferred to the Local Government Act 2020 and took effect from 1 July 2021. The rental threshold for Councils to give public notice for leases, under the new legislation was increased to $100,000 p.a.

3.3 Consultation/Internal Review.

Not required.

3.4 Options

3.4.1 Officers' Delegation

The first option, that is recommended, is to advise Council that the legislative requirements for public notice have changed since the 2020 Council report and the proposed leasing can be considered under Officers' delegations.

3.4.2 Public Notice

The second option, that is not recommended, is to proceed to a future Council meeting with a recommendation to give public notice once a suitable tenant had been selected. Legislatively, that is no longer necessary.

4. Conclusion

4.1 Environmental Implications

Nil

4.2 Social Implications

Nil

4.3 Resource Implications

Nil

4.4 Legal / Risk Implications

The recommendation, if adopted, will allow Council to facilitate the expeditious appointment of a suitable tenant within the new legislative framework and existing officers' delegations.

Author/s:	Michael Major, Property Services Coordinator
Reviewed and Approved By:	Peter Gillieron, Acting Manager Property Services
	Bernard Rohan, Chief Financial Officer

Council Meeting

25 July 2022

Agenda Item No: 12.2

SPRINGVALLEY LANDFILL SITE IN THE GREATER DANDENONG CITY COUNCIL

Contact Officer: Peter Gillieron, Acting Manager Property Services

Purpose of Report

For Council to consider the payment of $1,048,554.18 plus GST ($1,153,409.60), attached as Appendix 1, to the Greater Dandenong City Council (GDCC) for Kingston Council's share of the remediation of the Springvalley Reserve (closed landfill site) off Spring Road Springvale South 3172 within the Greater Dandenong municipal district. The amount is above the Chief Executive Officer's financial delegation.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council authorise the payment of $1,153,409.60 inc GST to the Greater Dandenong City Council for the remediation works at the Springvalley closed landfill site directed under a Pollution Abatement Notice (PAN) issued by the Environment Protection Authority (EPA), subject to receipt of the respective contractor invoices from the Greater Dandenong City Council.

1. Executive Summary

The GDCC is undertaking a remediation of the landfill cap at its closed Landfill at Spring Valley Reserve. The project is nearing completion. The project cost was initially estimated at $1,989,890 plus GST. Kingston City Council's (KCC) share is set under a Joint Agreement at 37.34 per cent.

The EPA issued a PAN in 2016 requiring additional remediation works. Significant variations, subsequently verified by GDCC, to the initial project cost have occurred to due to weather delays, supply chain issues with a suitable engineered clay, and the subsequent discovery of asbestos. This has increased the overall cost and the apportioned cost between the member Councils.

2. Background

The Springvalley Reserve, situated on Clarke Road Springvale South within the GDCC, is a former landfill which closed in late 1998. The site was used by the former Cities of Brighton, Chelsea, Moorabbin, Mordialloc, Sandringham, Springvale and Waverley who signed the "Springvalley Park Agreement (the Agreement) in July 1994 for the disposal of municipal waste and shared acceptance for any landfill rehabilitation works necessary to address environmental requirements. Following the Victorian local government amalgamations in

December 1994 the signatory councils were succeed by the Cities of Bayside, Greater Dandenong, Kingston and Monash who assume this responsibility.

Of relevance to this Report, the Agreement requires the GDCC to:

- Respond to all requirements as prescribed by the Environmental Protection Authority.
- Engage suitably qualified consultants and contractors to undertake consultancy, monitoring and site works, in consultation with stakeholder councils and applying "Best Value" principles.
- Supervise all works undertaken on behalf of Stakeholder councils.
- Commit and expend on behalf of the stakeholder Councils, the financial commitment by the stakeholder Councils is as follows;
    - Bayside 15.29%.
    - Greater Dandenong 19.88%
    - Kingston 37.34%.
    - Monash 27.49%.
- Various reporting requirements including financial.

The site has been managed under a 2004 Pollution Abatement Notice (Notice) and a 2010 Environmental Management Plan. Subsequent Notices have been issued by the E.P.A. and the most recent, the 2016 Notice, required the GDCC to undertake further works including:

- Design and installation of a new cap, i.e., removing the existing cap and replacing it with an engineered clay cap.
- Design and installation of a groundwater interception drain.
- Design and installation of pumping system and tank compound.
- GDCC has engaged with Kingston CC and the other Councils bound by the Agreement throughout the specification and tendering of the works.

The invoice of 30 April 2022 for $1,153,409.60 (inclusive of GST) comprises:

- Cap rehabilitation work – January – April 2021 $582,433.28
- Cap Work and Monitoring costs – May-June 2021 $231,320.19
- Monitoring and cap works $339,656.13

3. Discussion

3.1 Council Plan Alignment

Strategic Direction: Well-governed - Council will be collaborative, accountable, transparent, responsive, well-informed and efficient.
Strategy: hold ourselves to the highest standard of governance and integrity.

Payment of the account will ensure that Council complies with its financial obligation under the Agreement.

3.2 Consultation/Internal Review

The GDCC has now provided Kingston Council with the Statement of Variations that it sought when it received the Tax invoice.

3.3 Operation and Strategic Issues

3.3.1 Statement of Variations

The substantive portion of the works required under the 2016 Notice have been completed. The Contract Variations are the sum of a number of items related to the contract, mostly due to latent conditions, meeting environmental auditor requirements and delays. Examples of these include the treatment of asbestos found in the excavated material, EPA requirements to suspend the works to allow the gas extraction system to be turned on for some weeks and the import of soil to replace unsuitable material found on site.

The design intent was to reuse in situ landfill cap material by excavating it, reworking it, and then placing it back in accordance with the original design. Unfortunately, a substantial amount of this material when tested after trial placement was found to be unsuitable to the EPA standards required. This meant importing a sandy sub soil for the middle cap layer and then additional topsoil for the top layer. The majority of the costs of these variations relate to the alternate design cap using the imported material."

The works are expected to be completed by 30 June 2022.

3.4 Options

3.4.1 Pay the tax invoice reflecting an escalated cost

The GDCC has provided the necessary written Statement of Variations, attached. with explanations, in accordance with the Agreement, that have caused the cost escalation.

3.4.2 Not pay the tax invoice.

No reasons to do have emerged from the Statement of Variations. It would be prudent to have the contractor account to support the Statement of Variations for verification and audit purposes.

4. Conclusion

4.1 Environmental Implications

Not applicable

4.2 Social Implications

Not applicable

4.3 Resource Implications

KCC has paid the first invoice in June 2021 to GDCC of $213,540.22 plus GST based on the Monitoring costs of September to December 2020.

The latest invoice of $1,048,554.18 plus GST is for rehabilitation works and monitoring costs and can be funded from Council as follows:

- Existing provisions / quarantined funds on Kingston's balance sheet for landfill rehabilitation purposes ($0.9 million at 30 June 2021)
- Available monitoring budget for accumulated monitoring costs.

The GDCC, in conjunction with Golder, will prepare a draft ten-year financial budget to monitor the operation of the landfill site. The budget will feed into Kingston's forward budget estimates.

4.4 Legal / Risk Implications

KCC is a signatory to the 1994 Agreement and, together with the other Councils, is bound by its obligations that include any ongoing environmental costs.

Appendices

Appendix 1 - Invoice from Dandendong (Ref 22/181804)

Author/s:	Peter Gillieron, Acting Manager Property Services
Reviewed and Approved By:	Bernard Rohan, Chief Financial Officer

12.2

SPRINGVALLEY LANDFILL SITE IN THE GREATER DANDENONG CITY COUNCIL

1 Invoice from Dandendong 1149

GREATER DANDENONG
City of Opportunity

PO Box 200
Dandenong 3175

Telephone: 8571 1000
Facsimile: 8571 5196
www.greaterdandenong.com
council@cgd.vic.gov.au
ABN: 41 205 538 060

STATEMENT

City of Kingston
PO Box 1000
MENTONE VIC 3194

031
I000136
R1_271

Debtor No. 901032

As At. 30 Apr 2022

Page No. 1 of 1

Date	Inv. No.	Details	Outstanding
11/05/2021	2326020	Charges. Cap rehabilitation work for Springvalley Former Landfill site for January - April 2021	582,433.28
8/07/2021	2346353	Charges. Cap work and monitoring costs for May - June 2021 for Springvalley landfill site.	231,320.19
19/10/2021	2376634	Charges. Springvalley Landfill site monitoring and cap works for July - September 2021	95,326.25
2/03/2022	2413217	Charges. Springvalley Landfill Cap Works and Monitoring for October - December 2021	71,312.65
20/04/2022	2431314	Charges. Springvalley Landfill Cap and Monitoring charges for January - 31 March 2022	173,017.23

90 Days & Over	60 Days	30 Days	Current	Total Amount Due
$909,079.72	$0.00	$71,312.65	$173,017.23	$1,153,409.60

PLEASE DETACH AND RETURN WITH YOUR PAYMENT

BPAY
Biller Code: 135483
Ref: 687

Telephone & Internet Banking - BPAY
Contact your bank or financial institution to make this payment from your cheque, savings, debit or transaction account. More info: www.bpay.com.au

Post Billpay
*3044 901032 48

Debtor No. 901032

Amount Due. $1,153,409.60

Payment Amount. _____

Receipt Required
Yes ☐ No ☐

Please see reverse for your choice of payment methods

PAYMENT METHODS

Mail
Return payment slip with money order or cheque payable to the City of Greater Dandenong, P.O Box 200, Dandenong VIC 3175.

Online
mygreaterdandenong.com
Have the notice and credit card ready (Mastercard or VISA) and quote the debtor number from the front of the notice.

Phone
Please call 8571 1000, Mon–Fri, 8.30am–5pm.
Have the notice and credit card ready (Mastercard or VISA) and quote the debtor number from the front of the notice.

Phone and Internet Banking
Please contact participating bank, credit union or building society to make this payment.

Quote biller code and your customer reference number from the front of the notice.

Post Office
Pay your invoice/statement at your nearest Australia Post office (Minimum $5).

In Person
Payments can be made by presenting this notice in person using cash, cheque, money order, credit card or Eftpos at any of the Council's Customer Service Centres.

Dandenong	225 Lonsdale Street (Mon–Fri, 8.30am–5pm)
Springvale	5 Hillcrest Grove (Mon-Fri, 9am-5pm)
Keysborough	Shop A7, Parkmore Shopping Centre (Mon–Fri, 9am–5pm; Sat, 9am–1pm)

Phone 8571 1000
Fax 8571 5196
council@cgd.vic.gov.au

TTY: 133 677
Speak and listen: 1300 555 727
Online: relayservice.gov.au
TIS: 13 14 50

Find us online
greaterdandenong.com

Council Meeting

25 July 2022

Agenda Item No: 12.3

CULTURAL & RECREATIONAL LAND AGREEMENTS: POLICY ADOPTION

Contact Officer: **Ange Marshall, Manager Finance**

Adam Black, Team Leader Revenue and Collections

Purpose of Report

The purpose of this report is to inform Council of officers' recent consultation and engagement with Cultural and Recreational land owners, and to recommend adoption of the Cultural & Recreational (C&R) Lands Policy, C&R Survey, and C&R Calculator, to assist with determining the annual rates amount payable by each Cultural and Recreational Landowner in Kingston.

Kingston currently has 11 Cultural and Recreational Lands Act (CRLA) properties in the municipality, these are listed below:

1. Rossdale Golf Club, Aspendale
2. Patterson River Country Club, Bonbeach
3. Patterson Lakes Canoe Club, Carrum
4. Southern Golf Club, Braeside
5. Clarinda Tennis Club, Clarinda
6. Spring Valley Golf Club, Clayton South
7. Commonwealth Golf Club, Oakleigh South
8. Cheltenham Bowls Club, Cheltenham
9. Kingston Heath Golf Club, Heatherton
10. Mentone Bowls Club, Mentone
11. Woodlands Golf Club, Mordialloc

Officers have engaged with all of the C&R Clubs on these draft documents, and their feedback is attached in Appendices 4, 5, and 6. Two of the Golf Clubs – Spring Valley and Commonwealth, have referenced a Golf Management Victoria Local Government Rating System Review - Industry Submission which was prepared in October 2019 as part of the Rating Review the State Government was running at the time. The State Government made no changes to the Cultural and Recreational Land Act following this process.

As part of this review Council officers have completed an analysis of all lands in Kingston to see if there are additional lands that may qualify for rating under the Cultural & Recreational Lands Act, currently only the 11 currently rated under the act qualify, with a potential three properties being investigated further to assess eligibility.

Since the original Council report presented to Councillors in February, officers have made a number of changes to the policy, survey, and calculator, taking into account all of the Clubs' feedback, as well as Councillors' feedback from Councillor Information Sessions.

New community benefits categories have been added, including:

- Tourism
- Non-green wedge location, providing outdoor recreational activities
- Fund-raising functions for charities

- Contribution to positive mental and physical health
- Financial sponsorship to local community groups
- Provision of paid scholarships

All of these new categories have an adjustment factor of 0.90, except for the non-green wedge location which has an adjustment factor of 5.0.

This has reduced the proposed amount of 2022/23 rates that the Clubs would pay.

Disclosure of Officer / Contractor Conflict of Interest

No Council officer/s and/or Contractor/s who have provided advice in relation to this report have declared a Conflict of Interest regarding the matter under consideration.

RECOMMENDATION

That Council endorse the new Cultural and Recreational Lands Policy, Survey, and Calculator for the purpose of charging Cultural and Recreational Lands rates on these properties from the 2022/23 rating year onwards.

1. Executive Summary

This report seeks to introduce a new Cultural and Recreational Lands Policy (Appendix 1) and Calculator (Appendix 3) to assist Council in rating landowners who are classed as Cultural and Recreational Land properties under the *Cultural and Recreational Lands Act 1963*.

At the Council meeting in February 2022, Council endorsed officers to engage and consult with the 11 Clubs listed above, on the draft Policy, Survey and Calculator. A summary of their feedback is included in Section 2.2.

2. Background

The *Cultural and Recreational Lands Act 1963* regulates the council rating of lands used for cultural and recreational sporting purposes. The types of land eligible under the Act are vested in or occupied by a body corporate or unincorporate which exists for the purpose of providing or promoting outdoor cultural, sporting, recreational or similar activities.

Since 2005, Council has administered the Act via Agreements with affected landowners. Council's current Cultural and Recreational Agreements with Kingston landowners expired at the end of the 2020/21 rating period and were subsequently extended by Council in 2021/22 by Council resolution. Under the extension, the Cultural and Recreational Landowners kept their existing agreement conditions in place for the 2021/22 rating period. Under these agreements, property rates have been adjusted based on the Council services the landowners utilise, which was assessed at the start of the last agreement that began in the 2005/06 rating period.

Council has not previously had a formal policy in place, only a rate calculator based on the Victorian Grants Commission (VGC) return, and all Cultural and Recreation landowners received the same percentage adjustment to their rates.

During 2021/22, Council Officers have reviewed the Cultural and Recreation Land methodology and created a Cultural and Recreational Lands Policy for council consideration. The newly created process within the Policy has been designed to accurately meet the conditions and assess rates for Cultural and Recreational Land at an individual landowner's level. The Policy considers three main points in assessing what adjustment is provided from the Capital Improved Value (CIV) of the property, for a Cultural and Recreational Landowner:

1. The services provided by Council in relation to the recreational lands (based on the VGC functions and services categories and as determined by both Council and the Clubs)
2. The benefit to the community derived from such recreational lands (as determined by the Clubs themselves)
3. Any adverse impacts the Cultural and Recreational Landowners may have on the community (as determined by both the Clubs and Council).

Council officers have engaged with other Councils, the community as part of the Revenue and Rating Plan, and with the relevant Cultural and Recreational Landowners at Kingston.

A summary table showing the key differences between the current Cultural and Recreational agreements at Kingston compared to the proposed Cultural and Recreational Policy is as follows.

Table 1: Proposed changes from Cultural and Recreational Agreements to the New Policy

Item	Current Agreement 2005/06-2021/22	New Proposed Policy 2022/23	Why the change?
Council Services Analysed	Discount of 45% derived from services not used for all CRLA properties	Breakdown of all Council services by service in survey, each club to be assessed individually	Requirement for each club to be assessed individually
Community Benefit Analysed	Not included	Breakdown of all Community Benefits in survey	Community benefit needs to be factored in to adjustment provided. Requirement for each club to be assessed individually
Valuations	Value at the start of each agreement, valuation used for length of agreement	Annual Valuations	Valuations are now annually across Victoria and capture any peaks and drops in values.
Policy	No Policy in place	Policy in place explaining rating methodology	Policy is best practice in the sector
Agreement	Agreement signed each 5 years with optional extensions) explaining terms	No agreement, replaced by Survey	Agreement did not capture the level of detail the policy does
Survey	No survey	Survey used to capture any annual changes in Cultural Benefit or services used.	Survey allows Landowners to have a say in the services and cultural benefits the clubs uses and provides.

Item	Current Agreement 2005/06-2021/22	New Proposed Policy 2022/23	Why the change?
Adjustment	Flat 45% discount on CIV at the beginning of agreement	Adjustment from 53.15 – 56.75, currently based on Community Benefits or services used.	Adjustments are individually assessed based on the requirements of the Act.
Annual Increase	Pre rate cap: by percentage increase on rates. Post rate cap - by rate cap amount	By Valuation change or decrease in Community Benefits or increase in services used.	A more consistent approach, assessed on an individual basis
Annual Decrease	No annual decrease. Decrease would only take place if lower CIV struck at start of new agreement	By Valuation change or increase in Community Benefits or decrease in services used.	A more consistent approach, assessed on an individual basis

2.1 Council Plan Alignment

Strategic Direction: Well-governed - Council will be collaborative, accountable, transparent, responsive, well-informed and efficient.
Strategy: look after the community's financial resources responsibly and efficiently

Formulating a Cultural and Recreational methodology that is compliant with the Cultural and Recreational Lands Act, ensures equity across rate revenue distribution for all of Council's ratepayers.

2.2 Consultation

Officers sought legal advice on the draft documents submitted to Council at the February 2022 meeting, and made some slight amendments based on that advice, prior to consulting with each of the Clubs.

Officers then met with each of the Clubs either virtually or in person and provided the Clubs with a comparison of what their (draft) rate calculations would look like based on the old agreement, compared to the proposed new methodology. This is summarised in Appendix 8.

From the feedback received so far, the majority of Clubs support the new policy and methodology, with the request to negotiate with each Club the Council services utilised and to simply the process. Officers will work with Landowners on fit for purpose arrangements that can make survey returns less onerous for landowners.

There has been one Landowner with some specific concerns about the proposed new policy and rating methodology. An Officer's response to this Landowner's written feedback has been provided under Appendix 6 for Council review.

2.3 Operational and Strategic Issues

2.3.1 Current Agreement Expires at the end of the 2021/22 Financial Year

Updating the way that Council rates Cultural and Recreational Lands under the *Cultural and Recreational Lands Act 1963* is preferable and in support of a more comprehensive and transparent approach to rating this land. Rating under the Act has been a frequently discussed topic in the sector and given that some Cultural and Recreational Landowners have challenged other Councils on their Cultural and Recreational methodology, the sector has seen great variance in the way these lands are rated across different Councils.

2.3.2 Current Agreement still uses the original 2005/06 valuation
At Kingston, the way Cultural and Recreational Lands have been rated each year, is to take the previous year's rates and increment it by the rate increase, regardless of the current year's valuation. This means that the underlying valuation for subsequent rating years has been the valuation from the original year of the agreement – 2005/06.

The policy specifies that it will use the valuation of the current rating year as the basis for calculation, ensuring consistency with ratepayers across the municipality.

It does mean that most Clubs will have a significant one-off increase in their starting point CIV (Capital Improved Value).

2.4 Options

2.4.1 Option 1: Adopt the policy and supporting documents effective in full from 1 July 2022, for the 2022/23 financial year (officer recommendation)
It is the officers' recommendation that Council updates the way it rates Cultural and Recreational Properties, given the last deed and assessment for these properties was created back in 2005. Officers are confident the draft policy and procedures are a fair and comprehensive approach. Officers recommend adopting the policy and supporting documents.

2.4.2 Option 2: Adopt the policy and supporting documents effective from 1 July 2022, and halve the 2022/23 increase for clubs with a 10% or more impact, with full implementation in the 2023/24 financial year
Council could adopt the policy and methodology and adjust the resolution for a phased approach to their introduction, with full introduction in 2023/24.

2.4.3 Option 3: Continue the current arrangement for 2022/23, adopt the policy and supporting documents effective from 1 July 2023, and halve the 2023/24 increase for clubs with a 10% or more impact, with full implementation in the 2024/25 financial year

Council could adopt the policy and methodology and adjust the resolution for a further-phased approach to their introduction, with full introduction in 2024/25.

2.4.4 Option 4: Not adopt the policy and supporting documents
Council has the option to not adopt the new policy and methodology for rating Cultural and Recreational Landowners and continue to use the 2005 version for 2022/23 and beyond. Council do currently have one golf club contesting this methodology which may end up going to the Minister as an appeal. The new policy and methodology is much closer to the intent of the Cultural and Recreational Lands Act, than the current agreement, as it takes into account the benefits the Clubs provide to our community.

2022-23 percentage change for each Club by each Option cf to 2021-22 rates – Inc/(Dec):

	Clar. Tennis	Chelt. Bowls	Ment. Bowls	P.L. Canoe	C'Wealth Golf	Kingst. Heath	P.R Golf	Ross Golf	Sthn Golf	S.V Golf	Wood Golf
Original Proposal	68%	75%	264%	(19%)	(5%)	(10%)	84%	118%	(14%)	11%	29%
New Options											
1	32%	38%	187%	(36%)	(23%)	(34%)	34%	59%	(38%)	(10%)	(7%)
2	16%	19%	93%	(36%)	(23%)	(34%)	17%	29%	(38%)	(10%)	(7%)
3	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%
4	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%	1.75%

3. Conclusion

3.1 Environmental Implications
There are no environmental implications.

3.2 Social Implications
There are no social implications.

3.3 Resource Implications
Cultural and Recreational Lands rates are excluded from the rate cap.

3.4 Legal / Risk Implications
There have been a few CRLA (Cultural and Recreational Lands Act) appeals with Golf Courses challenging the rating under the Act at other Councils, and Council do currently have a query with a landowner in Kingston that officers are working through.

Legal advice confirms that the administration of Cultural and Recreational Lands rating arrangements needs to be based on a sound methodology, and within the construct of the Act.

3.5 Conclusion
Based on legal advice sought as part of this review, Council Officers are confident that this proposed approach meets the requirements of the Act, and that it is a comprehensive and reasonable way of calculating rates for Cultural and Recreational Landowners.

Appendices

Appendix 1 - Draft Cult & Rec Policy July 2022 (Ref 22/201530)
Appendix 2 - Draft Cult and Rec Survey July 2022 (Ref 22/201531)
Appendix 3 - Draft Cult Rec Calculator July 2022 (Ref 22/201534)
Appendix 4 - Summary of feedback CRLA Consultation (Ref 22/175541)
Appendix 5 - Detailed Responses Received from Clubs (Ref 22/181284)
Appendix 6 - Spring Valley Submission with Comments from Officers (Ref 22/181680)
Appendix 7 - Golf Management Victoria - CRLA Submission - Final (Ref 22/158307)
Appendix 8 - Confidential Cultural and Recreational Land Property Valuations & Rates 2021-22 vs 2022-23 (Ref 22/158194) - Confidential

Author/s: Ange Marshall, Manager Finance
Adam Black, Team Leader Revenue and Collections

Reviewed and Approved By: Bernard Rohan, Chief Financial Officer

12.3

CULTURAL & RECREATIONAL LAND AGREEMENTS: POLICY ADOPTION

1 Draft Cult & Rec Policy July 2022 1161
2 Draft Cult and Rec Survey July 2022 1169
3 Draft Cult Rec Calculator July 2022 1171
4 Summary of feedback CRLA Consultation..... 1173
5 Detailed Responses Received from Clubs 1175
6 Spring Valley Submission with Comments from Officers 1193
7 Golf Management Victoria - CRLA Submission - Final 1199

Draft Cultural & Recreational Lands Policy

City of KINGSTON

Contents

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3 Scope 2
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5 Eligibility 3
6 Policy Details 3
7. Setting the Cultural and Recreational Charge 4
8. Cultural and Recreation Survey 6
9. Cultural and Recreational Consultation and Appeals 7
10. Related Documents and Resources 7
11. Policy Review 7

1 Document Information

RESPONSIBLE GENERAL MANAGER	Chief Financial Officer
RESPONSIBLE MANAGER (Policy Owner)	Manager Finance Team Leader Revenue & Collections
APPROVED/ADOPTED BY	
SIGNATURE	
APPROVAL DATE EFFECTIVE DATE (If different from approval date)	
REVIEW DATE	
CM REF AND VERSION	
VERSION HISTORY	

2 Purpose

The purpose of the Cultural and Recreational Lands Policy is to provide an outline of Council's position on how Cultural and Recreational landowners are rated under the Cultural and Recreational Lands Act 1963. The purpose of this Policy and its associated documents is to help determine:

- The amount each Cultural and Recreational landowner will contribute in annual rates and how they will be calculated;
- What services are utilised by the landowners that Council provides;
- What benefit each Cultural and Reactional landowner contributes to the Kingston community; and
- The nature of the ownership of the recreational land, and the profit distribution (if any) to landowner club members.

3 Scope

The policy is designed to be utilised for the raising of rates revenue on Cultural and Recreational Lands annually, in line with annual Council valuations. It provides direction to Cultural and Recreational landowners as to how Council will be calculating their rates contribution.

4 Definitions

Cultural and Recreational Lands – Recreational lands are defined within the Cultural and Recreational Lands Act 1963, to be lands which are vested in or occupied by a body corporate or unincorporate which exists for the purpose of providing or promoting outdoor cultural, sporting, recreational or similar facilities and activities, and which applies its profits in promoting its objects and prohibits the payment of any dividend, or amount to its members

General community benefit – Section 4.1 of the Cultural and Recreational Lands Act 1963 determined that: "*Notwithstanding the provisions of any Act or enactment relating to the making and levying of rates by a municipal council in lieu of the rates that would otherwise be payable to a municipal council in respect of recreational lands there shall be paid to the municipal council as rates in each year such amount as the municipal council thinks reasonable having regard to the services provided by the municipal council in relation to such lands and having regard to the benefit to the community derived from such recreational lands*."

In addition, Council defines that an organisation has a general community benefit when it provides an outdoor activity or service that has a positive cultural, or recreational outcome for the community. Council also takes into account any support or community benefit that the landowner provides the community in other areas – eg sponsorship of local clubs, support services for gambling or alcohol addiction, free facility hire for local community groups.

Cessation of Cultural and Recreational Lands Classification - The land will cease to be "recreational lands" only when it ceases to be vested in or occupied by a not-for-profit entity or ceases to be used for an outdoor recreational or cultural purpose (whichever first occurs). This may be before or after any rezoning.

5 Eligibility

5.1 To be eligible for a rates calculation under the Cultural and Recreational Lands Act, the organisation must be an outdoor cultural or recreational group and must provide a general benefit to the community; and

5.2 All profits derived by the organisation must be applied in the promoting of its objectives and must not be used in any way for the payment of any dividend or disbursement to its members.

5.3 The Cultural and Recreational Lands Act 1963 Section 2 (b) to (f), specifically lists some lands that are to be defined as recreational lands and this includes lands which are used primarily as agricultural showgrounds, and states that land must be used for outdoor activities.

5.4 To be considered under the Cultural and Recreational Lands Act 1963, the land must be held in the name of the organisation or leased from Council or the Crown. It cannot be leased from a third party.

5.5 Indoor cultural and recreational organisations are not eligible under the Cultural and Recreational Lands Act 1963 and are not eligible for a calculation of rates under the Cultural and Recreational Lands Act.

6 Policy Details

Kingston City Council will engage eligible Cultural and Recreational landowners who may meet the criteria to be rated under the Cultural and Recreational Lands Act 1963.
This policy and its associated documents will factor in the following requirements:

6.1 All cultural and recreational landowners/organisations will be asked to provide Council with their Financial Statements as at 30 June the year prior, and or upon request of council or if the landowner is seeking for their eligibility to be re-assessed by Council. This is to assist Council to ensure the Cultural and Recreational rates are not over-burdening eligible Clubs, however it is not mandatory for them to be provided.

6.2 Cultural and Recreational rates will be calculated each year, in line with annual council valuations, to ensure that the current valuation is being used.

6.3 All Cultural and Recreational landowners/organisations will not be exempt from paying the municipal charge and will be required to pay the flat rate municipal charge as set out in Council's annual budget.

6.4 All cultural and recreational groups will continue to pay their Fire Services Property Levy set by the State Revenue Office.

6.5 Cultural and Recreational landowners or groups will continue to pay for waste charges as and when they are utilised.

6.6 Council will provide the Cultural and Recreational landowner a method of calculation for rates each year.

7. Setting the Cultural and Recreational Charge

7.1 When setting the annual rates charge under the Cultural and Recreational Act, Council will have a starting point for rates which will be based on the way Council currently rates, which is the Capital Improved Value (CIV) of the valuations applicable for the relevant rating year, multiplied by the general rate in the dollar for the rating period.

7.2 When setting the charge under the Cultural and Recreational Act, Council will then take into consideration which services of Council that the Cultural & Recreational landowners use or receive benefit from. Council understands not all Council services are used by Cultural and Recreational Lands properties and will factor this into the assessment for the calculation of rates for each Cultural and Recreational property. Each Council Service is weighted, and the addition of these weighted areas will contribute to calculate the total adjustment to be provided to Cultural and Recreational Lands. The areas that will be assessed in working out the calculation of Cultural and Recreational Land rates from the standard general rate are listed below. These areas are based on the Victorian Grants Commission (VGC) return that Council is required to complete annually. Please refer to the additional guide on the services contained within these categories, as defined by the VGC. These categories may change if they are changed by the VGC:

GOVERNANCE

- Council Operations
- Public Order & Safety
- Financial & Fiscal Affairs
- Natural Disaster Relief
- General Operations
- General Administration

FAMILY AND COMMUNITITY SERVICES

- Families & Children
- Community Health
- Community Welfare Services
- Education
- Community Housing
- Family & Community Services Administration

AGED AND DISABLED SERVICES

- Residential Care Services
- Community Care Services
- Facilities
- Aged and Disabled Services Administration

RECREATION AND CULTURE

- Sports Grounds & Facilities
- Parks & Reserves
- Waterways, Lakes & Beaches
- Art Galleries
- Museums and Cultural Heritage
- Performing Arts Centres
- Libraries
- Public Centres & Halls
- Programs
- Recreation and Culture Administration

WASTE MANAGEMENT

- Residential - General Waste
- Residential - Recycled Waste
- Commercial Waste Disposal
- Waste Management Administration

TRAFFIC & STREET MANAGEMENT

- Footpaths
- Kerbs & Channels
- Traffic Control
- Parking Fines
- Parking Facilities
- Street Enhancements
- Street Lighting
- Street Cleaning
- Traffic and Street Management Administration

ENVIRONMENT

- Protection of Biodiversity & Habitat
- Fire Protection
- Drainage
- Agricultural Services
- Sewerage
- Waste Water Management
- Decontamination of Soil
- Environment Administration

BUSINESS & ECONOMIC SERVICES

- Community Development & Planning
- Building Control
- Tourism & Area Promotion
- Community Amenities
- Air Transport
- Markets & Saleyards
- Economic Affairs
- Business Undertakings (Property)
- Business & Economic Services Administration

LOCAL ROADS & BRIDGES

- Local Roads & Bridges works
- Local Roads & Bridges Administration

7.3 The setting of each charge under the Cultural and Recreational agreement will also take into consideration the Cultural & Recreational benefit that the Club provides to the Kingston community. The calculation of rates for each Cultural and Recreational property will be assessed based on community contributions in a range of areas. Each area is weighted, and the addition of these weighted areas will contribute to calculate the adjustment to Cultural and Recreational Lands rates. The areas that will be assessed in working out the adjustment to rates from the standard general rate are as follows:

- Social Interaction
- Tourism
- Non green wedge clubs providing open space
- Fund-raising functions for charity/not-for-profit
- Contribution to mental and physical health
- Provisions of financial sponsorship to local groups

Provision of paid scholarships

- Culturally and Linguistically Diverse participation
- Access for all Abilities
- Environmental Programs
- Employment Opportunities / Volunteer Participation
- Sporting programs
- Coaching opportunities
- Cultural promotion
- Environmental benefits
- Provisions for financially disadvantaged families
- Concession entry fees
- Provision of premises to community groups

7.4 The setting of each charge under the Cultural and Recreational agreement will also take into consideration the following factors which may increase the amount of Cultural and Recreational Land rates payable. The adjustment of rates for each Cultural and Recreational property will be assessed based on community impact in a few key areas. Each area is weighted, and the addition of these weighted areas will reduce the total adjustment to be provided to Cultural and Recreational Lands calculated across sections 7.1 and 7.3 of this policy. The impacts that will be assessed are as follows:

- Does the club pay any profit or dividend to its members?
- Are facilities available for use to non-members?
- Are there any restrictions to membership?

7.5 The setting of each charge under the Cultural and Recreational agreement will determined by completing an analysis of sections 7.1-7.4 of this policy.

8. Cultural and Recreation Survey

To receive the Cultural and Recreational rates calculation, the annual rates will be determined based on the annual survey. Council will send out a survey which will be required to be filled in

and returned to help determine the community benefit of the Cultural and Recreational Lands property. This will cover the areas listed in section 7 of this agreement.

Whilst the survey will be an annual requirement, recreational land owners will have the option of simply rolling over the previous year's responses, if nothing has changed between financial years.

9. Cultural and Recreational Consultation and Appeals

10. Cultural and Recreational property landowners identified that are eligible for consideration under the Cultural and Recreational Lands Act may query the calculation of rates and ask for Council to provide evidence to ensure the calculation has been in accordance with the Cultural & Recreational Lands Act for each rating period. This query would need to be made formally in writing to Council to investigate and respond to. The Cultural and Recreational Act also allows for aggrieved property owners to dispute the of the amount or rates charged and they may appeal to the Minister as per Section 4 part (2) of the Cultural and Recreational Lands Act. Cultural and Recreational Land owners can also object to the valuation of their land, within 2 months of the date of their rate notice. Related Documents and Resources

Cultural and Recreational Survey
Cultural and Recreational Calculator
VGC Functions and Services

Legislation

- Local Government Act 2020
- Cultural and Recreational Lands Act 1963

11. Policy Review

This policy is to be reviewed every 4 years, or after an update to the Cultural and Recreational Lands Act 1963. Other documents considered for review every 4 years include:

- Cultural and Recreational Survey
- Cultural and Recreational Calculator
- VGC Functions and Services

CITY OF KINGSTON			
Draft Cultural & Recreational Land Act - Services & Benefits Survey			
2022/23 Rating Year			
INSTRUCTIONS Please review Section 1 for Council's assessment of where it believes it provides services to your Cultural & Recreational Land. Then please complete all questions in section 2 & 3 with either a Yes, No or partial answer to assess the community benefit you provide, and any restrictions you may have on the community utilising your land. Please return this survey to Council along with your latest financial report.	**Assessment Number:**	**Club Name & Address:**	**Contact Name & Number:**

SECTION 1: COUNCIL TO COMPLETE	**(YES/NO/PARTIAL)**	**Comments**
CULTURAL AND RECREATIONAL LAND SERVICES CRITERIA	**APPLICABLE**	
COMMUNITY RESOURCES BENEFIT DERIVED		
GOVERNANCE		
Council Operations	Partial	
Public Order & Safety	Yes	
Financial & Fiscal Affairs	Partial	
Natural Disaster Relief	No	
General Operations	Partial	
General Administration	Partial	
FAMILY AND COMMUNITITY SERVICES		
Families & Children	No	
Community Health	No	
Community Welfare Services	No	
Education	No	
Community Housing	No	
Family and Community Services Administration	No	
AGED AND DISABLED SERVICE		
Residential Care Services	No	
Community Care Services	No	
Facilities	No	
Aged and Disabled Service Administration	No	
RECREATION AND CULTURE		
Sports Grounds & Facilities	Partial	
Parks & Reserves	Yes	
Waterways, Lakes & Beaches	Yes	
Art Galleries	No	
Museums and Cultural Heritage	No	
Performing Arts Centres	No	
Libraries	No	
Public Centres & Halls	No	
Programs	No	
Recreation and Culture Administration	Yes	
WASTE MANAGEMENT		
Residential - General Waste	No	
Residential - Recycled Waste	No	
Commercial Waste Disposal	No	
Waste Management Administration	No	
TRAFFIC & STREET MANAGEMENT		
Footpaths	Yes	
Kerbs & Channels	Yes	
Traffic Control	Partial	
Parking Fines	Partial	
Parking Facilities	Partial	
Street Enhancements	Partial	
Street Lighting	Yes	
Street Cleaning	Yes	
Traffic and Street Management Administration	Partial	
ENVIRONMENT		
Protection of Biodiversity & Habitat	Partial	
Fire Protection	Partial	
Drainage	Yes	
Agricultural Services	No	
Sewerage	No	
Waste Water Management	Yes	
Decontamination of Soil	No	
Environment Administration	Partial	
BUSINESS & ECONOMIC SERVICES		
Community Development & Planning	No	
Building Control	No	
Tourism & Area Promotion	Yes	
Community Amenities	No	
Air Transport	No	
Markets & Saleyards	No	
Economic Affairs	No	
Business Undertakings (Property)	No	
Business and Economic Administration	No	
LOCAL ROADS & BRIDGES		
Local Roads & Bridges works	Yes	
Local Roads & Bridges Administration	Yes	
MAIN ROADS		
Main Roads & Bridges (State Roads)	No	
National Highway System (Federal Roads)	No	

CITY OF KINGSTON			
Draft Cultural & Recreational Land Act - Services & Benefits Survey			
2022/23 Rating Year			
INSTRUCTIONS Please review Section 1 for Council's assessment of where it believes it provides services to your Cultural & Recreational Land. Then please complete all questions in section 2 & 3 with either a Yes, No or partial answer to assess the community benefit you provide, and any restrictions you may have on the community utilising your land. Please return this survey to Council along with your latest financial report.	**Assessment Number:**	**Club Name & Address:**	**Contact Name & Number:**
SECTION 2: CULTURAL AND REC LANDOWNER TO COMPLETE	**YES/NO/PARTIAL**		
COMMUNITY BENEFIT PROVIDED			
Social Interaction			
Tourism			
Non green wedge zoning providing open spaces			
Fundraising functions for charity/non for profits			
Contribution to positive physical and mental health			
Provisions of Financial Sponsorship to local groups			
Provision of paid scholarships			
Culturally and Linguistically Diverse participation			
Access for all abilities			
Environmental Programs			
Employment Opportunities / Volunteer Participation			
Sporting programs			
Coaching opportunities			
Cultural promotion			
Environmental benefits			
Provisions for financially disadvantaged families			
Concession entry fees			
Provision of premises to community groups			
SECTION 3: CULTURAL AND REC LANDOWNER TO COMPLETE	**YES/NO/PARTIAL**		
ADVERSE IMPACTS			
Does the club pay any profit or dividend to its members?			
Are facilities available for use to non-members?			
Are there any restrictions to membership?			

CITY OF KINGSTON			
Draft Cultural & Recreational Land Act - Rates Calculation			
2022/23 Rating Year			
Assessment Number:	**Cultural & Recreational Adjustment:**		**56.75%**
Property Details:	**Cultural & Recreational Annual Rates:**		**$0.00**
Current Valuation:	**Full Rate: (Example Only)**		
2022/23 General RID:	**Date:**		**00/00/2022**
Full General Rate:	**Approved by:**		**Adam Black/Ange Marshall**
CULTURAL AND RECREATIONAL CRITERIA	**SURVEY ANSWERS**	**WEIGHTING MAX**	**ADJUSTMENT**
COUNCIL SERVICES PROVIDED	**Yes/Partially/No**		
GOVERNANCE			
Council Operations	Partial	0.90%	0.45%
Public Order & Safety	Yes	0.90%	0.00%
Financial & Fiscal Affairs	Partial	0.90%	0.45%
Natural Disaster Relief	No	0.90%	0.90%
General Operations	Partial	0.90%	0.45%
General Administration	Partial	0.90%	0.45%
FAMILY AND COMMUNITY SERVICES			
Families & Children	No	0.90%	0.90%
Community Health	No	0.90%	0.90%
Community Welfare Services	No	0.90%	0.90%
Education	No	0.90%	0.90%
Community Housing	No	0.90%	0.90%
Family & Community Services Administration	No	0.90%	0.90%
AGED AND DISABLED SERVICES			
Residential Care Services	No	0.90%	0.90%
Community Care Services	No	0.90%	0.90%
Facilities	No	0.90%	0.90%
Aged and Disabled Services Administration	No	0.90%	0.90%
RECREATION AND CULTURE			
Sports Grounds & Facilities	Partial	0.90%	0.45%
Parks & Reserves	Yes	0.90%	0.00%
Waterways, Lakes & Beaches	Yes	0.90%	0.00%
Art Galleries	No	0.90%	0.90%
Museums and Cultural Heritage	No	0.90%	0.90%
Performing Arts Centres	No	0.90%	0.90%
Libraries	No	0.90%	0.90%
Public Centres & Halls	No	0.90%	0.90%
Programs	No	0.90%	0.90%
Recreation and Culture Administration	Yes	0.90%	0.00%
WASTE MANAGEMENT			
Residential - General Waste	No	0.90%	0.90%
Residential - Recycled Waste	No	0.90%	0.90%
Commercial Waste Disposal	No	0.90%	0.90%
Waste Management Administration	No	0.90%	0.90%
TRAFFIC & STREET MANAGEMENT			
Footpaths	Yes	0.90%	0.00%
Kerbs & Channels	Yes	0.90%	0.00%
Traffic Control	Partial	0.90%	0.45%
Parking Fines	Partial	0.90%	0.45%
Parking Facilities	Partial	0.90%	0.45%
Street Enhancements	Partial	0.90%	0.45%
Street Lighting	Yes	0.90%	0.00%
Street Cleaning	Yes	0.90%	0.00%
Traffic and Street Management Administration	Partial	0.90%	0.45%
ENVIRONMENT			
Protection of Biodiversity & Habitat	Partial	0.90%	0.45%
Fire Protection	Partial	0.90%	0.45%
Drainage	Yes	0.90%	0.00%
Agricultural Services	No	0.90%	0.90%
Sewerage	No	0.90%	0.90%
Waste Water Management	Yes	0.90%	0.00%
Decontamination of Soil	No	0.90%	0.90%
Environment Administration	Partial	0.90%	0.45%
BUSINESS & ECONOMIC SERVICES			
Community Development & Planning	No	0.90%	0.90%
Building Control	No	0.90%	0.90%
Tourism & Area Promotion	Yes	0.90%	0.00%
Community Amenities	No	0.90%	0.90%
Non-road Transport	No	0.90%	0.90%
Markets & Saleyards	No	0.90%	0.90%
Economic Affairs	No	0.90%	0.90%
Business Undertakings (Property)	No	0.90%	0.90%
Business and Economic Services Administration	No	0.90%	0.90%
LOCAL ROADS & BRIDGES			
Local Roads & Bridges works	Yes	0.90%	0.00%
Local Roads and Bridges Administration	Yes	0.90%	0.00%
MAIN ROADS			
Main Roads & Bridges (State Roads)	No	0.90%	0.90%
National Highway System (Federal Roads)	No	0.90%	0.90%

CITY OF KINGSTON				
Draft Cultural & Recreational Land Act - Rates Calculation				
2022/23 Rating Year				
Assessment Number:	**Cultural & Recreational Adjustment:**		56.75%	
Property Details:	**Cultural & Recreational Annual Rates:**		$0.00	
Current Valuation:	**Full Rate: (Example Only)**			
2022/23 General RID:	**Date:**		00/00/2022	
Full General Rate:	**Approved by:**		Adam Black/Ange Marshall	
CULTURAL AND RECREATIONAL CRITERIA	**SURVEY ANSWERS**	**WEIGHTING MAX**	**ADJUSTMENT**	
COMMUNITY BENEFIT PROVIDED	**Y/P/N**			
Social Interaction	Yes	0.90%	0.90%	
Tourism	Yes	0.90%	0.90%	(Kingston Heath)
Non green wedge zoning providing open spaces	Yes	5.00%	5.00%	(Kingston Council)
Fundraising functions for charity/non for profits	Yes	0.90%	0.90%	(Spring Valley)
Contribution to positive physical and mental health	Yes	0.90%	0.90%	(Spring Valley)
Provisions of Financial Sponsorship to local groups	Yes	0.90%	0.90%	(Spring Valley)
Culturally and Linguistically Diverse participation	Yes	0.90%	0.90%	
Provision of paid scholarships	Yes	0.90%	0.90%	(Rossdale)
Access for all Abilities	Yes	0.90%	0.90%	
Environmental Programs	Yes	0.90%	0.90%	
Employment Opportunities / Volunteer Participation	Yes	0.90%	0.90%	
Sporting programs	Yes	0.90%	0.90%	
Coaching opportunities	Yes	0.90%	0.90%	
Cultural promotion	Yes	0.90%	0.90%	
Environmental benefits	Yes	0.90%	0.90%	
Provisions for financially disadvantaged families	Yes	0.90%	0.90%	
Concession entry fees	Yes	0.90%	0.90%	
Provision of premises to community groups	Yes	0.90%	0.90%	
ADVERSE IMPACTS	**Add back Y/P/N**			
Does the club pay any profit or dividend to its members?	No	2%-	0.00%	
Are facilities available for use to non-members?	Yes	2%-	0.00%	
Are there any restrictions to membership?	No	1%-	0.00%	
TOTAL ADJUSTMENT			56.75%	

Summary of feedback received				
Name of Club	**Feedback Received?**	**In Support of Methodology (Yes/No/Partially)**	**Suggested changes from the Club**	**Officer recommendation in relation to the changes**
1. Rossdale Golf Club, Aspendale	Yes	In principle, Yes	Just additional clarification on calculator, no amendments	Supported
2. Patterson River Country Club, Bonbeach	Yes	No	Refer to Patterson River's response in Appendix 5	Some supported, some not supported
3. Patterson Lakes Canoe Club, Carrum	Yes	Yes	Some proposed changes to services the Club doesn't utilise	Supported
4. Southern Golf Club, Braeside	Yes	In principle, Yes	Some proposed changes to services the Club doesn't utilise	Supported
5. Clarinda Tennis Club,	Yes	Yes	Process is confusing	Not supported
6. Spring Valley Golf Club, Clayton South	Yes	No	Refer to Spring Valley's response in Appendix 6	Some supported, some not supported
7. Commonwealth Golf Club, Oakleigh South	Yes	Yes, provided the adjustment would land at around 45%	Some proposed changes to services the Club doesn't utilise. Refer to Commonwealth's response in Appendix 5	Supported
8. Cheltenham Bowls Club, Cheltenham	Yes	In principle, Yes	Some proposed changes to services the Club doesn't utilise.. Would like easier process	Supported
9. Kingston Heath Golf Club, Heatherton	Yes	Yes	Would like Tourism to the area to be factored into cultural benefit calculator	Supported
10. Mentone Bowls Club, Mentone	Yes	In principle, Yes	Some proposed changes to services the Club doesn't utilise	Supported
11. Woodlands Golf Club, Mordialloc	In principle, Yes	In principle, Yes	Some proposed changes to services the Club doesn't utilise	Supported

Detailed Responses Received from Clubs

1. Rossdale Golf Club (refer to email below)

RE: Rossdale Golf Club- Cultural & Recreational Land Rates Feedback Requested

RG Rossdale Golf Club Accounts <rgc.accounts@rossdalegolf.com.au>
To Adam Black

Hi Adam

I have been away sorry

We had nothing further to add

Regards

HEMALI DHARMAKIRTI
Accounts Officer

P (03) 9580 1008
E rgc.accounts@rossdalegolf.com.au

Sixth Ave, Aspendale VIC 3195
www.rossdalegolf.com.au

From: Adam Black <Adam.Black@kingston.vic.gov.au>
Sent: Monday, 23 May 2022 10:18 AM
To: Rossdale Golf Club Accounts <rgc.accounts@rossdalegolf.com.au>
Subject: RE: Rossdale Golf Club- Cultural & Recreational Land Rates Feedback Requested

Good Morning Hemali,

Thanks for taking the time to fill this out. Did you have any other feedback or suggestions before the feedback deadline is due this Friday?

Kind regards,

Adam

Adam Black
TEAM LEADER REVENUE AND COLLECTIONS
kingston.vic.gov.au

2. Patterson River Country Club (refer to emails below)

From: PRCC Manager <prcc.manager@pattersonriver.com.au>
Sent: Wednesday, 6 July 2022 1:37 PM
To: Adam Black <Adam.Black@kingston.vic.gov.au>
Subject: Today's Meeting

Dear Adam,

Thank you for your time today to discuss the Cultural and Recreational Lands Act.

Accordingly, I wish to provide the following comments to Council for consideration at the meeting to be held on Monday 11 July, 2022 -

1. The Club wishes to advise that it has a fundamental concern that the methodology used by the council to determine the charge is invalid. The starting point for the calculation is a land valuation. The Act clearly states that the charge is to be based on the value of the services provided by the council to the Club with a reduction based upon the benefits accruing to the community from the organisation. The value of the land is therefore an invalid starting point for the calculation.
2. Noting the fundamental concern in the previous point, the valuation has risen inordinately over recent times and therefore the charge has increased. This is contrary to the methodology as outlined in the Act. If the council provides more services to the Club or if the community benefit lessens, the charge should increase but an increase in valuation is not a valid cause for an increase.
3. We acknowledge and appreciate the recent engagement by Council Officers concerning the CRLA and in particular the survey and calculator. We completed the survey with our best endeavour and intention. We raised the concern that the calculator has an inherent flaw in that if the answer to each of the questions is “No” – the council does not provide any services and there is no benefit to the community, then the adjustment is 54% which assumes an underlying charge irrespective of services provided. While we appreciate the endeavour, the logic is contrary to the Act.
4. We note that other Councils around Melbourne have considered approaches from golf clubs in their community and have greatly reduced the amounts that clubs are charged. We are aware of some councils not charging golf clubs anything based on the correct application of the calculation process as outlined in the CRLA.

5. The Club is facing incredible cost pressure in so many areas and as part of a review process, all cost items are being reviewed. We strongly believe that the charge is being calculated incorrectly and unfortunately the Act does not provide a methodology. We absolutely assert however that basing the charge on a valuation is invalid.
6. We cannot provide an alternative methodology for the calculation. We would suggest that the council provides very few of the ten headline services in the calculator.
7. Considering our investigations with comparable clubs in other councils, noting some are now paying no charge at all, an amount in the range of $10,000 to $12,000 would be acceptable. And in these challenging times, this reconsideration would be greatly appreciated and ensure that the Club continues to be an important part of the City of Kingston and the local community.

I would be happy to provide further explanation as required.

Yours faithfully,

Peter Stackpole
Interim General Manager
manager@pattersonriver.com.au
W: (03) 9772 1855
47 The Fairway, Bonbeach 3196
www.pattersonriver.com.au

Re: Feedback Due 27/5/22 Patterson River - Cultural & Recreational Land Rates

PM PRCC Manager <prcc.manager@pattersonriver.com.au>
To Adam Black

Reply | Reply All | Forward | ...
Wed 15/06/2022 2:27 PM

Hi Peter,

Thank-you for responding. The calculator is not designed to tally and adjustment down to zero, it is designed to create adjustment percentage tailored to the Landowner, not to create an exemption to paying. We understand the importance of Cult & Rec Landowners and their contribution to the community, and wanted to create an adjustment that reflects the contribution that you give back, as well as capture what services you benefit from under this policy and calculator.

Thank-you for your feedback. We have had some solid feedback, including increasing the number of fields of community benefits derived from the Cult and Recreational Lands. We will review this feedback which could increase the overall adjustment which we will consider as part of our next steps.

Kind Regards,

Adam

Adam Black
TEAM LEADER REVENUE AND COLLECTIONS
kingston.vic.gov.au
d 9581 4326 e adam.black@kingston.vic.gov.au
community inspired leadership

The City of Kingston proudly acknowledges the Bunurong People of the Kulin Nation as the Traditional Owners and Custodians of this land, and we pay our respect to their Elders, past and present and emerging.

From: PRCC Manager <prcc.manager@pattersonriver.com.au>
Sent: Wednesday, 8 June 2022 2:44 PM
To: Adam Black <Adam.Black@kingston.vic.gov.au>
Cc: Ange Marshall <Ange.Marshall@kingston.vic.gov.au>
Subject: Re: Feedback Due 27/5/22 Patterson River - Cultural & Recreational Land Rates

Hello Adam,

Please find attached the survey as completed.

Can you please resolve this question – if we respond no to each of the services council provides (that is council does not provide them to PR) and yes to each of the community benefits, the table does not total zero. Logically if the club doesn't get any services, then the first part of the calculation (i.e. benefits provided to the Club) therefore should equal zero.

Thanks for the opportunity and I look forward to your response.

Yours faithfully,

3. Patterson Lakes Canoe Club (refer to email below)

FW: Feedback due 27/5/22 Patterson Lakes Canoe Club- Cultural & Recreational Land Rates

AB Adam Black
To Ange Marshall

Draft Cult and Rec Survey Patterson Patterson Lakes Canoe Club.xlsx
18 KB

Copy of Draft Cult Rec Calculator 2022-23 Patterson Lakes Canoe Club.xlsx
18 KB

From: Eugene Stackpole <eugene@sprintit.com.au> **On Behalf Of** secretary@pattersonlakescanoeclub.org.au
Sent: Monday, 30 May 2022 7:35 PM
To: Adam Black <Adam.Black@kingston.vic.gov.au>
Subject: RE: Feedback due 27/5/22 Patterson Lakes Canoe Club- Cultural & Recreational Land Rates

Hi Adam and Ange

Sorry I'm late.

I've had a look through. We have no objection to the calculation.

I've attached a tweaked copy of the survey where I winced at a couple of the responses, but any change in rates is marginal at best.

Call any time if any questions.

Regards
Eugene Stackpole
Secretary
Patterson Lakes Canoe Club
0413007620

4. Southern Golf Club – (refer to email below)

RE: Southern Golf Club- Cultural & Recreational Land Rates Feedback Requested

BR

Brad Robb <brad@southerngolfclub.com.au>

To Adam Black

Cc Ange Marshall

Thanks Adam, all good at this moment, lets see how it progresses?

5. Clarinda Tennis Club – (refer to email below)

FW: Clarinda Tennis Club - Cultural & Recreational Land Rates Feedback Requested

AB Adam Black
To Ange Marshall

2020-21 Annual Report.doc
1 MB

Draft Cult and Rec Survey Clarinda Tennis Club.xlsx
18 KB

From: Clarinda Tennis Club <clarindatc@gmail.com>
Sent: Monday, 23 May 2022 1:57 PM
To: Adam Black <Adam.Black@kingston.vic.gov.au>
Cc: Ange Marshall <Ange.Marshall@kingston.vic.gov.au>
Subject: Re: Clarinda Tennis Club - Cultural & Recreational Land Rates Feedback Requested

Hi Adam

Thanks for the reminder - we have sort of been putting it off as we are not sure about how to answer the survey - we found it a bit confusing. However, we have done our best.

If you have any questions, please don't hesitate to contact me.

Regards
Gayle Hall
Administrator

CLARINDA
TENNIS CLUB

Clarinda Tennis Club
4 – 14 Crawford Road, Clarinda
Phone: 0435 021 536
Email: clarindatc@gmail.com
Website: www.clarindatennis.com.au

6. **Spring Valley Golf Club –**
   Refer to detailed response on the next few pages

Spring Valley Golf Club

Date:

29th May 2022

Subject: City of Kingston Council Rate Setting for Rateable Properties under The Cultural and Recreational Lands Act 1963 (The Act)

1. **Background**

In review of all operations due to the extreme hardship that our Club has endured during recent government forced closures, the Club has analysed all costs. In this process it became clear the rates that had historically been levied against the Spring Valley Golf Club (SVGC) were far higher than most other sporting clubs in Victoria and that there were some serious questions about the rating methodology being applied by the City of Kingston Council (the Council).

Disappointingly, if a compliant rating system was in place, the Club would have received a large reduction due to non-use of services during lockdowns. In this same period, the City of Kingston gave 100 percent reductions in rent to sporting clubs which occupy local government land.

SVGC had been recognised as a rateable property in terms of the CRLA but the provisions of the Act did not appear to have been followed in striking a rate in 2021/22. The current advice the club has received is that we should lodge and appeal the 2021 rates with the Minister for Energy, Environment and Climate Change before June 30 2022.

This paper is an attempt to find a fair and equitable resolution to the issue of appropriate Council rates to be levied on SVGC.

2. **The Act**

The Act provides that in applying a rate to a rateable property the Council must "in lieu of rates that would otherwise be payable to municipal council in respect of recreational lands" determine "such amount as it thinks reasonable having regard to

(a) The services provided by the Council, and

(b) The benefit to the community derived from such recreational lands.

There is pointedly no reference to the monetary value of the land, which makes sense because the intention of the Act seems to be focussed on giving rate relief to community organisations that make recreational lands available to the community, the monetary value of the land being irrelevant to the broader purpose of the Act.

Golf clubs are particularly vulnerable to any commercial based rating as they have large open space land holdings, many in desirable locations and with rare exceptions, relatively low capacity to pay. Given the proposed new rating methodology is strong weighted on CIV value of property it would be unlikely to hold up in an objection to Minister from the land holder as has been the case in the past.

It is important for the City of Kingston to understand the key reasons for the CRLA been introduced in 1963

- Protecting the city of Melbourne from becoming a concrete jungle
- Protecting recreational land from been rated out of existence
- The rating for recreational lands should be minimal so these lands can be enjoyed by people from all socio-economic backgrounds.
- Having large areas of open space for people to enjoy will create lungs for our great city.
- The outlawing of using value of land to rate these spaces.

Many of these issues are even more relevant today and are outwardly embraced by the City of Kingston.

3. Issues with the Methodology put forward by the City of Kingston

The methodology put forward by the City of Kingston is an inconsistent policy when viewed across the sport and recreation sector.

This year it is proposed the club pay fees of around $50,000 to the City of Kingston. Fees which we see are being used for the improvement of the councils sporting facilities around us.

Nearby council owned sporting facilities receive benefits from services provided by the council. The construction of a new pavilions, re-surfacing of sports ovals, grass cutting, tree maintenance, rubbish removal, graffiti removal, the provision of lighting, watering infrastructure, water itself, the provision of rubbish bins and emptying them. It is projected that the City of Kingston will spend of 8 million on other sports and recreation in 2022 which none of it is marked for the 10 community own Golf Courses.

All of these costs are borne by the club and the club is in effect, providing all the services to the community that the council provides to council-owned facilities.
The council is raising funds from golf, and using that revenue to support cricket, football, bowls, tennis hockey, swimming etc. This is not fair and reasonable.

This also raises questions about the fairness and equity of charging one type of sport (golf) a much higher rate than the nominal amounts it charges in rent for other types of sports, which in turn affects the membership fees charged by that sport and in effect perpetuates the perceived myth that golf is a "rich person's" sport. In the pre amble to the 1963 CRLA this was noted that if councils charge rates based on CIV it would make sports like golf only accessible for the rich.

If the council believes it is fair to use CIV to rate golf courses then in turn it should charge rents to sporting clubs based on CIV (best possible use for the land) So a football ground occupies 20 house blocks then the council should derive rental based on what that income that would be.

We understand Maddocks is City of Kingston Legal advisers and they have recommended that other Melbourne councils adopt and "in use" valuation for the following reasons.

The 'in use' valuation is preferred for the following reasons:
• A fairer and more equitable basis for determining valuation according to community benefit.
• Reflects a valuation process that recognises the character of recreational land's role within the community.
• A methodology that enables minimal discrimination between public & residential zoning from a community benefit perspective.

Moving on from deriving a cost for service SVGC believes we can work through the list of services provided and give the City of Kingston a understanding of what services we really use. Given recent decisions by the Victorian Government, the number of services that we use will be approximately 40% of the total services provide.

Part B of the act relates the benefit to the community derived from such recreational lands.

It is noted in the draft methodology that the maximum benefit derived from our land is 10.8% which would most likely make it the lowest of any council analysis in Victoria. This analysis is not in line with councils own opinion but also the greater community.

The Australasian Golf Club Inc is an incorporated community organisation which operates a 9-hole golf club in the City of Kingston. Australasian GC provides golf to the community through both club membership and green fee access like SVGC. The course is located on Crown land, leased from the City of Kingston as delegated managing agent.

Like SVGC, Australasian GC has exclusive access to the land, which is fenced. The club is not charged rates like other crown land golf courses in Melbourne and pays an annual peppercorn rent of $1. Further, the club receives an annual subsidy of $100,000 from the council for maintenance. While we welcome and congratulate the Council for these decisions and for recognising the benefit which golf brings to the City of Kingston it in no ways bears any consistency with what has been put forward in our benefits.

In the 2021/22 City of Kingston Annual Budget, you will find the following statements:

As part of its Council Plan 2021-2025, the City of Kingston is committed to the strategic objective "Sustainable" in order to prioritise our environment and reduce our impact on the earth. Council believes a sustainable and balanced approach to the natural and built environment is key to managing and responding to a constantly evolving municipality.
Key features of our natural environment are:
• 13km of beachfront on Port Phillip Bay
• Wetlands areas in Edithvale
• The Kingston Green Wedge
• Large parkland areas including Braeside Park
• 10 Golf course

Community Vision1
Kingston is a resilient, inclusive and diverse community. We are building the most liveable and sustainable city in Victoria.
We champion and nurture our green and open spaces creating a safe, healthy environment.
Our shared legacy connects our community, embracing innovation, making Kingston the place to live

Clearly benefits of environment and open space which golf courses brings are rated very highly by the City of Kingston but only receives a 1.8% discount in the draft methodology.

The other issue with the current benefit rating is that it provides little to no incentive for CR land holders to run community programs. Would a club implement concession entry fee or cultural promotion when there is only a few hundred dollars in council rates rebates on offer? The program could cost thousands of dollars to implement. We have attached a document from Golf Australia which has looked into the benefits golf provides the communities and governments.
Changes required to the draft methodology.

- A correct valuation of the land at its current use "in use" which will be approximately 5 million as a starting point.
- City of Kingston to review feedback on the service used by SVGC

- A thorough analysis of the benefits (many councils in Victoria have benefits which can be up to 100%) and a methodology that provides incentives for CR Land to run programs and provide benefits.

It should also be remembered that golf clubs face many financial challenges and one only has to look as far as the recently defunct Kingwood Golf Club to see a valuable asset lost to the community with no offsetting gain in recreational facilities to the City of Kingston community.

SVGC would argue that we are clearly a valuable recreational asset of City of Kingston and the community at little or no direct cost to the Council and therefore deserve fair and equitable treatment like other non-golf recreational organisation in City of Kings

7. **Commonwealth Golf Club –**
   Refer to detailed response below:

Commonwealth Golf Club Inc.
ABN 59 450 802 609 | Reg No. A0042426E

30 May 2022

Adam Black
Team Leader Revenue and Collections
City of Kingston
Adam.black@kingston.vic.gov.au

Dear Adam,

CRLA Policy and Response

Thank for the opportunity to provide comment on the proposed methodology to be adopted by the City of Kingston. Commonwealth Golf Club is proud to have a collegiate and open working relationship with Council and appreciate the consultative nature when it comes to this policy review.

The methodology proposed shows great thought and consideration, however the feeling is that it does not sufficiently value the community benefit our club provides. In 2019, Golf Management Victoria commissioned a paper assessing the community benefit that golf provides. Please find ***enclosed***. Council may wish to further consider this element, and possibly increase the discount offered for areas such as environmental, and maybe offer a discount for economic contribution the club makes to the community.

We have worked through the survey and provided revised answers to each of the questions. In several instances, we have marked "no" to services that were either marked partial or yes. If needed, we would be happy to provide further explanation around our rationale for each variance. Please find ***enclosed*** our completed response.

For the purposes of consistency and fairness, Commonwealth would be open to Council having a consistent approach across all golf facilities when it comes to discounts assigned to council services. This would leave the community benefit area as a variable and something that we can have influence over.

Adam, in short, Commonwealth support Council adopting the proposed methodology on the understanding that the circa 45% discount identified for Commonwealth will be applied.

Yours sincerely,

8. Cheltenham Bowls Club – (refer toe email below)

FW: Feedback Due 27/5/2022 Cheltenham Bowls Club - Cultural & Recreational Land Rates

AB Adam Black
To Ange Marshall

MAY 2022 Cult and Rec Survey Cheltenham Bowls Club Inc (1).xlsx
16 KB

From: Cheltenham Bowls Club <cheltenhambowls@gmail.com>
Sent: Saturday, 11 June 2022 4:32 PM
To: Adam Black <Adam.Black@kingston.vic.gov.au>
Subject: Re: Feedback Due 27/5/2022 Cheltenham Bowls Club - Cultural & Recreational Land Rates

Hi Adam,

Please find attached our completed survey.

Sorry for the delay in sending but with the short turn around time in receiving this survey and having to return it,it was very difficult to complete the survey taking into account the need to consult with other Board members re our answers.

Regards,
Jan KIrkby & Steve Milne.

Jan Kirkby
Administration Director, Cheltenham Bowls Club Inc.
2A Wilson Street, Cheltenham 3192.
Ph: 03 9583 3162 www.cheltenhambowls.com.au

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9. Kingston Heath Golf Club – (refer to email below)

RE: Feedback Due 27/5/2022 Kingston Heath Golf Club- Cultural & Recreational Land Rates

AT Andrew Taylor <andrew@kingstonheath.melbourne>
To Adam Black
Cc Ange Marshall
You forwarded this message on 14/06/2022 1:50 PM.

Hi Adam,

Thanks for the note.

I don't have any feedback to add other than noting your comment regarding assisting with inbound tourism to the area through the hosting of major events which may promote regional/interstate or international attendance.

Best of luck over the coming days…

Cheers

Andrew Taylor
General Manager

Kingston Heath

10. Mentone Bowls (refer to email below)

RE: Mentone Bowls Club - Cultural & Recreational Land Rates Feedback Requested

Reply | Reply All | Forward

Sat 14/05/2022 12

gregory.mills1@bigpond.com
To Adam Black
Cc Ange Marshall

Draft Cult and Rec Survey Mentone Bowling Club Inc.xlsx
15 KB

Hi Adam

Please find attached a completed version of the Cult and Rec survey.

You will note that in most of the section where Council has completed the survey as a Yes or Partial, I have requested examples to be provided. I have asked this because I cannot think of any types of services provided by those categories to a Bowling Club (as opposed to individuals who are members of a club).

In the section I have completed there are a number of question marks entered as the response. This is because I cannot think of examples or am simply not sure.

Regards,

Greg Mills
Financial Director & Secretary
finance@mentoneedge.com.au

11. Woodlands Gold Club (refer to email below)

RE: Feedback Due 27/5/2022 Woodlands Golf Club- Cultural & Recreational Land Rates

RT Richard Tullberg <richard@woodlandsgolf.com.au>
To Adam Black
Cc Ange Marshall

Draft Cult Rec Calculator WGC.xlsx
20 KB

Hi Adam,

Apologies for the delay. I've been waiting for a meeting with a Director that has now taken place.

Please see attached.

What we have looked at is the services actually used by the Club. Members who are Kingston residents may utilise such facilities but the Club as it is an entity and not a person cannot.

I'll be keen to see any feedback Kingston may have.

Thanks for the opportunity.

Best Regards,

WOODLANDS GOLF CLUB MELBOURNE SANDBELT

Richard Tullberg
General Manager

Woodlands Golf Club
109 White St, Mordialloc, VIC 3195
Postal: P.O. Box 844, Braeside, VIC 3195
Pro Shop: (03) 9580 1157 |
Reception: (03) 9580 3455
Web: woodlandsgolf.com.au

Spring Valley Golf Club

Date:

29th May 2022

Subject: City of Kingston Council Rate Setting for Rateable Properties under The Cultural and Recreational Lands Act 1963 (The Act)

1. Background

In review of all operations due to the extreme hardship that our Club has endured during recent government forced closures, the Club has analysed all costs. In this process it became clear the rates that had historically been levied against the Spring Valley Golf Club (SVGC) were far higher than most other sporting clubs in Victoria and that there were some serious questions about the rating methodology being applied by the City of Kingston Council (the Council).

Disappointingly, if a compliant rating system was in place, the Club would have received a large reduction due to non-use of services during lockdowns. In this same period, the City of Kingston gave 100 percent reductions in rent to sporting clubs which occupy local government land.

SVGC had been recognised as a rateable property in terms of the CRLA but the provisions of the Act did not appear to have been followed in striking a rate in 2021/22. The current advice the club has received is that we should lodge and appeal the 2021 rates with the Minister for Energy, Environment and Climate Change before June 30 2022.

This paper is an attempt to find a fair and equitable resolution to the issue of appropriate Council rates to be levied on SVGC

Officer Comment: Spring Valley was rated under the same rating methodology as every other eligible Cultural and Recreational Lands. Comparisons with non-Cultural and Recreation Clubs needs to take into consideration the capital improved values of the relevant properties.

2. The Act

The Act provides that in applying a rate to a rateable property the Council must "in lieu of rates that would otherwise be payable to municipal council in respect of recreational lands" determine "such amount as it thinks reasonable having regard to

(a) The services provided by the Council, and

(b) The benefit to the community derived from such recreational lands.

There is pointedly no reference to the monetary value of the land, which makes sense because the intention of the Act seems to be focussed on giving rate relief to community organisations that make recreational lands available to the community, the monetary value of the land being irrelevant to the broader purpose of the Act.

Golf clubs are particularly vulnerable to any commercial based rating as they have large open space land holdings, many in desirable locations and with rare exceptions, relatively low capacity to pay. Given the proposed new rating methodology is strong weighted on CIV value of property it would be unlikely to hold up in an objection to Minister from the land holder as has been the case in the past.

It is important for the City of Kingston to understand the key reasons for the CRLA been introduced in 1963

- Protecting the city of Melbourne from becoming a concrete jungle
- Protecting recreational land from been rated out of existence
- The rating for recreational lands should be minimal so these lands can be enjoyed by people from all socio-economic backgrounds.
- Having large areas of open space for people to enjoy will create lungs for our great city.
- The outlawing of using value of land to rate these spaces.

Many of these issues are even more relevant today and are outwardly embraced by the City of Kingston.

Officer Comment: The current proposal looks to create an adjustment to rates based on the services provided by council and the benefit provided to the community. The adjustment is then applied to the Capital Improved Value in line with Council's Revenue and Rating Plan.

3. Issues with the Methodology put forward by the City of Kingston

The methodology put forward by the City of Kingston is an inconsistent policy when viewed across the sport and recreation sector**.**

Officer Comment: The proposed Cultural and Recreational Lands policy applies to all outdoor sports that qualify.

This year it is proposed the club pay fees of around $50,000 to the City of Kingston. Fees which we see are being used for the improvement of the councils' sporting facilities around us.

Nearby council owned sporting facilities receive benefits from services provided by the council. The construction of a new pavilions, re-surfacing of sports ovals, grass cutting, tree maintenance, rubbish removal, graffiti removal, the provision of lighting, watering infrastructure, water itself, the provision of rubbish bins and emptying them. It is projected that the City of Kingston will spend of 8 million on other sports and recreation in 2022 which none of it is marked for the 10 community own Golf *Courses.*

All of these costs are borne by the club and the club is in effect, providing all the services to the community that the council provides to council-owned facilities.
The council is raising funds from golf, and using that revenue to support cricket, football, bowls, tennis hockey, swimming etc. This is not fair and reasonable.

Officer Comment: The proposed policy is seeking to clarify the basis of rating Cultural and Recreational Lands, and not making judgements on other properties or the use of revenue by Council for the community.

This also raises questions about the fairness and equity of charging one type of sport (golf) a much higher rate than the nominal amounts it charges in rent for other types of sports, which in turn affects the membership fees charged by that sport and in effect perpetuates the perceived myth that golf is a "rich person's" sport. In the pre amble to the 1963 CRLA this was noted that if councils charge rates based on CIV it would make sports like golf only accessible for the rich.

If the council believes it is fair to use CIV to rate golf courses then in turn it should charge rents to sporting clubs based on CIV (best possible use for the land) So a football ground occupies 20 house blocks then the council should derive rental based on what that income that would be.

Officer Comment: The proposed policy is seeking to clarify the basis of rating Cultural and Recreational Lands, and does not relate to other properties' leasing arrangements.

We understand Maddocks is City of Kingston Legal advisers and they have recommended that other Melbourne councils adopt and "in use" valuation for the following reasons.

The 'in use' valuation is preferred for the following reasons:
• A fairer and more equitable basis for determining valuation according to community benefit.
• Reflects a valuation process that recognises the character of recreational land's role within the community.
• A methodology that enables minimal discrimination between public & residential zoning from a community benefit perspective.

Officer Comment: This has not been recommended by Maddocks.

Moving on from deriving a cost for service SVGC believes we can work through the list of services provided and give the City of Kingston a understanding of what services we really use. Given recent decisions by the Victorian Government, the number of services that we use will be approximately 40% of the total services provide.

Part B of the act relates the benefit to the community derived from such recreational lands.

It is noted in the draft methodology that the maximum benefit derived from our land is 10.8% which would most likely make it the lowest of any council analysis in Victoria. This analysis is not in line with councils own opinion but also the greater community.

The Australasian Golf Club Inc is an incorporated community organisation which operates a 9-hole golf club in the City of Kingston. Australasian GC provides golf to the community through both club membership and green fee access like SVGC. The course is located on Crown land, leased from the City of Kingston as delegated managing agent.

Like SVGC, Australasian GC has exclusive access to the land, which is fenced. The club is not charged rates like other crown land golf courses in Melbourne and pays an annual peppercorn rent of $1. Further, the club receives an annual subsidy of $100,000 from the council for maintenance. While we welcome and congratulate the Council for these decisions and for recognising the benefit which golf brings to the City of Kingston it in no ways bears any consistency with what has been put forward in our benefits.

Officer Comment: The proposed policy is seeking to clarify the basis of rating Cultural and Recreational Lands and utilises descriptors of council services in line with the Victoria Local Government Grants Commission methodology.

In the 2021/22 City of Kingston Annual Budget, you will find the following statements:

As part of its Council Plan 2021-2025, the City of Kingston is committed to the strategic objective "Sustainable" in order to prioritise our environment and reduce our impact on the earth. Council believes a sustainable and balanced approach to the natural and built environment is key to managing and responding to a constantly evolving municipality.

Key features of our natural environment are:
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Our shared legacy connects our community, embracing innovation, making Kingston the place to live

Clearly benefits of environment and open space which golf courses brings are rated very highly by the City of Kingston but only receives a 1.8% discount in the draft methodology.

Officer Comment: We estimate there would be at least a 40% adjustment for all Cult and Rec landowners on the calculator.

The other issue with the current benefit rating is that it provides little to no incentive for CR land holders to run community programs. Would a club implement concession entry fee or cultural promotion when there is only a few hundred dollars in council rates rebates on offer? The program could cost thousands of dollars to implement. We have attached a document from Golf Australia which has looked into the benefits golf provides the communities and governments.
Changes required to the draft methodology.

- A correct valuation of the land at its current use "in use" which will be approximately 5 million as a starting point.
- City of Kingston to review feedback on the service used by SVGC
- A thorough analysis of the benefits (many councils in Victoria have benefits which can be up to 100%) and a methodology that provides incentives for CR Land to run programs and provide benefits.

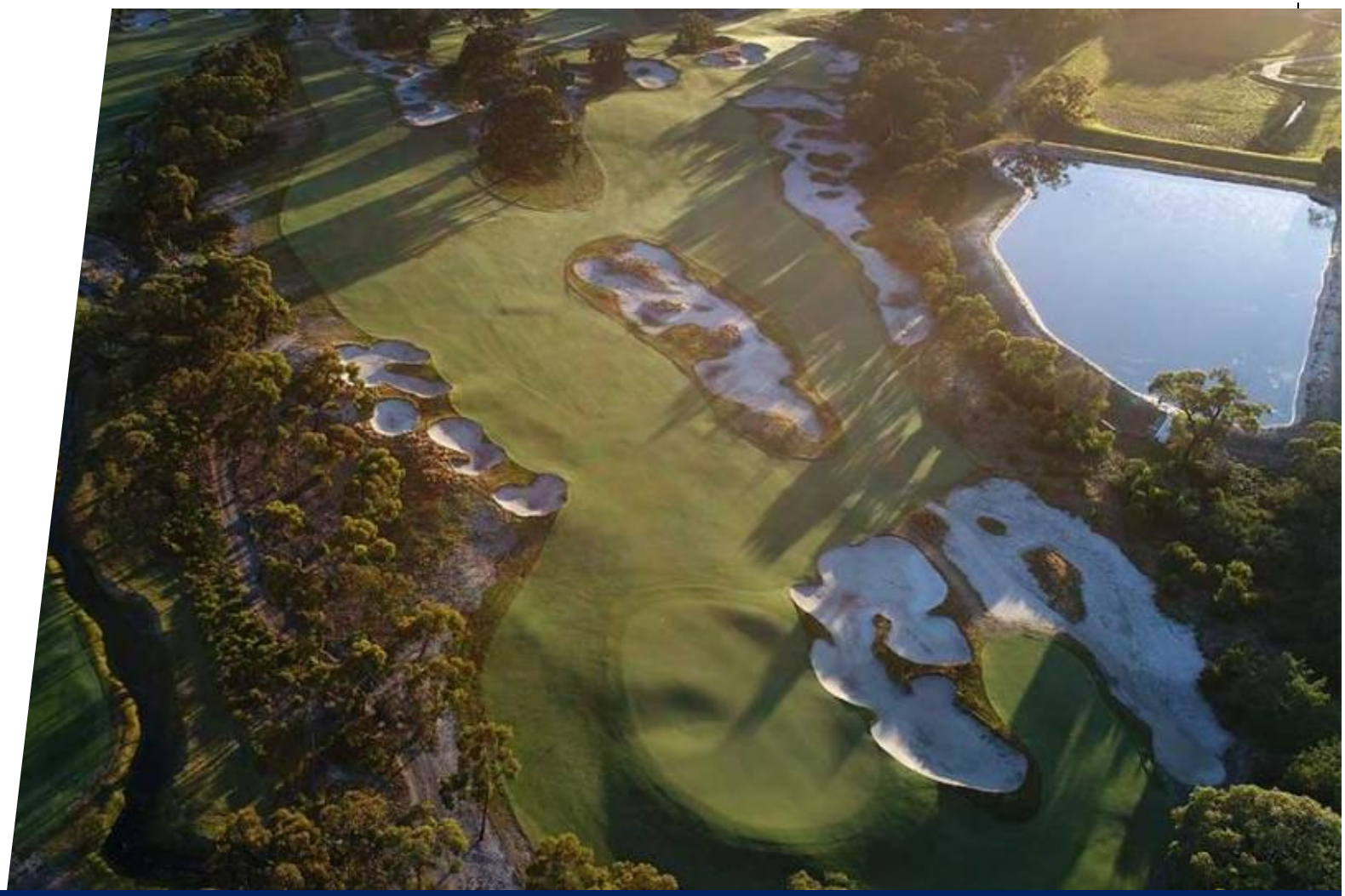
It should also be remembered that golf clubs face many financial challenges and one only has to look as far as the recently defunct Kingwood Golf Club to see a valuable asset lost to the community with no offsetting gain in recreational facilities to the City of Kingston community.

SVGC would argue that we are clearly a valuable recreational asset of City of Kingston and the community at little or no direct cost to the Council and therefore deserve fair and equitable treatment like other non-golf recreational organisation in City of Kingston.

Officer Comment: We recognise the feedback on the rating methodology, and the 3 points provided below.

- A correct valuation of the land at its current use "in use" which will be approximately 5 million as a starting point. ***Officer Comment: The Capital Improved Value is consistent with the Revenue and Rating Plan and is regarded as a dependable measure.***
- City of Kingston to review feedback on the service used by SVGC***. Officer Comment: Officers will work with SVGC to work through the application of the calculator to SVGC.***
- A thorough analysis of the benefits (many councils in Victoria have benefits which can be up to 100%) and a methodology that provides incentives for CR Land to run programs and

provide benefits. ***Officer Comment: The proposed policy is seeking to clarify the basis of rating Cultural and Recreational Lands.***



LOCAL GOVERNMENT RATING SYSTEM REVIEW

INDUSTRY SUBMISSION – GOLF MANAGEMENT VICTORIA

OCTOBER 2019 – COMMERCIAL IN CONFIDENCE

INTRODUCTION

THE FACTS ABOUT THIS REVIEW

In 2019-2020, Councils in Victoria will raise **over $5 billion in rates** from over **3 million properties** across the state.

Every rates notice will present detailed information, and some have more than four different charges and rates. This can be challenging for both ratepayers to understand and councils to manage, especially when the **rates system is applied differently in each council**.

In 2018, the **Victorian Government committed to a review** of the local government rating system. A **Ministerial Panel** was appointed to review the current system and provide independent recommendations on an optimal model.

The emphasis of the review is on a fair and equitable system, which is a key part of the **Terms of Reference**.

ABOUT US

Golf Management Australia (GMA) is a national body **representing the golf club management industry** and is responsible for the delivery of day-to-day operational activities and services to state associations across Australia.

Golf Management Victoria (GMV) is the professional organisation serving the needs of club managers within Victoria and Tasmania.

GMV represents **58 golf clubs in Victoria across 28 LGA's** and have prepared this submission on behalf of the industry, with the support of Golf Australia.

The clubs represented in this submission are only a portion of clubs in Victoria. 38 clubs formally participated in the development of this submission through a combination of advice, insights, data and IP sharing. In total, there are 329 golf clubs in Victoria, many which operate without management portfolios and all of which provide a significant contribution to local communities.

In developing this submission the following process has been undertaken:

- Panel of key GMV stakeholders established to commence the development of a submission on behalf of the industry.
- Independent consultants, SBP (Sport Business Partners) appointed to assist in developing the submission.
- Primary and secondary research conducted with clubs and the industry.
- Key information and data inputs received from clubs.
- Development of a draft submission.
- Meeting with GMV clubs to discuss feedback and any required changes to the submission.
- Consultation and engagement with Golf Australia
- Submissions finalised and lodged.

1200

BACKGROUND AND CONTEXT

THE CURRENT SYSTEM

Golf clubs in Victoria are currently charged a fee in lieu of rates under the Cultural and Recreational Lands Act 1963 (CRLA).

The CRLA was introduced in October 1963 in response to the upcoming implementation of the Valuation of Land Act in 1964. The Valuation of Land Act would introduce and enforce a rating method based on the uniform valuation of land throughout the State.

The key reasons for the CRLA being introduced in 1963 were to:

- Protect the City of Melbourne from becoming a 'concrete jungle'.
- Create lungs for the city through the provision of green open space.
- Remove the value of land from being used in calculating rates figures.
- Safeguard recreational land and ensure it was not rated out of existence.
- Ensure that the rating of recreational lands was not so high as to exclude some parts of the community from enjoying open space.
- Protect clubs that occupied large parcels of land from paying drastically increased rates.

The CRLA makes it clear that in determining the rate to be charged, there are only two factors to be considered:

1. The **services provided by the council to the clubs**, and;
2. The **benefit the clubs provide to the community**.

SERVICES PROVIDED BY THE COUNCIL

If a rating approach was to be based solely on the services provided by Council, golf clubs would place far less demand on local council than the general household would. For example, generally golf clubs may use the following:

- Environmental Planning, Development Planning and Strategic Planning
- Building Services
- Economic Development
- Valuations & Property Services
- Governance
- Communication
- Finance and Procurement

However, golf clubs would typically not have access to the following local government services: Age and Disability Services; Community and Social Planning; Facility and Contract Management; Leisure Facility Management; Youth and Family Strategic Management; Early Years; Youth and Community Partnerships; General Waste Services; Plant and Fleet Management; Human Resources; Organisational Systems; Cleaning; Parks and Gardens; Health Services; Cultural and Leisure Services; Asset Management; Infrastructure Maintenance; Municipal Laws; Transport and Development Engineering.

Golf clubs have little influence over the services provided by Council, and therefore the purpose of this document is to highlight the significant benefit that Victorian golf clubs provide to the community.

BACKGROUND AND CONTEXT

BENEFIT PROVIDED TO THE COMMUNITY

As the CRLA does not assert how the "benefit to the community" is determined, the rates passed on by Council's vary between clubs and Councils and are very subjective.

Some councils still calculate rates for recreational land under Section 161 of the Local Government Act (1989) where a differential system is used, and the council determines a cents in the dollar value for certain property categories. This is then divided by the CIV of the land to give a rates figure. The use of CIV to calculate rates is not consistent with the CRLA, yet this is commonplace in many councils. Additionally, there is no limit on the number of differential rates a council may levy in Victoria and with CIV being determined on a commercial basis, the figure is not reflective of the benefit the land provides. Using this system, council rates can vary from as low as 0.0006 to 0.2 cents in the dollar.

In some Victorian councils, an additional rebate on rates is available for places of historical or environmental interest. Rebates/concessions can range from 0-100% of rates – at the Council's own discretion.

Reference: Planning for golf in Victoria Discussion Paper, Department of Environment, Land, Water and Planning (2017).

The body of this report will focus on quantifying the significant benefit that golf clubs provide to the community and demonstrate to Government that golf Clubs are an invaluable community asset. Among the benefits explored are:

- **Health**: Extensive health benefits of sport and golf especially for an older demographic. This extends to both physical and mental health.
- **Economic**: Direct and ancillary economic benefits, and local purchasing and employment opportunities.
- **Social**: Social benefits including the growth and maintenance of strong social capital (personal networks), and regular and enduring social interaction.
- **Tourism**: Significant tourism attraction, which has been recognised formally by the State Government through Visit Victoria in a Discussion Paper.
- **Environmental**: Benefits including the provision of green space and 'lungs', as well as sanctuaries for native flora and fauna, especially remnant Indigenous vegetation.
- **Amenity**: Added value to residential areas through the provision of green space, therefore increasing the rateable value of these properties.
- **Donations and fundraising**: Charitable activities for local community groups.
- **Community Development**: The provision of meeting places, premises, and sporting facilities.
- **Coaching and Development**: Tuition and provision of facilities for members, non-members, schools and local residents.

BACKGROUND AND CONTEXT

THE NEED FOR A NEW APPROACH

The **lack of a uniform approach** across the state has led to confusion and inequality in the amount paid in rates by golf clubs.

Current processes are inefficient, costly and do not follow legislation – they are not based on the services provided by the council, nor the benefit clubs provide to the community. Using CIV to rate recreational land is not equitable and was never the intended rating method under the CRLA.

One of the key problems with using CIV in calculating rates for recreational land is that it does not reflect the income level of the property owner. In addition, the use of CIV to calculate rates means the **valuation is based on the best purpose of using the land, rather than the current recreational use of the land and the community benefits provided**.

Most sports and recreational clubs located on local government land are not required to pay rates and are actually positively funded by ratepayers in the local community. On the other hand, sporting and recreational clubs located on community owned land pay rates and receive little or no funding, support or resources from the local council. This has caused a huge inequity and is unsustainable for community sporting and recreational clubs into the future.

THE CURRENT OPERATING ENVIRONMENT

Research from Golf Australia shows that **at least 50 per cent of the 1,600 golf clubs in Australia are currently under some level of financial distress**.

Many golf clubs in Victoria are now being placed under further financial stress due to their inability to fund the rapidly increasing land rates due to Melbourne's property boom.

A prime example of this is Strathallan Golf Club, a 9-hole golf club which is predominantly volunteer-run, and who saw their rates in 2018 increase from $4,742 to $23,742 in one single year. This is a 400% increase in 12 months.

The amount raised in rates through the CRLA makes up only ~0.13% of total council rates across Victoria – and the portion contributed by golf clubs is an iota of this.

The contribution that golf as an industry makes to the community is poorly recognised and under appreciated. The total contribution in rates from GMV clubs is approximately $2.5m, yet the economic impact of golf in Victoria is $889.039m*. This highlights the extraordinary amount local councils would have to contribute to be able to justify charging golf clubs any rates.

If the current model were applied correctly, the significant benefits that golf clubs provide to the community by far exceed the overall contribution of councils to these golf clubs. Therefore, any fees resulting from the current formula cannot be fairly evidenced or justified. Accordingly, **GMV would like to work with the Government on a fair, equitable and consistent solution** which does not leave any of club in a worse financial position with local government than they currently are.

*Reference: Australian Golf Industry Council. Community Impact Study, SBP (2017). GMV Member Club Survey (2019). SBP modelling.

BENEFITS PROVIDED TO THE COMMUNITY

EXECUTIVE SUMMARY

Below is a snapshot of the vast benefits that golf clubs provide to the community, which are explored in further detail over the following pages.

Annual Physical Health Benefit
$16,492,131

Annual Mental Health Benefit
$358,578

Total Annual Health Benefit
$16,850,709

Total Annual Environmental Benefit
$99,552,938

Total Annual Economic Contribution
$889,039,000 million

Total Capital Expenditure since 2014
$359,404,321

Total Annual Donations and Charitable Rounds
$1,863,260

Over **1,353 community events** and **meetings** held annually at Victorian golf clubs

Total Annual Rounds Played
1,594,413

Total Employees
2,038

Total Suppliers
6,264

A total of approximately **3,801** clinics delivered annually for both members and non-members

Note: Specific sources are quoted throughout this report.

HEALTH BENEFIT

Annual Health Benefit:
$16,850,709

Mental Health
$358,578

Physical Health
$16,492,131

Lifetime Community Health Benefit:
$608,678,249

Regular participation in physical activity provides significant health benefits to individuals from both a physical and mental health perspective. There are numerous health benefits to the community derived from playing and being involved in the game of golf, including improved cardiovascular health, mobility and flexibility.

Three of the top ten most common diseases in Australia are reduced in prevalence through physical activity, with 5.0% of all diseases being attributed to physical inactivity (according to the Australian Institute of Health and Welfare).

These diseases have a significant negative impact on the health of Australians. Physical inactivity is the fourth highest risk to the burden of disease behind tobacco, obesity and alcohol use.

The community contribution to health that golf provides in terms of dollars saved is significant for all golfers in Victoria. Using information collected from 39 GMV member clubs who submitted their data, **the total annual health contribution of golf participation from these clubs is $16,850,709**. This equates to a **lifetime health contribution of $608,678,249** due to the tenure of golf members over their lifetime.

When this was modelled out to **represent each of the 329 golf clubs in Victoria, this would be as high as $41,775,474.**

ANNUAL HEALTH CONTRIBUTION – GOLF CLUB MEMBERS

	Physical Health Benefit		Mental Health Benefit		Total Health Benefit	
Participant Segment	**GMV Clubs**	**All Vic Clubs***	**GMV Clubs**	**All Vic Clubs***	**GMV Clubs**	**All Vic Clubs***
Males	$11,803,666	$29,263,085	$254,499	$630,943	$12,058,165	$29,894,027
Females	$4,688,465	$11,623,420	$104,079	$258,027	$4,792,544	$11,881,447
Total	**$16,492,131**	**$40,886,504**	**$358,578**	**$888,970**	**$16,850,709**	**$41,775,474**

*Modelled based on GMV Club Data.

Based on 45k individuals this equates to
$375 per person (per year)

LIFETIME HEALTH CONTRIBUTION – GOLF CLUB MEMBERS

	Physical Health Benefit		Mental Health Benefit		Total Health Benefit	
Participant Segment	**GMV Clubs**	**All Vic Clubs***	**GMV Clubs**	**All Vic Clubs***	**GMV Clubs**	**All Vic Clubs***
Males	$461,141,671	$1,143,240,436	$7,804,851	$19,349,415	$468,946,522	$1,162,589,851
Females	$137,867,343	$341,794,141	$1,864,385	$4,622,094	$139,731,727	$346,416,234
Total	**$599,009,014**	**$1,485,034,577**	**$9,669,236**	**$23,971,508**	**$608,678,249**	**$1,509,006,085**

*Modelled based on GMV Club Data.

Based on 45k individuals this equates to
$13,536 per person (lifetime)

References: Australian Golf Industry Council (AGIC) Community Impact Study, SBP (2017). Australian Institute of Health and Welfare 2016. Health expenditure Australia 2014–15. Health and welfare expenditure series no. 57. Cat. no. HWE 67. Canberra: AIHW. ABS, 2012. 4917.0 –Sport and Social Capital. Australian Bureau of Statistics. OECD (2011). Perspectives on Global Development 2012: Social Cohesion in a Shifting World. The Organisation for Economic Co-operation and Development. Atherley K, 2006. Sport and Community Cohesion in the 21stCentury: Understanding linkages between sport, social capital and the community. Department of Sport and Recreation, Western Australia.

ECONOMIC BENEFIT

Total Annual Economic Contribution:
$889,039,000 million

Golf is one of the largest participation and community sports in Australia with well over one million participants nationally. Golf makes an economic contribution to Victoria of **$889,039,000.** This includes:

- The regular and occasional participants (from social to program based participants, school participants, regular club member competitors, and elite participants at the many events staged throughout the year).
- Expenditure on services, goods, maintenance, and employees by golf clubs, associations and peak bodies.
- Golf tourism, which generates visitation throughout Australia.
- Golf training and coaching activities.
- Retailing of golf equipment and merchandise.

DIRECT CONTRIBUTION				
Association and Club Expenditure ($ million)	**Regular Participants ($ million)**	**Club Events ($ million)**	**Club and School Programs ($ million)**	**Total Direct ($ million)**
415.619	142.455	15.859	7.437	581.371

ANCILLARY CONTRIBUTION		
Golf Tourism ($ million)	**Retail and Coaching ($ million)**	**Total Ancillary ($ million)**
161.912	145.756	307.668

Total 10-Year Capital Expenditure
$359,404,321

In addition to the economic benefit provided to the local community, most golf clubs do not require the provision of capital funds from Council in order to provide grass roots sporting opportunities. This generates considerable cost savings in terms of both services provided and capital expenditure, as these clubs are self sustaining – unlike other sports clubs that may also be rated under the CRLA.

The total capital expenditure of the 39 GMV clubs who provided their data for this submission equates to approximately 359 million dollars over the last ten years. This is illustrated below.

TOTAL CAPITAL EXPENDITURE (2009-2019)	
2019	$37,027,924
2018	$91,770,684
2017	$24,565,487
2016	$18,559,463
2015	$34,423,184
2009 - 2014	$153,057,579
Total	**$359,404,321**

Source: Australian Golf Industry Council. Community Impact Study, SBP (2017). GMV Member Club Survey (2019). SBP modelling.

LOCAL PURCHASING AND EMPLOYMENT OPPORTUNITIES

Total Employees: 2,038

Total Full-Time Employees: 903

Total Suppliers: 6,264

Total Local Suppliers: 1,639

Golf clubs also make a significant contribution to job growth and development through the creation of local employment opportunities. This includes a variety of roles from greenkeepers and maintenance staff to administration and hospitality. The Victorian Golf Clubs involved in this submission employ over two thousand staff, as shown below. When modelled to represent all Victorian golf clubs, it is estimated this would be as high as 17,776.

Victorian golf clubs also employ a significant number of contractors and suppliers for various services. These include both local suppliers (within the same LGA as the Club), as well as suppliers within and outside of Victoria. In 2018/19, the total number of suppliers engaged by Victorian golf clubs was 6,264. This contributes to the economic growth of the local community, flowing on to the broader Victorian and national economy.

ANNUAL VICTORIAN GOLF CLUB SUPPLIERS/CONTRACTORS (2018/19)		
	GMV Clubs	**All Victorian Clubs***
Local Suppliers (within same LGA as Club)	1,639	17,395
Suppliers within Victoria	4,030	40,178
Suppliers outside of Victoria	595	6,525
Total	**6,264**	**64,098**

ANNUAL VICTORIAN GOLF CLUB EMPLOYMENT (2018/19)		
	GMV Clubs	**All Victorian Clubs***
Full-time	903	7,818
Part-time	177	1,664
Casual	958	8,294
Total	**2,038**	**17,776**

*Modelled based on GMV Club Data.

Source: GMV Member Club CRLA Survey (2019).

ENVIRONMENTAL BENEFIT

Total Area of Victorian Golf Courses:
18,750ha

Provision of Oxygen for
1.042 million
people or 16.4%
of the Victorian Population

Total Annual Environmental Contribution:
$99,552,938

The connection to the outdoors and nature through golf is fast becoming the only time many spend in green open space. In many metropolitan areas golf courses provide critical green wedges and open spaces that support birdlife, wetlands and other animals.

Research shows that an area of 180m^2 of turfed grasses, grasslands and trees produce enough oxygen to support one person. Victoria's golf courses occupy over 18,750 hectares of land, **providing enough oxygen to support approximately 1.042 million people**. This equates to over 16% of the Victorian population.

There are many published articles on the environmental benefits of golf courses and Clubs. Among these are water filtration, stormwater retention, carbon sequestration and landscape and neighbourhood amenity.

The **total annual environmental contribution of Victorian golf clubs is $99,552,938.** This is based on:

- The avoided cost of maintaining current water quality in metropolitan waterways through alternative infrastructure.
- The avoided costs of built infrastructure to deal with additional stormwater.
- The value per tonne of the amount of carbon dioxide equivalent that would be sequestered annually.
- The pricing premium that land adjacent to open space and golf courses attracts, and the increase in housing value given the green link that golf clubs provide.

In addition, Club's are responsible for the maintenance and beautification of the land within their boundaries, at a significant cost per annum. These environmental benefits to the community derived from the extensive golf course precincts are substantial, and will become more so each year given population growth.

In Melbourne, where urban sprawl is a fact of life, golf courses are an incredible source of land wealth, making them more susceptible to closure and re-development. Without the proper planning frameworks and policies in place to protect clubs, the potential loss of local amenity, open space, community health, and opportunity for long-term public benefit is at risk.

ENVIRONMENTAL CONTRIBUTION	
Water Filtration	$40,312,500
Stormwater retention	$56,250,000
Carbon Sequestration	$1,406,250
Landscape and Neighbourhood Amenity	$1,584,188
Total	**$99,552,938**

References: Sustainable Golf Course Design, Society of Australian Golf Course Architects (2016). Valuing Victoria's Parks, Parks Victoria and the Department of Environment, Land, Water and Planning (2015). Planning for golf in Victoria Discussion paper, Department of Environment, Land, Water and Planning (2017).

SOCIAL AND COMMUNITY DEVELOPMENT

Victorian golfers have a **life satisfaction score of 7.8** compared to Australian population 7.3

5,879
Community Events, Meetings & Other Functions

Golf, like many sports at a grassroots community level, contributes a broad range of social benefits such as community cohesion, social mobility, social inclusion and social capital.

Victorian golfers have a **life satisfaction score of 7.8** compared to Australian population 7.3 and OECD countries 6.6. In addition, **Victorian golfers score 23 percentage points higher for social capital** than Australian sport participants and 30 percentage points higher than non-sport participants.

Golf clubs and courses are often the venue for many social and community events, thus providing an interactive social hub for the local community. Golf clubs also offer a meeting place for many older members and their guests who no longer play golf but use the facilities for cards and social interaction. Clubs are also extensively used as function venues by individuals, Councils, not-for-profit organisations and local businesses.

For the 2018/19 financial year, the GMV clubs represented in this submission hosted approximately 1,445 community events and 1,353 community meetings, including those for private businesses and charitable organisations. This attracted a patronage of 118,096 visitors.

In addition, these clubs held over 3,000 other functions including weddings, conferences, seminars, lunches, dinners, birthdays, anniversaries, cocktail parties, and meetings in the 2018/19 financial year for 192,147 patrons.

ANNUAL EVENTS, MEETINGS, FUNCTIONS AND PATRONAGE (2018/19)		
	Number of Events	**Number of Patrons**
Community Meetings (E.g. Provision of meeting rooms for community groups such as Rotary, Schools etc.)	1,353	49,233
Community Events (E.g. Business Events, Seminars, Lunches, Dinners)	1,445	68,863
Other Functions (E.g. Weddings, Birthdays, Conferences, Anniversaries etc.)	3,081	192,147
Total Community Development	**5,879**	**310,243**

References: Golf Victoria Community Impact Study, SBP (2015). Sources: Australian Institute of Health and Welfare 2016. Health expenditure Australia 2014–15. Health and welfare expenditure series no. 57. Cat. no. HWE 67. Canberra: AIHW. ABS, 2012. 4917.0 –Sport and Social Capital. Australian Bureau of Statistics. OECD (2011). Perspectives on Global Development 2012: Social Cohesion in a Shifting World. The Organisation for Economic Co-operation and Development. Source: GMV Member Club Survey (2019)

DONATIONS, FUNDRAISING AND TOURISM

$1.863 million
Total Annual Charitable Contribution

Total Annual Rounds Played:
1,594,413

Total Number Visitor Rounds:
367,050

Total Non-member Tournaments:
238

Victorian Golf Clubs also play an important role in assisting charities and community groups. These Clubs annually assist charitable bodies with golf days or make direct donations to various charitable organisations and community groups.

The total amount raised in charitable donations in 2018/19 by the clubs involved in this project was nearly one million dollars, as indicated in the table below. In addition, the total cost of donated rounds per annum equates to approximately $865k. When combined, the total contribution of annual donations and charitable rounds by the clubs represented in this submission is over $1.8 million – a significant contribution to Victorian communities.

ANNUAL DONATIONS AND CHARITABLE ROUNDS	
Total number of charity/community golf days hosted by GMV member clubs represented in this submission	311
Average number of rounds donated per day	28
Average cost of non-member round	$98.83
Total Cost of Rounds Donated per Annum	**$865,370**
Total amount donated to a charitable organisation in 2018/19 by GMV member clubs represented in this submission	$997,891
Total Annual Charitable Contribution	**$1,863,260**

Source: GMV Member Club Survey (2019)

Victorian golf clubs regularly attract both interstate and international visitors to the region. This contributes directly to the local economy through visitor spend and overnight stays. From 2018-2019 over 1.5 million rounds of golf were played at the clubs represented in this submission, of which approximately 367k were played by visitors and non-members.

ANNUAL ROUNDS PLAYED (2018-2019)	
Members	1,227,363
Visitors	367,050
Total	**1,594,413**

Victorian golf clubs also provide a significant tourism benefit through the hosting of non-member events and tournaments. In the last financial year, 238 amateur and professional tournaments (outside of member events) were held at the golf clubs represented in this submission.

ANNUAL TOURNAMENTS HOSTED (2018-2019)		
Tournaments	**Male**	**Female**
Amateur Junior	43	41
Amateur (Including Seniors)	64	69
Professional (Including Pro-Amateurs)	14	7
Total	**121**	**117**

COACHING AND DEVELOPMENT

3,801
Coaching and development programs per year

1,250
Non-member golf clinics

94
Scholarship Programs

536
School Clinics

The game of golf teaches life skills to younger players, such as respect, appropriate behaviour, honesty and etiquette. Golf provides both competitive and social opportunities. Participants can choose to play in a competition and compete against others, or may simply play for the enjoyment of the game.

Victorian clubs run a range of golf programs for both members and non-members including junior programs, ladies clinics, beginner clinics and school clinics. In 2018/19, the golf clubs represented in this submission hosted 3,801 coaching and development programs, including over 1,250 clinics for non-members. Some specific case studies are provided below:

- Huntingdale Golf Club alone provides 70,374 hours of coaching per year through the provision of its junior, women's, beginner and school clinics.
- At Barwon Valley Golf Club, local schools have access to the driving range.
- Flinders Golf Club run a Pathway to Golf Program which is structured as a 12-week beginners' class. This is run three times a year catering for 54 beginners; involving lessons, classes, and course access up to 24 times for each person in each program.
- Kew Golf Club hosts a School Program as part of the Term 3 syllabus for Scotch College, Trinity Grammar, Xavier College and Camberwell Grammar.
- Riversdale Golf Club runs a Cadet Program with approximately 30 local children aged 10-14 (non-members), and St Kevin's School clinics for two school terms providing on-course access and tuition for 25 children.
- Every year, Metropolitan provides juniors of all standards the opportunity to apply for a 12-month scholarship. The scholarship provides them with unlimited access to the course and practice balls. Metropolitan is also open to any women from the community to participate in introductory clinics.

ANNUAL COACHING AND DEVELOPMENT PROGRAMS	
Member clinics	1,156
Non-member clinics	1,250
School clinics	536
Scholarship programs	94
Other	765
Total	**3,801**

Source: GMV Member Club Survey (2019)

CONCLUSION

In recognition that the Act identifies that the charges are not mandatory, the industry strongly encourages the State Government to duly recognise that Victorian golf clubs are a valuable community asset.

Through this submission, the Victorian golf industry have demonstrated the significant community benefit that is provided through golf. In addition, the capital expenditure that golf clubs contribute to the development of world-class facilities nurtures the best talent in the country, on facilities far superior than Council can provide – and at a fraction of the cost,

There is no reason to be under any illusion that the current environment is challenging, or that membership is in decline. The cost to Clubs of maintaining such assets is high, and many clubs have fallen into financial distress over recent years.

The clubs have delivered, on their own, various growth opportunities at the grass roots level, and provided a strong contribution to the Victorian community. Considering the requirements of the CRLA and the evidence presented in this document around community benefit, GMV would like to work with the Government on a fair, equitable and consistent solution which does not leave any of club in a worse financial position with local government than they currently are.

APPENDIX

SUPPORTING CLUBS

This submission has been developed with the input and support of the following clubs. The data referenced in this report has been provided from each of the clubs.

13th Beach
Amstel - Ranfurlie Course
Barwon Valley Golf Club
Box Hill
Cheltenham
Churchill-Waverley
Commonwealth
Cranbourne Golf Club
Devil Bend Golf
Eastern
Eastwood
Flinders
Green Acres
Heidelberg
Huntingdale
Kew
Kingston Heath
Kooringal
Latrobe
Lonsdale Golf Club
Mansfield Golf
Metropolitan
Neangar Park Golf Club
Northern
Peninsula Kingswood Country Golf
Portarlington
Riversdale
Rosebud Country Club
Sanctuary Lakes
Sandhurst Club
Settlers Run
Sorrento
Southern Golf Club
Spring Valley
The Barwon Heads Golf Club
The National
Woodlands
Yarra Yarra

CRLA CHARGES BY LGA

Council	CRLA Charge	Golf Club
Ararat Shire Council	Exempt from charges except where land houses gaming machines for which a portion of land shall attract commercial rates	• Chalambar Golf Club
City of Ballarat	32% of capital improved value. Properties with gaming 112% of capital improved value	• Midlands Golf Club
Banyule Council	Reduction of 16% on the residential improved rates	• Heidelberg Golf Club
Baw Baw Shire Council	100% rate rebate except Warragul country club	• Warragul Country Club
Bayside Council	Not disclosed	• Cheltenham Golf Club • Royal Melbourne Golf Club • Sandringham Golf Club • Victoria Golf Club
Boroondara Council	100% rate discount	• Green Acres Golf Club • Kew Golf Club
Cardinia Shire Council	25% rate discount	• Berwick Montuna Golf Club • Cardinia Beaconhills Golf Club • Pakenham Golf Club

CRLA CHARGES BY LGA

Council	CRLA Charge	Golf Club
Casey Council	Not disclosed	• Amstel Golf Club – (Ranfurlie) • Churchill-Waverley Golf Club • Cranbourne Golf Club • Settlers Run Golf and Country Golf Club
Frankston City Council	Range of between 25 per cent and 60 per cent of commercial property rate that is 125% of the general rate (CIV)	• Peninsula Kingswood Country Golf • Sandhurst Golf Club
Glen Eira Council	Not disclosed	• Yarra Yarra Golf Club
City of Greater Bendigo	Council has determined to levy a nil rate in the dollar for properties eligible to be rated under the provisions of the Cultural and Recreational Lands Act (1963).	• Neangar Park Golf Club
City of Greater Geelong	31% rate concession of the commercial rate	• 13th Beach Golf Links • Barwon Valley Golf • Curlewis Golf Club • Lonsdale Golf Club • Portarlington Golf Club • The Barwon Heads Golf Club
Greater Shepparton City Council	73% differential rate of the residential improved rate	• Mooroopna Golf Club
Hobsons Bay City Council	55% rate discount on the applied residential rate	• Kooringal Golf Club

CRLA CHARGES BY LGA

Council	CRLA Charge	Golf Club
City of Kingston	Not disclosed	• Commonwealth Golf Club • Kingston Heath Golf Club • Patterson River Golf Club • Southern Golf Club • Spring Valley Golf Club • Woodlands Golf Club
Mansfield Shire Council	The rates are determined on an individual case by case basis	• Mansfield Golf Club
Maribyrnong City Council	Not disclosed	• Medway Golf Club
Maroondah City Council	Not disclosed	• Eastwood Golf Club
City of Melton	Not disclosed	• Melton Valley Golf Club
Monash Council	39% of the charge payable under the Local Government Act 1989	• Huntingdale Golf Club • Metropolitan Golf Club • Riversdale Golf Club
Moreland City Council	Individually assessed	• Northern Golf Club

CRLA CHARGES BY LGA

Council	CRLA Charge	Golf Club
Mornington Peninsula Shire	"Notional rate" (service provided to the club) multiplied by the "working valuation" (community benefits accrued from the land)	• Devil Bend Golf Club • Eagle Ridge Golf Club • Flinders Golf Club • Mornington Country Golf Club • The National Golf Club • Portsea Golf Club • Rosebud Country Club • Sorrento Golf Club
Murrindindi Shire Council	Not disclosed	• Cathedral Golf Club
Whitehorse Council	Not disclosed	• Box Hill Golf Club
Wyndham City Council	55% rate discount on the applied residential rate	• Sanctuary Lakes Golf Club
Yarra City Council	73% differential rate of the residential improved rate	• Latrobe Golf Club
Yarra Ranges Shire	17% of capital improved value	• Chirnside Park Country Club • Eastern Golf Club

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Contact Information:

Rod Haines
Operations Manger (Victoria) – GMA
0407 860 187
rod.haines@golfmanagement.com.au

Anna Eades
Consultant – SBP
0418 687 992
anna@sportbusiness.com.au

13. Notices of Motion

Council Meeting

25 July 2022

Agenda Item No: 13.1

NOTICE OF MOTION NO. 21/2022 - CR HOWE - PHILANTHROPIST OUTREACH PROGRAM

Noting:

- In 2021, motions 19 and 21 instructed the council to pursue private sector partnerships and a fiscal review, but we have the opportunity to do more without drawing down on our finances, with philanthropic partners or firms with their own outreach programs, who feel rewarded by financially supporting community and regional needs beyond the Council.
- Identified needs in our municipality are broad from those facing hardship or illness through to public art, parkland and sport. I was recently advised by a metropolitan former mayor of a council netball facility that had a co-contribution from a bank. Whether it is Visy, Metricon or Bendigo Bank, or one of our philanthropic families (Gandel; Fox; Myer) opportunity awaits.

That Council:

1. Scopes an outreach program to build relationships with philanthropists and firms with philanthropic programs to fund in whole or part community assets and needs to be contained in a future report for consideration, including listing proposed projects for inclusion; and
2. The suggested botanical garden at Learmonth Reserve in Patterson Lakes, featured in the Green Wedge Management Plan is included in the report, and councillors may submit suitable projects within thirty (30) days to be included in the report via the CEO or GM.

Cr Cameron Howe

Appendices

Appendix 1 - Guidance Note - Notice of Motion No. 21/2022 - Cr Howe - Philanthropist Outreach Program (Ref 22/184507)

13.1

NOTICE OF MOTION NO. 21/2022 - CR HOWE - PHILANTHROPIST OUTREACH PROGRAM

1 Guidance Note - Notice of Motion No. 21/2022 - Cr Howe - Philanthropist Outreach Program 1227

NOM No. 21/2022 – Cr Howe
Philanthropist Outreach Program

Guidance Note

Council Meeting 25 July 2022

City of KINGSTON

Notice of Motion

Cr. Howe has submitted the following Notice of Motion to the 25 July 2022 Council Meeting:

Philanthropist Outreach Program

Preamble:

- In 2021, motions 19 and 21 instructed the council to pursue private sector partnerships and a fiscal review, but we have the opportunity to do more without drawing down on our finances, with philanthropic partners or firms with their own outreach programs, who feel rewarded by financially supporting community and regional needs beyond the council.
- Identified needs in our municipality are broad from those facing hardship or illness through to public art, parkland and sport. I was recently advised by a metropolitan former mayor of a council netball facility that had a co-contribution from a bank. Whether it is Visy, Metricon or Bendigo Bank, or one of our philanthropic families (Gandel; Fox; Myer) opportunity awaits.

Motion:

That Council:

1. Scopes an outreach program to build relationships with philanthropists and firms with philanthropic programs to fund in whole or part community assets and needs to be contained in a future report for consideration, including listing proposed projects for inclusion; and
2. The suggested botanical garden at Learmonth Reserve in Patterson Lakes, featured in the Green Wedge Management Plan is included in the report, and councillors may submit suitable projects within thirty (30) days to be included in the report via the CEO or GM.

Officer Response

Recognising the fundamental basis of the Notice of Motion as drafted, it is the advice of Officers that Council first receive a broad-based report into philanthropy as a potential alternative revenue stream to supplement Council revenue or fund community opportunities.

Any such report would intend for Council's full consideration of benefits, risks, legal obligations, statutory powers, governance models and establishment and functional requirements, prior to the development of any operational plans or actions as in-part identified within the current drafting of the Notice of Motion.

Initial advice received from Maddocks lawyers have suggested significant legal and tax implications for Council should philanthropy be pursued as a funding model.

Council Meeting

25 July 2022

Agenda Item No: 13.2

NOTICE OF MOTION NO. 22/2022 - CR OXLEY - ACCESSIBILITY OF COUNCIL MEETINGS

That Council receives a report to the August Council meeting reviewing the community's ability to access Council meetings, particularly considering the needs and accessibility for people with a disability as well as improvement that could be made to improve accessibility generally.

Cr Georgina Oxley

Appendices

Appendix 1 - Guidance Note - Notice of Motion No. 22/2022 - Cr Oxley - Accessibility of Council Meetings - Council Meeting 25 July 2022 (Ref 22/184444)

13.2

NOTICE OF MOTION NO. 22/2022 - CR OXLEY - ACCESSIBILITY OF COUNCIL MEETINGS

1 Guidance Note - Notice of Motion No. 22/2022 - Cr Oxley - Accessibility of Council Meetings - Council Meeting 25 July 2022 1233

NOM No. 22/2022 – Cr Oxley
Accessibility of Council Meetings

Guidance Note

Council Meeting 25 July 2022

City of KINGSTON

Notice of Motion

Cr. Oxley has submitted the following Notice of Motion to the 25 July 2022 Council Meeting:

Accessibility of Council Meetings

Motion:

That Council receives a report to the August Council meeting reviewing the community's ability to access Council meetings, particularly considering the needs and accessibility for people with a disability as well as improvement that could be made to improve accessibility generally.

Officer Response

Accessibility to Council meetings for people with a disability has long been a major consideration in the Council meeting process. This received greater attention following the decision to be one of the first Councils in Australia to introduce live streaming of Council meetings in 2013.

The following measures are provided to assist Council in understanding actions that have been implemented:

- The live minutes are displayed during Council Meetings and Planning Committee meetings and are projected on large screens in the gallery
- Closed captioning is available for recorded Council Meetings and Planning Committee meetings
- A hybrid option is provided that allows speakers addressing the meeting to attend virtually (the draft Governance Rules that are currently out for community consultation will allow for this option permanently)
- Improvements to the microphone system in the chamber were completed in January 2022
- Headsets are provided in the gallery for the hearing impaired
- The public website allows for audio reading of agendas and minutes with the relevant assistance software
- You can submit questions to the Council meeting without having to be present at the meeting
- We provide iPads in the Council chamber that provide access to the agenda, which also allow further accessibility options via the size of the font on the screen
- We can provide a hard copy of the public agenda upon request.

If Council resolves for a report to be presented at the August Council Meeting, the report could consider the following:

- Close captioning for live meetings (indicative cost $2,000 per meeting)
- Introduce meeting protocols whereby the Mayor verbalises the Councillors that are present and not present in the meeting, and announces when Councillors leave the meeting
- Investigate the possibility of AUSLAN interpreters and associated costs
- Providing word & pdf versions of minutes and agendas on our public website to improve the compatibility of relevant accessibility assistance systems e.g. for vision impaired
- The availability for agendas and minutes on the public website to be accessible for culturally and linguistically diverse backgrounds
- Providing clear and concise information on Council's public website regarding accessibility options for people with a disability in accessing our Council building and bathroom facilities
- Provide Disability Awareness Training to Council officers and Councillors
- Provide troubleshooting assistance to speakers at meetings and members of the public who may have trouble accessing the meeting or stream on the website

Should a report be requested, the balance between cost and demand for further measures will be central to Council considerations.

Further information to help inform a report would include an analysis of in person attendance at meetings and online viewership. A sample of attendance/viewership is provided below:

Council meeting (2022)	**In-person attendance**	**Live stream viewership**	**Archived viewership**
January	Held online	119	69
February	Less than 10	156	273
March	Held online	75	248
April	Less than 10	139	274
May	Less than 10	155	318
June	Held online	156	265

The Covid pandemic has impacted on how Council meetings are conducted requiring an increased on-line capability for meetings.

15 Confidential Items

This information is confidential information under section 3(1) of the *Local Government Act 2020* and therefore suitable for consideration in closed session. In accordance with the *Local Government Act 2020*, Council may resolve to consider these items in open or closed session.

Confidential Appendices

10.2 Elder Street South Reserve Development - Contract Award
Appendix 1, CON 21-103 Elder Street South Reserve Tender Evaluation Report Memo is designated confidential as it relates to (s3(1)(g))

10.3 CON 22/064 - Establishment of Project Management Services Contractor Panel
Appendix 1, CON 22-064 - Complex Evaluation Matrix (including Environment + Community Benefit) is designated confidential as it relates to (s3(1)(g))

12.3 Cultural & Recreational Land Agreements: Policy Adoption
Appendix 8, Confidential Cultural and Recreational Land Property Valuations & Rates 2021-22 vs 2022-23 is designated confidential as it relates to (s3(1)(g))

RECOMMENDATION

That in accordance with section 66(1) and 66(2)(a) of the *Local Government Act 2020*, the meeting be closed to members of the public for the consideration of the following confidential items:

Confidential Appendices

10.2 Elder Street South Reserve Development - Contract Award
Appendix 1, CON 21-103 Elder Street South Reserve Tender Evaluation Report Memo
This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(g).

10.3 CON 22/064 - Establishment of Project Management Services Contractor Panel
Appendix 1, CON 22-064 - Complex Evaluation Matrix (including Environment + Community Benefit)
This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(g).

12.3 Cultural & Recreational Land Agreements: Policy Adoption
Appendix 8, Confidential Cultural and Recreational Land Property Valuations & Rates 2021-22 vs 2022-23
This appendix is confidential in accordance with the Local Government Act 2020, s3(1) as it relates to (s3(1)(g).