

KNOX CITY COUNCIL

SUPPLEMENTARY REPORTS

ORDINARY MEETING OF COUNCIL

to be held

on

Monday 18 December 2017

- 13.1 Knox Planning Scheme Amendment – C142 Kingston Links Rezoning – Consideration of Submissions
- 13.2. Knox Regional Sports Park - Masterplan

TIRHATUAN WARD**13.1 KNOX PLANNING SCHEME AMENDMENT - C142 KINGSTON LINKS
REZONING – CONSIDERATION OF SUBMISSIONS**

SUMMARY: *Manager – City Futures (Tanya Clark)*

Amendment C142 proposes to rezone the site for residential and public uses, remove the Land Subject to Inundation Overlay from areas that would be raised out of the floodplain, and apply a new Schedule 13 to the Development Plan Overlay that would set requirements for a detailed Development Plan to guide future development of the site. This report recommends that Council progress the rezoning proposal by considering the submissions outlined in this report and appointing an independent Planning Panel to consider C142 and all submissions.

RECOMMENDATION

That Council:

- 1. Consider the submissions received in response to Amendment C142 to the Knox Planning Scheme;*
- 2. Adopt the responses detailed in ‘Amendment C142 Summary of Submissions and Recommended Response’ (Appendix A) and Section 2 of this report;*
- 3. Request the Minister for Planning appoint an independent Planning Panel to consider Amendment C142 and all submissions received;*
- 4. Authorise the Director – City Development to make minor changes to the Amendment C142 documentation where changes are consistent with the purpose or intent of the Amendment.*

1. INTRODUCTION

The Kingston Links Golf Course at 14 Corporate Avenue, Rowville is identified in the *Knox Housing Strategy 2015* as a ‘Strategic Investigation Site’ that has the potential to accommodate a mix of residential and commercial uses.

The Amendment includes a rezoning of the site from the Special Use Zone (SUZ1) to a mix of General Residential Zone (GRZ), Mixed Use Zone (MUZ), and Public Park and Recreation Zone (PPRZ). The amendment includes the removal of the Land Subject to Inundation Overlay (LSIO) from areas that are proposed to be raised out of the floodplain.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

The main planning control that will guide the long-term development of the site is a proposed new Schedule 13 to the Development Plan Overlay (DPO13). This control sets out requirements for a Development Plan that will be used to assess subsequent permit applications for the development of the site. Any Development Plan approved under this overlay will be required to include the following:

- Masterplan – illustrating land uses (including open space), interface treatments, and road layout;
- Landscape Masterplan – showing a landscape concept design for streetscapes and public open spaces;
- Integrated Transport Plan – addressing access and movement to, from, and within the site;
- Integrated Water Management Plan – addressing a holistic approach to stormwater management within and beyond the site.

The proposed DPO13 would also require the following as Conditions and Requirements for Planning Permits issued under the overlay:

- Compliance with the Development Contributions Agreement setting up the provision of community infrastructure delivery and contributions by the developer;
- Design guidelines to guide permit approvals for any lots under 300 square meters;
- An Environmental Management Plan to guide construction activities.

Public exhibition is now complete and this report discusses the issues presented to Council via submissions and the progression of the amendment to the next stage.

2. DISCUSSION

Amendment C142 was on public exhibition for one month. A total of 52 submissions have been received, including a petition with signatures from 49 properties. The issues raised are summarised below:

Removal of the landscape buffer strip on the eastern side of the golf course including the loss of vegetation and habitat.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

The removal of the buffer strip, the loss of vegetation, and loss of amenity to existing residents has been raised as a key issue by many of the properties backing onto the golf course. Approximately 31 submissions and a petition with signatures from 49 properties reference the need for a tree buffer. Many of these submissions refer to a draft development plan that showed the retention of the buffer at a community information session earlier in the process. The majority of the properties that back onto the eastern boundary of the golf course lodged a submission regarding the buffer or signed the petition. Submissions also included the need to retain this area as a habitat corridor along the site boundary and retain the established vegetation.

The removal of the buffer provides for greater open space to be integrated within the development, including new parklands. The Masterplan has a requirement that development along the eastern boundary be limited to 2 storey height to better integrate with adjoining dwellings. The Landscape Masterplan would also require planting that aims to integrate the development with the surrounds and requires the consideration of sensitive interfaces.

New dwellings backing onto the eastern boundary and adjoining existing properties, loss of privacy and sunlight.

Sixteen submissions and the signatories of the petition were not satisfied having new properties adjoining their rear boundaries. There was concern with having 2 and 3 storey development in proximity of the boundary, and concerns regarding privacy, overlooking and overshadowing.

Although there is some confusion over the intended height of development in the area, the desire for a buffer between new and existing development was clear. If the issue of the landscape buffer was resolved, then the submissions relating to development in proximity to the boundary would largely be satisfied. In addition, ResCode in the Planning Scheme or the Building Regulations provide controls that restrict overshadowing and overlooking of private land.

The Masterplan has a requirement that development along the eastern boundary be limited to 2 storey height to better integrate with adjoining dwellings. The Landscape Masterplan would also require planting that integrates the development with the surrounds and requires the consideration of sensitive interfaces.

Loss of area available for flooding or flooding of adjoining areas.

Surrounding residential owners raised concerns regarding the flood storage within the area and the potential to relocate flooding issues to nearby residential areas. Significant background work has been conducted with Melbourne Water regarding the removal of the LSIO. The DPO also requires that an Integrated Water Management Plan be prepared and form part of any approved Development Plan. The aim has been to improve water management in the site and surrounds and stormwater modelling takes the potential for follow on effects into consideration.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

Increase in traffic on nearby major roads and intersections and surrounding areas.

Fourteen submissions were received with reference to traffic congestion issues on surrounding roads and intersections. Traffic has been acknowledged as a fundamental issue and Council is continuing discussions with the applicant and VicRoads with regards to the workings of an Integrated Transport Management Plan that would be required as part of the Development Plan.

VicRoads has been present in discussions relating to Traffic Management on the site, VicRoad's submission requests that they be party to the approval of the Integrated Transport Management Plan and Council would be supportive of this request.

Insufficient public transport in the area.

While it is acknowledged that Rowville does not have direct access to a rail network, this does not exclude the site from infill development. The Integrated Transport Management Plan required to be submitted as part of the Development Plan will link the site with the surrounds, including non-car based transport wherever possible.

Council is an advocacy body for better public transport and continues to advocate for improved and new transport infrastructure in Rowville.

Too much residential development occurring in the area.

Rowville has been subject to infill unit development as well as more intensive development in the Stud Park Activity Centre that encourages higher density development in close proximity to shops and services, and the bus interchange. The proposed development is in keeping with the Knox Housing Strategy, Local Planning Policy and State Planning Policy.

Loss of views.

In the absence of a specific policy, it is accepted a widely accepted planning principle that there is no right to a view and particularly where the view is in the ownership of another party. However, it is noted that submissions of this nature also preferred that the landscape buffer along the eastern boundary be reinstated as a remedial measure.

The map to the Development Plan Overlay shows that development along the eastern boundary is proposed to be limited to a maximum height of 2 stories, and the Landscape Masterplan is required to take into consideration the vegetation treatment of sensitive interfaces.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

Proximity of mixed use area to existing residential areas.

The submission states that the proximity of the Mixed Use Zone is too close to the existing residential area. The Mixed Use Zone is located close to EastLink and is separated from the existing residential area by new proposed residential areas. The Mixed Use Zone is anticipated to host low scale commercial development that would be supportive of the proposed new community and would be unlikely to detrimentally impact nearby land, particularly where there is no vehicle access through the existing residential area, and the site is isolated from the existing environs. Further to this the Mixed Use Zone is not restricted to commercial activities as the zone can accommodate residential uses. It is expected that this area would be a neighbourhood sized commercial centre only.

Two to eight storey development is out of character. The development is not in keeping with neighbourhood character. Preference for single storey dwellings and no high density development.

The site is detached from the surrounds other than the interface on the eastern boundary with the adjoining residential area. The industrial/commercial area is located to the south, EastLink is located to the west, and Caribbean Gardens and the wetlands surround the land to the north. With careful treatment of the interface to existing residential land, it is possible to set a new desired future character without detrimental impacts to existing character. Although higher density built form may be visible from existing residential areas, this does not necessarily detract from the character of that specific area.

Double storey development is common in the surrounding residential area and is considered to be acceptable in the normal urban fabric. Development above two stories is often seen in strategic locations where there is not undue detriment imparted on existing residential areas.

The DPO requires a mix of housing typologies to meet the differing housing needs of Victorians as encouraged by the Knox Housing Strategy, Local Planning Policy and State Planning Policy. It is expected that the Development Plan would show a mix of medium to high density lots, mixed with more traditional housing typologies.

The Landscape Masterplan also requires that sensitive interfaces be addressed to better integrate the development with the surrounds.

Dust, noise and health impacts from construction.

This issue was raised in a number of submissions. These issues are dealt with at the planning permit process through environmental management plans or construction management plans and permit conditions. The DPO requires the submission of an Environmental Management Plan, however, construction noise issues are handled through EPA noise guidelines and not through the Planning and Environment Act.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

Increased crime and loss of property values as a result of the proposal and broader social issues.

There is no evidence that suggests a new housing development would result in an increase in crime in the surrounding area. Property values are generally not considered under the Planning and Environment Act and evidence has not been provided that would support the submission.

A buffer zone should be included between residential and industrial areas and introduction of Environmental Audit Overlay and preparation of Cultural Heritage Management Plan (CHMP).

A wetland area is proposed under the high voltage power lines between the existing industrial area and the proposed residential areas, providing a substantial buffer to the south. A CHMP has been approved for the site. Soil testing was undertaken by qualified persons concluding that further investigation to comply with Ministerial Direction No.1 was not required.

Change wording of DPO from social housing to affordable housing.

This is a definition change and the difference between social housing and affordable housing is significant. The Section 173 Agreement exhibited with the amendment has a requirement for the provision of social housing on the site. Council policy requires that a minimum 5% of housing on redevelopment sites be provided as social housing. Affordable housing is not considered to satisfy the requirement.

Loss of the existing mesh fence.

If dwellings are proposed to adjoin the back yards of properties along the eastern boundary of the site, then a mesh fence will no longer be acceptable in this location. If a landscape buffer is included, then the retention of the mesh fence can further be investigated. The fencing act applies to all parties involved and will facilitate an outcome suitable to the future circumstances of the site.

WSUD should be provided though the site.

An Integrated Water Management Plan is a requirement of the DPO and is required as part of the Development Plan. Water sensitive urban design will be integrated through the site and takes into consideration the wetlands to the north of the site, the creek, and the proposed wetlands under the power lines.

Canopy trees should be planted along streets.

The Landscape Masterplan is required as part of the Development Plan and will require a planting theme to be established to the satisfaction of the Responsible Authority. Street tree species are generally chosen to provide the appropriate balance between size, and the space available for roots to grow without impacting on other infrastructure.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

Establishing bicycle and pedestrian links through the site.

The Integrated Transport Management Plan requires bicycle and pedestrian infrastructure to be provided on the site and that they be connected into the existing network. Council is supportive of the establishment of links where they are possible and convenient.

The amendment was not exhibited for long enough.

Council has undertaken a thorough exhibition process in accordance with the requirements of the Planning and Environment Act 1987. See Section 3 for further details.

Council has a conflict of interest with regard to the sale of Council land attached to the golf course.

The sale of the land to the PASK Group was conducted in accordance with Council's procedure and legislative requirements for the disposal of Council assets. The success of the amendment does not rely or require the sale of the land.

Support development of the site up to 3 stories.

Development up to 3 stories is the proposed building form for the majority of the site other than the proposal for a mixed use zone where development up to a height of 8 stories is proposed. The site is a strategic redevelopment site, and the location of the mixed use zone has been located where it would have minimal impact on existing residential land.

3. CONSULTATION

Amendment C142 was on public exhibition from 24 October 2017 until 27 November 2017. Council issued 1,736 letters regarding the application to nearby properties. The proposal was exhibited on Council's website, the DELWP website, and through Council's social media accounts including Facebook and Twitter. A notice was posted in the Knox Leader, the Rowville Community Newsletter, and in the Government Gazette.

On 14 November 2017 a community consultation session was held at the Kingston Links Golf Course from 2:30pm until 7:30pm. Thirty-two people signed the attendance sheet and issues raised on the day are included in Section 2 of this report.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

The application was referred to external authorities for comment. The following comments have been received:

VicRoads

VicRoads is generally supportive of the proposal but requests minor changes be made to the schedule to the Development Plan Overlay as follows:

1. At Section 3.0, change the third dot point to read '*An Integrated Transport Management Plan that addresses access and movement within and to and from the site. The Integrated Transport Management Plan shall preclude a road connection from the site to Dalmore Drive.*'
2. Change to first dot point under Integrated Transport Management Plan to read '*An assessment of the expected impact of traffic generated by the development on the existing road network and any mitigation measures required to address identified issues, to the satisfaction of VicRoads.*'

Response:

A road link has not been proposed across the creek and given the traffic generation and potential impacts to Stud and Wellington Road, Council supports the need for VicRoads to be involved in approval of the Integrated Transport Management Plan. It is noted, however, that Transport for Victoria includes a preference for a bus link to Caribbean Gardens, which would not be compatible with the above conditions.

Melbourne Water

Melbourne Water have been involved in the background work regarding water management and the removal of the LSIO. A formal response has not been received at this time however a late submission may be made by Melbourne Water to the Panel. Given Melbourne Water's previous involvement in the process no new major issues are expected.

Aboriginal Affairs

Generally supportive of the proposal given the existing CHMP in place.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

CFA

It was acknowledged that the site was not located in a BMO or BPA area, the submission recommends consideration of grassfire hazard and mitigation strategies, along with consideration of the requirements of emergency services within the area.

Response:

There is potential to include consideration of the above issues in the Landscape Masterplan and the Integrated Transport Management Plan.

South East Water

South East Water has no objection to the planning scheme amendment. Application must be made to South East Water upon development of the land.

Connect East

Requests a change to the forth bullet point of sub-clause 2 of the schedule to the Development Plan Overlay to read '*Acoustic attenuation measures be provided on **the land or, where an acoustic barrier is required, within the EastLink Freeway reserve** which comply with VicRoads' Traffic Noise*

*Reduction Policy (or any subsequent publication) and the EastLink Concession Deed (or as updated). **Acoustic attenuation measures must be provided at the owner's cost and, where an acoustic barrier is required, the owner must provide to Connect East a bond covering the cost of maintaining the barrier for a period of 10 years.***

Requests a change to the eleventh bullet point under the Masterplan requirements of the sub-clause 3 to read '*Detail on how noise attenuation measures will meet the noise level objectives in VicRoads Traffic Noise Reduction Policy (or any subsequent publication) and the Traffic Noise Criteria set out in the EastLink Concession Deed (which specifies performance criteria in relation to traffic noise) or as updated. All noise attenuation measures required to satisfy these objectives must be met by the relevant land owner/developer. **Where an acoustic barrier is required, the barrier is to be provided within the EastLink Freeway reserve and the owner must provide to ConnectEast a bond covering the cost of maintaining the barrier for a period of 10 years.***

To avoid the need to access Eastlink for maintenance of buildings at Kingston Links in accordance with the Road Management Act 2004, Connect East requests and additional dot point under the Masterplan requirements of sub-clause 3 to read '*A building setback of 2m from the EastLink boundary to allow for the construction and maintenance of buildings on the land and a notation that access to the EastLink Freeway reserve will not be permitted to be used for construction and maintenance works.*

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

Requests and amendment to the fourth sub-bullet of the road, bicycle and pedestrian network plan, under the Integrated Transport Management Plan, to read '*a street network that (a) makes provision for a vehicular link between Kingston Links and Stamford Park, and (b) discourages non-local through-traffic, and (c) precludes a vehicular link over Corhanwarrabul Creek from Kingston Links to the Caribbean Gardens.*'

Response:

As the open space area abuts the Eastlink corridor it is not expected that buildings would be within 2 metres of this boundary. As per the comments raised by VicRoads, there is no vehicle link proposed over the creek to Caribbean Gardens. It is noted, however, that Transport for Victoria includes a preference for a bus link to Caribbean Gardens, which would not be compatible with the above conditions.

EPA

EPA recommends that the amendment proponent engage a suitably qualified professional to prepare an Air Quality Assessment. The assessment should be undertaken in consultation with the EPA to ensure an appropriate scope and an assessment methodology.

Planning policy should take into consideration the proximity of industrial land to new sensitive uses such as residential development. An assessment against EPA Publication 1518 should be undertaken (Recommended Separation Distances for Industrial Residual Air Emissions).

Council to ensure that the recommendations of Ministerial Direction 1 have been adhered to.

Response:

The comments are noted, however as the EPA highlights, no requirement for an air quality assessment exists. With regard to Ministerial Direction 1, Environmental audit surveys were undertaken by certified personnel and the land was concluded to be suitable for residential development.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

Transport for Victoria

The submission highlights the existing limitations of public transport infrastructure surrounding the site. A bus capable roadway through the site is supported along with suitable pedestrian infrastructure. A bus link to Caribbean Gardens is preferred.

Response:

While Council would not be against a vehicle link to Caribbean Gardens, it is noted that this option is not supported by VicRoads and Connect East who have requested the proposed Development Plan Overlay state that no link shall be provided.

4. ENVIRONMENTAL/AMENITY ISSUES

The development adopts principles of Water Sensitive Urban Design (WSUD) to provide a best practice approach to the management of stormwater on site. That includes best practice for water quality with the introduction of new wetlands to filter runoff before it reaches the Corhanwarrabul Creek.

The development will require the removal of vegetation, some of which was approved under the Planning Permit issued to fill the land. Vegetation would be retained where possible and the Landscape Masterplan requires the replanting of trees, and the revitalisation of the Corhanwarrabul Creek and banks into public parkland.

The addition of a new road link to the Kingston Links Golf Course site via Emmeline Row is required to support the development as proposed. It would result in additional traffic passing through the new residential estate at Stamford Park. The primary road through that estate has been designed to accommodate a volume of traffic that could be expected for a development of the size and scale of the current proposal. The details of these current traffic estimates are the subject of ongoing review by Council and VicRoads.

The proposed DPO13 includes a requirement for an Integrated Transport Management Plan that demonstrates how access will be provided and how identified issues will be mitigated.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

5. FINANCIAL & ECONOMIC IMPLICATIONS

Council has reached agreement-in-principle with Pask on a voluntary package of community infrastructure contributions. These include a mix of cash contributions and in-kind construction of stormwater infrastructure; transport infrastructure; active and passive open space; community facilities; and social housing.

Proposed Contributions:

- Social Housing (Land for 20 dwellings plus a financial contribution to Council);
- Public Open Space (8.5% of the developable area);
- Sports Fields and Pavilion (In addition to the land component);
- Pedestrian Footbridge (Contribution to Council of \$350,000);
- Men's Shed (Contribution to Council of \$350,000);
- Stamford Park Road Link (To build it, plus financial contribution reflecting land value).

The proponent is liable for all the associated planning scheme amendment fees.

6. SOCIAL IMPLICATIONS

The cash and land contribution to social housing would help address an important community need. The level of demand and relative shortfall of social housing has been established through Council's own research, and this proposal delivers on the opportunity identified in Council's *Affordable Housing Action Plan* to provide new social housing when Strategic Investigation Sites are rezoned for residential use.

The development proposal includes significant amounts of new public open space for both passive recreation and active sporting uses. The delivery of new soccer pitches and an oval would address an identified shortage of sports fields in the area and help accommodate a growing demand for soccer, which has been driven in part by increasing female participation. The construction of a new multi-use pavilion with both male and female change rooms would provide an inclusive meeting space for sports and other community activities.

The proposed contribution toward a new Men's Shed would provide another community facility in the area. While these types of facilities typically serve a wide section of the community, they have often provided particular benefits to those dealing with social isolation and mental health by bringing people of all ages together in a communal setting.

13.1 Amendment C142 – Kingston Links Rezoning – Consideration of submissions (cont'd)

7. RELEVANCE TO KNOX COMMUNITY AND COUNCIL PLAN 2017-2021

The outcome of the redevelopment of the Kingston Links Golf Course has the potential to impact a wide range of Strategies within the Knox Community and Council Plan 2017-2021, most relevantly:

- Strategy 1.3 Ensure the Knox local character is protected and enhanced through the design and location of urban development and infrastructure.
- Strategy 2.1 Plan for a diversity of housing in appropriate locations.
- Strategy 2.2 Encourage high quality sustainable design.
- Strategy 2.3 Support the delivery of a range of housing that addresses housing and living affordability needs.
- Strategy 3.1 Enable improved transport choices supported by integrated and sustainable transport systems and infrastructure.
- Strategy 4.3 Maintain and manage the safety of the natural and built environment.

8. CONCLUSION

The report recommends that Council consider the submissions and adopt responses in 'Amendment C142 Summary of Submissions and Recommended Response' (Appendix A) and request the Minister for Planning appoint an independent Planning Panel to consider Amendment C142.

9. CONFLICT OF INTEREST

Under section 80c of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

Officer Responsible – Tanya Clark, Manager City Futures - In providing this advice as the Officer Responsible, I have no disclosable interests in this report.

Author – Cliff Bostock, Major Development Planner - In providing this advice as the Author, I have no disclosable interests in this report

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
001	Individual	Rowville	Flood area management	Concerns raised regarding the potential loss of land for flooding, and that by changes to the golf course area, other surrounding areas will become more susceptible to flood water.	Not supported Discussions have previously taken place between Melbourne Water and the proponent, as Melbourne Water is the Referral Authority under the LSIO. Under the proposed Development Plan Overlay (DPO) the proponent will be required to submit an Integrated Water Management Plan.
002	CFA		Grassfire concerns	While not recognised as being in a BMO or BPA area, the submission recommends consideration of grassfire hazard and mitigation strategies, along with consideration of the requirements of emergency services within the area.	Supported The needs of grassfire management and emergency services can be incorporated within the amendment documentation, as this is unlikely to be a contentious or onerous requirement within the planning scheme.
003	Aboriginal Affairs		Indigenous issues.	Generally supportive given the existing CHMP in place for the development. Clarifies that as the CHMP exists, there is no further trigger for any further requirements to be met (as they are compliant with the Aboriginal Heritage Act 2006) unless the existing conditions cannot be met (and the CHMP requires an amendment).	Supported Council cannot further require additional information related to cultural heritage management under the Aboriginal Heritage Act 2006 as the CHMP has been approved.
004	Individual	Rowville	Various. Including landscape, biodiversity, urban design, transport, pedestrian connectivity, drainage.	The submission contains various points related to improvements that could be made to the proposal, including: <ol style="list-style-type: none"> 1) Buffer along eastern boundary of development. 2) Maintaining canopy coverage and wildlife corridors along eastern boundary. 3) Properties should not back onto the eastern boundary. 4) Provision of WSUD within development areas. 5) Include bus service through development (includes reference to bus service review). 6) Connection of trails to Eastlink trail and Caribbean estate from development. 7) Canopy tree planting along streets and shared paths. 8) Recommendation for pipe systems for parks and gardens. 9) Interspersed open space rather than only along creek, with canopy tree planting. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Not supported This would be reliant on the inclusion of a landscaped buffer along the eastern boundary. 3) Not supported The current concept plan within the DDO has placed low scale residential development alongside existing residential dwellings (maximum two storey development). 4) Supported Council will continue to work towards greater integrated WSUD within development. 5) Supported Provision of bus services through the development area, will be dealt with through the Integrated Transport Management Plan within the DPO, and through partnership with other government agencies. 6) Supported The Integrated Transport Management Plan requires a pedestrian and bike access to Caribbean Gardens and the Eastlink Trail. 7) Supported A Landscape Masterplan will be required under the proposed DPO and will provide for street trees. 8) Noted An Integrated Water Management Plan will be required under the proposed DPO and will determine the best and most appropriate methods for WSUD. 9) Supported The provision of open space within the concept plan has been provided on the western side of the development, although open space will also be integrated into the proposed residential area as part of a further detailed Landscape Masterplan.
005	Individual	Rowville	Public transport, bike/shared paths, connection to Eastlink trail	Generally supportive. <ol style="list-style-type: none"> 1) More detail provided on the services, shops, transport and bike paths. 2) Bike link provided from Waradgery way through to the Eastlink Trail. 	<ol style="list-style-type: none"> 1) Supported A Masterplan and Integrated Transport Management Plan would be required as part of the DPO and would provide additional detail on these issues. 2) Supported A bike link connecting to the Eastlink Trail is required under the Integrated Transport Management Plan and throughout the site.
006	Individual	Rowville	Residential zoning	Agrees the land should be rezoned for residential purposes. The site should allow up to 3 storey	Not supported The concept plan includes reference to a variety of built form heights, which is considered more suitable than uniformly

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
				units.	applying a blanket three storey height limit. Development has a maximum two storey height opposite existing residential dwellings with higher heights transitioned away from existing built form.
007	Individual	Rowville	Public transport infrastructure.	<ol style="list-style-type: none"> 1) The existing infrastructure and public transport is insufficient to cope with increase population. Traffic congestion on Wellington Road during peak times would be made worse. 2) Would support if train station was built in Rowville. 	<ol style="list-style-type: none"> 1) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 2) Not supported Council can only continue to advocate for greater public transport outcomes as this is a State Government responsibility.
008	Individual	Rowville	Loss of golf course, increasing development, traffic	<p>Not supportive of amendment.</p> <ol style="list-style-type: none"> 1) The golf course is a valuable public area and should be maintained. 2) Too much development occurring within the surrounding area. 3) The development combined with Stamford Park will put more pressure on services in the area. 4) Does not want any further traffic links to current estate (which could create future through traffic). 	<ol style="list-style-type: none"> 1) Not supported The golf course is not a public asset. 2) Not supported The redevelopment of the area will be in accordance with the requirements of DPO which attempts to mitigate the impacts of increased residents. The development is in accordance with state and local planning policy. 3) Not supported As per point 2. 4) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. However currently there are no links proposed into the existing residential area.
009	Individual	Rowville	Landscape buffer bordering Waradgery Way	The submission wishes to include a landscape buffer to the rear of Waradgery Drive properties, with a shared path.	Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.
010	Individual	Rowville	Size of adjoining development	The submission includes reference to potential 4 storey development abutting existing residential development, and associated loss of privacy this would cause.	Not supported The concept plan includes specific reference to a maximum of 2 storey development abutting existing residential properties on Waradgery Way. Direct amenity impacts issues would be dealt with through any planning permission sought or the Building Regulations.
011A	Individual	Rowville	Climate, traffic impacts, flood waters, landscape buffer.	<ol style="list-style-type: none"> 1) Altered climactic conditions as a result of back filling the site 2) Increased vehicle congestion from greater traffic volume entering major roads from development area. 3) Potential impacts from flood waters (if diverted from Kingston Links). 4) Loss of existing views. 5) Preference to have a landscape buffer to the rear of dwellings along Waradgery Drive. 	<ol style="list-style-type: none"> 1) Not supported There is yet to be presented as evidence that the climactic conditions of the area would be impacted by the proposed development. 2) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 3) Not supported The proponent has had discussions with Melbourne Water that preceded the amendment regarding mitigation of flood waters. An Integrated Water Management Plan is required as part of the DPO. 4) Not supported The current golf course and the majority of the amendment area is in private ownership, and will not be able to be retained by Council. 5) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.
011B	Individual	Rowville	Sale of Council land	The submitter has indicated dissatisfaction with notice for sale of Council land and process undertaken and that Council has a conflict of	Not supported The process followed to sell the portion of Council land has been in accordance with Councils sale of land & buildings policy.

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
				interest in both selling land and proceeding with amendment.	
012	Individuals	Rowville	Landscape buffer, existing views, traffic, Council sale of land	<ol style="list-style-type: none"> 1) Objects to the latest proposal and want reverted to a previous proposal with a landscape buffer. 2) Does not want dwellings 1-3 stories backing onto boundary. 3) Council has a conflict of interest with regard to the sale of the land. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Not supported The concept plan within the DPO includes that 2 storey development would be the maximum bordering existing residential properties. 3) Not supported The process followed to sell the portion of Council land has been in accordance with Councils sale of land & buildings policy.
013	Individual	Rowville	Traffic, access to site	Issues with capacity of existing road infrastructure at Corporate Avenue and Wellington Road, and suggests improvements including that traffic movements be limited to that generated by the existing golf course.	Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds.
014	Individual	Rowville	No landscape buffer shown, building requirements for development, size and placement of development, amenity and financial impacts.	<ol style="list-style-type: none"> 1) Lack of a landscape buffer between exiting dwellings and the proposed development area. 2) Potential amenity impacts to existing dwellings including loss of privacy 3) Changes to land levels 4) Loss of neighbouring landscaping. 5) Construction impacts to existing dwellings. 6) The proximity of 'mixed use' areas to existing residential properties. 7) Security concerns surrounding pedestrian access within any landscaped buffer area 8) Loss of property value. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Not supported Amenity impacts, such as overlooking, would be dealt with under any planning permission sought or the Building Regulations. 3) Not supported Changes to land levels will be assessed as part of the Integrated Water Management Plan as part of the DPO requirements. 4) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 5) Not supported Construction concerns (i.e. dust, noise, hours of operation etc.) will be dealt with through the issue of any building permit and the EPA guidelines. The DPO requires an Environmental Management Plan (EMP) that takes into account dust suppression measures. 6) Not supported The position of the mixed use development is separated from properties adjoining the eastern development boundary by roads and/or proposed development. 7) Not supported It is not anticipated that there would be elevated security risks from proposed pedestrian/cyclist access. New roads and footpaths would be designed to the relevant standards. 8) Not supported Property values are not a consideration under the Planning and Environment Act and no evidence is provided to indicate that the proposed development would detrimentally affect property values.
015	Individual	Rowville	Traffic concerns	The submitter has raised peak hour congestion in Corporate Avenue as already problematic.	Not supported The proponent will be required to submit an Integrated Transport Management Plan as part of the DPO requirements which will address mitigation of traffic generation as a result of development.
016	Individual	Rowville	Lack of landscape buffer	The submitter has highlighted the lack of a landscaped buffer zone (with shared path) along the eastern development boundary, impacting existing residential amenity.	Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. Direct amenity issues from development on existing residential properties can be addressed through the planning permit

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					process or the Building Regulations.
017	Individual	Rowville	Lack of landscape buffer, loss of biodiversity.	<ol style="list-style-type: none"> 1) Non-supportive of the lack of a buffer zone between existing dwellings along the eastern development boundary. 2) The removal of existing trees will impact neighbourhood character and impact the areas biodiversity. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.
018	Individual	Rowville	Lack of landscape buffer, height of development	<ol style="list-style-type: none"> 1) Preference for a landscape buffer between existing residential properties and the eastern development boundary. (includes that any security issues with a landscape buffer are of limited concern). 2) Prefer that dwellings, should they back onto existing residential dwellings, be no more than 2 stories high. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Supported The current concept plan submitted by the proponent includes limiting development to two stories opposite existing residential dwellings.
019	Individuals	Rowville	Vegetation/wildlife, fencing, backfill works, height of development, noise, damage from works, dust, process of exhibition, Councils sale of land.	<ol style="list-style-type: none"> 1) The removal of vegetation and the loss of wildlife. 2) The removal of the existing fencing. 3) Possible flooding from fill of land. 4) Homes built against the eastern boundary and existing dwellings. 5) Construction issues and dust (including health concerns). 6) Length of time of amendment on exhibition. 7) Conflict of interest regarding land sale by Council. 	<ol style="list-style-type: none"> 1) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines. 2) Not supported Fencing changes between properties is anticipated should new residential properties back onto existing residential dwellings as would be required under the Fencing Act. 3) Not supported The proponent would be required to submit an Integrated Water Management Plan as part of the DPO requirements. Melbourne Water has had input into the process and flood modelling has been undertaken to support the raising of levels. 4) Not supported The amendment proposes development abutting existing dwellings, although the heights of buildings adjoining the eastern boundary is limited to 2 stories in the concept plan for the DPO. 5) Not supported Construction issues would be dealt with through any planning permits/building permits sought, and enforcement as required. The EMP takes into account dust suppression measures. 6) Not supported The amendment was exhibited in accordance with legislative requirements. 7) Not supported The process followed to sell Council land has been in accordance with Councils sale of land & buildings policy.
020	Individuals	Rowville	Landscape buffer	Prefers the landscape buffer re-instated as per the original design.	Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.
021	Individual	Rowville	Character, landscape/wildlife, building concerns, amenity concern, traffic,	<ol style="list-style-type: none"> 1) Proposal as 3-8 storey development is out of character with the surrounding area. 2) Loss of vegetation and wildlife along the existing residential boundary. 3) Construction noise and smell. 	<ol style="list-style-type: none"> 1) Not supported The concept plan shows a variety of heights, with the maximum 8 storey areas limited in scope and not positioned directly opposite existing residences. 2) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new

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			stormwater management, buffer	<ul style="list-style-type: none"> 4) Loss of privacy and sunlight. 5) Traffic impacts on Stud Road and Wellington Road. 6) Stormwater infrastructure may not be sufficient for development. 7) Would prefer the provision of a landscaped buffer. 	<p>vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.</p> <p>3) Not supported Construction issues would be assessed under any building/planning permits sought.</p> <p>4) Not supported Amenity issues associated with residential development would be addressed under any planning permission sought or the Building Regulations.</p> <p>5) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds.</p> <p>6) Not supported The proponent would be required to provide an Integrated Water Management Plan as part of the DPO requirements.</p> <p>7) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.</p>
022	Individual	Rowville	Road infrastructure.	Development having negative impacts on traffic through proposed access arrangements.	<p>Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. Access arrangements may need to be modified should traffic flows be unsuitable.</p>
023	Individual	Rowville	Character, health concerns, retention of golf course, public transport.	<ul style="list-style-type: none"> 1) Impact the existing character of the area. 2) Potential health impacts from construction in amendment area. 3) Preference to retain golf course. 4) Inadequate existing public transport in area. 	<p>1) Not supported It is expected that future character of the area will be guided by the implementation of the proposed DPO.</p> <p>2) Not supported Building and construction concerns would be dealt with via a planning/building permit.</p> <p>3) Not supported The existing golf course has been sold (as it was in private ownership) and will not be able to be maintained by Council.</p> <p>4) Not supported Council will continue to advocate for greater provision public transport in Knox through the State Government.</p>
024	Individual	Rowville	Amenity impacts, visual bulk of development, dust (construction), exhibition of amendment, neighbourhood character.	<ul style="list-style-type: none"> 1) Loss of amenity to neighbouring development. 2) Visual bulk of potential 4 storey development. 3) Construction concerns surrounding dust. 4) Council's exhibition of the amendment. 5) Neighbourhood character will be unsatisfactorily altered by the amendment. 	<p>1) Not supported Direct amenity impacts of the amendment would be able to be dealt with through any planning permission sought or the Building Regulations.</p> <p>2) Not supported The concept plan within the DPO has included a maximum 2 storey built form opposite existing residences. Four storey (or greater) development would only exist in the mixed use pocket of the site, not directly adjacent to existing dwellings.</p> <p>3) Not supported Construction and building concerns would be dealt through any planning/building permit issued. The EMP required by the DPO would take into account dust suppression measures.</p> <p>4) Not supported Council followed the legislated process in exhibiting the proposed amendment.</p> <p>5) Not supported It is expected that future character of the area will be guided by the implementation of the proposed DPO. The site is somewhat detached from existing residential areas and would not be expected to detrimentally impact the surrounding character.</p>

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025	Individual	Rowville	Traffic, availability of housing, loss of vegetation, capacity of infrastructure.	<ol style="list-style-type: none"> 1) Potential road use generated by the amendment and continued congestion (and associated time delays) on roads. 2) Loss of existing trees. 	<ol style="list-style-type: none"> 1) Not supported The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 2) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.
026	Individual	Rowville	Proximity of residential development, loss of character, no landscape/trail buffer.	<ol style="list-style-type: none"> 1) Proximity of development to existing residences. 2) Preference for landscape buffer being placed along the eastern development boundary. 	<ol style="list-style-type: none"> 1) Not supported The concept plan places 2 storey development opposite existing residences, limiting the visual bulk to existing dwellings. 2) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.
027	Individual	Rowville	Size of proposed neighbouring dwellings, traffic, mixed use area concerns (retail preference), flood waters, wildlife management, availability of parkland, loss of views/property values.	<ol style="list-style-type: none"> 1) Size of dwellings proposed, with a preference for single storey dwellings bordering existing dwellings. 2) Vegetation concerns regarding neighbouring trees. 3) Traffic management and potential vehicle entry points. 4) The style of commercial development in the mixed use areas with a preference for retail only to support new community with no high density development. 5) Flood plain management. 6) Wildlife management and availability of parkland are raised. 7) Loss of existing views. 8) Loss of property values are included. 	<ol style="list-style-type: none"> 1) Not supported The concept plan within the DPO includes two storey development only along the existing residential boundary to better integrate with the surrounds. 2) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. The DPO would require a submission of a landscape masterplan for vegetation. 3) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 4) Not supported This would change the intent of the mixed use areas, without the integration of further residential use. 5) Not supported The proponent would be required to submit an Integrated Water Management Plan as part of the DPO requirements. Melbourne Water has had input into the process and flood modelling has been undertaken to support the raising of levels. 6) Not supported A substantial network of parkland and open space is proposed under the concept plan within the DPO on the western side of the amendment area and wetlands included under the power lines. 7) Not supported It is a widely accepted planning principle that there is not right to a view, particularly where the land is owned by another party. 8) Not supported Property values are not a consideration under the Planning and Environment Act and no evidence is provided to indicate that the proposed development would detrimentally affect property values.
028	Individual	Rowville	No landscape buffer proposed, loss of existing vegetation, loss of existing character, increased pedestrian movement, construction concerns,	<ol style="list-style-type: none"> 1) Lack of a landscaped buffer to existing residences. 2) Loss of neighbouring vegetation and wildlife. 3) The loss of existing character 4) Increased pedestrian traffic. 5) Construction concerns raised in terms of proximity to existing dwellings. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. The DPO would require a submission of a landscape masterplan for vegetation. 2) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the

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					<p>retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.</p> <p>3) Not supported It is expected that future character of the area will be guided by the implementation of the proposed DPO. The site is somewhat detached from existing residential areas and would not be expected to detrimentally impact the surrounding character.</p> <p>4) Not supported Increased pedestrian movement is not seen as a substantial issue to the amendment, particularly with the proposed mixed use precincts.</p> <p>5) Not supported Construction concerns would be dealt with through the provision of any planning/building permits associated with the proposal.</p>
029	Individual	Rowville	Traffic concerns, public transport, loss of existing character (green wedge), against high density residential, potential increase in crime, loss of property value.	<ol style="list-style-type: none"> 1) Capacity of existing road infrastructure. 2) Lack of public transport to cope with increased residents. 3) Style of development (smaller lot sizes) and higher density development placed away from appropriate infrastructure. 4) Loss of the golf course as a green wedge. 5) Increase of crime. 6) Loss of property value through loss of character. 	<ol style="list-style-type: none"> 1) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 2) Not supported Council will continue to advocate for greater public transport outcomes as this is a State Government responsibility. 3) Not supported It is expected that future character of the area will be guided by the implementation of the proposed DPO. The site is somewhat detached from existing residential areas and would not be expected to detrimentally impact the surrounding character. 4) Not supported The privately owned golf course has been sold, and will not be able to be maintained by Council as entirely green space. 5) Not supported No evidence has yet been submitted regarding increased crime associated with the amendment. 6) Not supported Property values are not a consideration under the Planning and Environment Act and no evidence is provided to indicate that the proposed development would detrimentally affect property values.
030	Individuals	Rowville	Traffic concerns, public transport, cycle access, loss of amenity (privacy/natural light), social issue generation, loss of vegetation	<ol style="list-style-type: none"> 1) Capacity of existing roads with limited public transport options. 2) Pedestrian linkages and confusion for cyclists. 3) Loss of amenity over new dwellings impacting privacy, and light through trees. 4) Creation of 'ghetto' areas though allowing rental and social housing. 5) Loss of vegetation along existing interface within residential area/golf course. 6) Preference for landscaped buffer to maintain existing outlook. 7) Security issues from development to rear of existing dwellings. 8) Loss of character. 	<ol style="list-style-type: none"> 1) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 2) Not supported Specific details would be included in the Integrated Transport Management Plan. 3) Not supported Amenity concerns can be addressed through any planning permits sought in association with the development and the Building Regulations. 4) Not supported It is not been demonstrated that rental or affordable housing automatically cause social issues, or have a substantiated linkage. 5) Not supported Vegetation will be managed through a Landscape Masterplan associated with the DPO, with parkland located on the western side of the development. 6) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.

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					<p>7) Not supported No evidence has been submitted that rear development would cause substantial security concerns.</p> <p>8) Not supported It is expected that future character of the area will be guided by the implementation of the proposed DPO. The site is somewhat detached from existing residential areas and would not be expected to detrimentally impact the surrounding character.</p>
031	Individual	Rowville	Lack of landscaped buffer, position of neighbouring development, loss of vegetation, loss of wildlife	<p>1) Preference for a landscaped buffer to the rear of existing residential properties with the position of adjacent two storey development not supported due to loss of privacy.</p> <p>2) Loss of vegetation, outlook, wildlife and habitat is also not supported.</p>	<p>1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.</p> <p>2) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.</p>
032	Individual	Rowville	Position of proposed development.	Opposed to development directly adjacent to existing residential properties.	<p>Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. The DPO would require a submission of a landscape masterplan for vegetation. A maximum of 2 storey development is proposed opposite existing residential housing on the concept plan within the DPO.</p>
033	Individual	Rowville	Amenity concerns (overlooking, privacy), construction concerns, traffic, loss of wildlife, backfill works, public housing	<p>1) Loss of amenity from adjacent development (3 storey development).</p> <p>2) Construction concerns (noise, dust).</p> <p>3) Traffic issues surrounding congestion.</p> <p>4) Impact to existing wildlife and habitat.</p> <p>5) Backfill works impacting on privacy.</p> <p>6) Introduction of public housing opposed.</p>	<p>1) Not supported A maximum of 2 storey development is proposed opposite existing residential housing on the concept plan within the DPO.</p> <p>2) Not supported Construction concerns can be dealt with through the issue of any building/planning permit. The EMP required under the DPO would take into consideration dust suppression measures.</p> <p>3) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds.</p> <p>4) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.</p> <p>5) Not supported Backfilling works will be dealt with via an Integrated Water Management Strategy under the DPO, with amenity impacts dealt with under any planning permission sought.</p> <p>6) Not supported The level of social housing is considered acceptable amongst the overall proposal.</p>
034	Government Agency (VicRoads)		Specific traffic concerns within DPO	<p>1) The submission requires the DPO be modified at section 3.0 to read '<i>The Integrated Transport Management Plan shall preclude a road connection from the site to Dalmore Drive</i>'</p> <p>2) Under the first dot point within the Integrated Transport Management Plan within the DPO to read '<i>An assessment of the expected impact of traffic generated by the development on the existing road</i>'</p>	<p>1) Supported This is a condition supported in the inclusion of amendment material.</p> <p>2) Supported Having VicRoads input into the Integrated Transport Management Plan is seen as beneficial when taking into account the road infrastructure they maintain in proximity to the proposed development.</p>

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				<i>network and any mitigation measures required to address identified issues, to the satisfaction of VicRoads'.</i>	
035	Individual	Rowville	Loss of vegetation, lack of landscaped buffer, loss of wildlife	<ol style="list-style-type: none"> 1) Loss of vegetation to the rear of existing residential properties. 2) Existing landscaping should be retained as a buffer to new development, to follow existing 'Knox Neighbourhood' areas with wildlife being maintained within this space. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.
036	South East Water		No objection to amendment	No objection to amendment	<p>Noted No further input required from South-East water.</p>
037	Individual	Rowville	Lack of landscaped buffer, size of opposing development	<ol style="list-style-type: none"> 1) Lack of a landscaped buffer between existing residential properties 2) Size and bulk of adjacent development to existing dwellings (three stories directly opposite). 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Not supported The concept plan within the DPO proposes double storey development opposite existing residential properties. This form of development is considered normal within the normal urban fabric and would be similar to many existing dwellings.
038	Individual	Rowville	Lack of landscaped buffer, traffic congestion	<ol style="list-style-type: none"> 1) Preference for a landscaped buffer (notes limited issues with the existing golf course). 2) Capacity of existing road infrastructure to accommodate the development. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 2) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds.
039	Individual	Rowville	Traffic issues, noise, property values, landscape/wildlife concerns, position of development, loss of privacy	<ol style="list-style-type: none"> 1) Increased traffic congestion on surrounding roads. 2) Loss of property values. 3) Impact to existing landscape and wildlife. 4) Loss of privacy through the position of development opposite existing dwellings. 	<ol style="list-style-type: none"> 1) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 2) Not supported Property values are not a consideration under the Planning and Environment Act and no evidence is provided to indicate that the proposed development would detrimentally affect property values. 3) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines. 4) Not supported Amenity issues associated with new development would be dealt with through the provision of any planning permits associated with the development or the Building Regulations.
040	Company	Rowville	Traffic, flood water,	<ol style="list-style-type: none"> 1) Amendment has provided inadequate information for consideration from 	<ol style="list-style-type: none"> 1) Not supported The amendment has been exhibited in accordance with relevant legislation and ministerial direction.

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			environmental impacts, contaminated land, interface zoning issues, Aboriginal cultural heritage sensitivity, exhibition of amendment, loss of third party rights	<p>exhibition, and that information is insufficient to form a submission.</p> <ol style="list-style-type: none"> 2) Traffic issues are raised as a concern in terms of access arrangements, with lack of ongoing third party rights following a successful amendment also mentioned. The submission focuses particularly on the effects of traffic on Corporate Avenue. 3) Highlights the limited information towards the mixed use area in evaluating their traffic and amenity impact. 4) A buffer zone should be utilised between residential/commercial/industrial areas 5) Provision for an environmental audit or introduction of an EAO, and preparation of a CHMP for the site. 	<ol style="list-style-type: none"> 2) Not supported Under the proposed DPO, an Integrated Transport Management Plan would be required to be submitted by the proponent to include traffic generation and mitigation measures from the development. 3) Not supported Additional detail would be provided in the development plan. While the commercial hub is only anticipated to be small to cater for the proposed new community, with regard to this amendment the table of uses in the Mixed Use Zone would need to suffice and comment should be provided accordingly. 4) Not supported Regarding buffer zones, the Masterplan (as required by the DPO) would be required to deal with interface treatments for the development. However, the wetlands below the power lines are located between proposed residential development and the existing industrial/commercial uses to the south. 5) Not supported As noted, a CHMP has already been submitted to Aboriginal Affairs and approved for the site. The site has been surveyed by certified persons with regard to Ministerial Direction 1.
041	Company		Acoustic, construction and maintenance, traffic	<p>Specific changes to amendment material requested, including:</p> <ol style="list-style-type: none"> 1) Modification to the wording for acoustic barriers within the EastLink Freeway Reserve surrounding location of the barriers and bond requirements. 2) Requiring a specific building setback from EastLink's boundary for building maintenance (with no access to EastLink land) 3) No additional vehicle access from Kingston Links across Corhanwarrabul Creek to Carribean Gardens and subsequently to Eastlink. 	<ol style="list-style-type: none"> 1) Supported Acoustic barriers will be required to comply with Vicroads' Traffic Noise Reduction Policy, and require a maintenance bond for EastLink. 2) Supported As no access will be allowed onto EastLink's land, a setback of built form the Eastlink boundary is considered suitable. It is not anticipated that buildings be located within 2 metres of the western boundary. 3) Noted The mentioned connection to Eastlink (through Caribbean Gardens) has not been proposed at this stage.
042	Company		Specific wording within the DPO, social housing	<p>The submission from the proponent is generally supportive of the amendment. Requests for changes to specific wording within the DPO include:</p> <ol style="list-style-type: none"> 1) To 'prepare, conduct or' satisfy a Statement of Environmental Audit for works. 2) Change the wording from providing social housing, to providing affordable housing. 3) Removing the contribution to the men's shed, as it no longer exists on site. 4) Adding the word 'required' relating to intersection upgrades or improvement. 5) Relating to acoustic attenuation measures, addressing Vicroads' Traffic Noise Reduction Policy and the Eastlink Concession Deed (and no updated policy) 6) Related to noise level objectives, that Vicroads' Traffic Noise Reduction Policy and the Traffic Noise Criteria within the Eastlink Concession Deed, be the only documents to be addressed (with no 	<ol style="list-style-type: none"> 1) Supported Such a change would not be detrimental to the intent of the clause. 2) Not supported It is not supported that social housing (mentioned in the s173 agreement) be substantially changed to affordable housing. 3) Not supported Various actions/locations for the men's shed have been considered including off-site; the agreement doesn't specify a location. 4) Noted 5) Not supported Updated policies may be relevant to the development should they be released in future. 6) Not supported As above, updated policies may be relevant to the development should they be released in future. 7) Noted 8) Noted 9) Noted The request would not be consistent with the views of ConnectEast

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
				<p>updated policies should they be developed).</p> <p>7) In relation to subdivision, that dwelling design guidelines be referenced (rather than included) in a Memorandum of Common Provisions.</p> <p>8) Public Open Space agreements to reference being above the 10 year Annual Recurrence Interval.</p> <p>9) Removal of a requirement for no promotional signage to be visible from EastLink</p>	
043A	Company		Traffic, landscape	<p>1) Related to the Stamford Park Development Plan, and the desire that the Kingston Links proposal will not unreasonably impact the visions and principles for Stamford Park.</p> <p>2) That traffic does not hamper pedestrian/cyclist movement from Stamford Park to surrounding trails and streets.</p> <p>3) Ensure landscape design is consistent with connecting areas of Kingston Links with Stocklands work at 980 Stud Road.</p>	<p>1) Noted It is not considered that Kingston Links will hamper the vision and principles of Stamford Park, as indicated from the proposed concept plan within the DPO.</p> <p>2) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. The plan requires that pedestrian and cyclist links be integrated into the surrounds and should improve the overall connectivity through the area.</p> <p>3) Noted A Landscape Masterplan is required as part of the DPO which will address landscape design and interaction with the sites surrounds.</p>
043B	Company		Traffic	<p>1) Re-evaluate traffic outcomes with consideration of the Stamford Park development.</p> <p>2) Further assessment of traffic generation along Emmeline Row required.</p> <p>3) Traffic generation along Emmeline Row and Stud Road unreasonable.</p>	<p>1) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds.</p> <p>2) Noted As above</p> <p>3) Noted As above</p>
044	Government Agency (EPA)		Road emissions	<p>1) The EPA would prefer perpetration of an Air Quality Assessment concerning emissions from EastLink, address potential health effects on residents.</p> <p>2) The EPA recommends investigation towards separating industrial from sensitive uses to protect residential uses and the submission contained reference to EPA publications useful for decision making.</p> <p>3) Contaminated land is also raised, regarding it necessary to be adequately addressed through Ministerial Direction 1.</p>	<p>1) Noted It is noted that the Planning Scheme and Planning and Environment Act do not make provision for such an assessment.</p> <p>2) Noted Details of sensitive interfaces will be required as part of the Landscape Masterplan under the proposed DPO. It is noted that the Masterplan places the wetlands between the proposed residential land and industrial land to the south.</p> <p>3) Noted An Environmental Management Plan is required under the proposed DPO. Reports conducted previously concluded that the land was suitable for residential development in accordance with Ministerial Direction 1.</p>
045	Individuals	Rowville	Lack of landscaped buffer, loss of privacy, security concerns	<p>1) Preference for a rear trail/landscaped area separating new from existing development.</p> <p>2) The state of the existing chain link fencing is raised as a poor barrier to neighbouring</p>	<p>1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.</p> <p>2) Noted</p>

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
				development. 3) Concerned over the size of proposed development.	The existing chain link fence would most likely be a poor barrier to neighbouring development, and would need to be clarified in any planning permission sought, and consideration of the <i>Fencing Act</i> (1968). 3) Not supported The proposed development opposite existing dwellings is shown on the concept plan as being double storey, with larger development positioned away from existing dwellings. The site is identified as a Strategic Redevelopment Site and is expected to accommodate a moderate to high level of change in the future.
046	Individual	Rowville	Overdevelopment of Rowville, traffic, lack of landscaped buffer, loss of vegetation / wildlife	1) Concerned with the ongoing development of Rowville and considers it overdevelopment. 2) Traffic impacts are highlighted on Stud Road. 3) A landscape buffer is noted as lacking between new and existing development. 4) Loss of landscape and wildlife.	1) Not supported Development in Rowville is in accordance with planning policy and includes the Stud Park Activity Centre. The redevelopment of Kingston Links Golf Course is in accordance with state and local planning policy. 2) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds. 3) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. 4) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside existing dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.
047	Individuals	Rowville	Loss of vegetation / wildlife, backfill works, loss of fencing, location of development, amenity impacts, conflict of interest, lack of landscaped buffer	1) Loss of existing vegetation in Kingston Links and the removal of habitat for fauna. 2) Backfill works potentially causing flooding of properties. 3) Removal of existing mesh fencing, and security concerns. 4) The position of development adjacent to existing dwellings and the associated loss of amenity from future dwellings. 5) Potential conflict of interest in sale of land. 6) Preference in maintaining a landscaped buffer between new and existing development and retention of trees / fencing.	1) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside existing dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines. 2) Not supported The proponent would be required to submit an Integrated Water Management Plan as part of the DPO requirements. Melbourne Water has had input into the process and flood modelling has been undertaken to support the raising of levels. 3) Not supported No evidence has yet to be submitted to Council regarding heightened security issues surrounding the amendment. 4) Not supported A maximum of 2 storey development is proposed opposite existing housing on the DPO concept plan. Amenity concerns can be dealt with through the issue of any planning permit sought and the Building Regulations. 5) Not supported The process followed to sell the land has been in accordance with Councils sale of land & buildings policy. 6) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland.
048	Petition	Rowville	Loss of vegetation, fencing, position of construction, lack of landscaped buffer	1) Removal of vegetation. 2) Removal of existing fencing. 3) The position of development adjacent to existing homes and preference for a landscaped buffer between new and existing buildings, with trees retained.	1) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside existing dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
					<p>2) Not supported The existing chain link fence would most likely be a poor barrier to neighbouring development should it be constructed along the boundary. The <i>Fencing Act</i> (1968) will provide guidance on the fences depending on the outcome of the site.</p> <p>3) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. A maximum of 2 storey development is proposed opposite existing housing on the DPO concept plan.</p>
049	Individual	Rowville	Lack of landscaped buffer, position of new development, traffic.	<p>1) Against adjacent development to existing dwellings with the preference for a landscaped buffer separating new development from existing.</p> <p>2) Traffic concerns based on existing congestion issues.</p>	<p>1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. A maximum of 2 storey development is proposed opposite existing housing on the DPO concept plan.</p> <p>2) Noted The proponent would be required to provide an Integrated Transport Management Plan as part of the DPO requirements, which would assist in outlining (and mitigating) traffic impacts. More extensive traffic modelling is required before the amendment proceeds.</p>
050	Government Agency (Transport for Victoria)		Public transport limitations, provision of future transport infrastructure	<p>1) Existing limitations on public transport infrastructure surrounding the site.</p> <p>2) TfV supports a bus capable roadway through the site linking Wellington and Stud Roads, with suitable pedestrian infrastructure provided through the Integrated Transport Management Plan.</p> <p>3) Preference for a bus link into Caribbean Gardens</p> <p>4) Supports a comprehensive shared path network.</p>	<p>1) Noted Council can continue to advocate for greater public transport outcomes from the State Government to the area.</p> <p>2) Noted</p> <p>3) Noted The link with Caribbean Gardens conflicts with the requirements of VicRoads ConnectEast.</p> <p>4) Supported The Integrated Transport Management Plan supports integrated links thought he area.</p>
051	Individuals	Rowville	Loss of vegetation / wildlife, loss of fencing, backfill works, position of neighbouring development, noise, dust & construction issues, exhibition of amendment	<p>The submission includes several concerns, including:</p> <p>1) Loss of vegetation and wildlife</p> <p>2) Loss of existing mesh fencing</p> <p>3) Position of development adjacent to existing homes.</p> <p>4) Construction issues including noise, machinery and dust.</p> <p>5) The limited time the amendment spent on exhibition.</p>	<p>1) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside exiting dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.</p> <p>2) Not supported The existing chain link fence would most likely be a poor barrier to neighbouring development should it be constructed along the boundary. The <i>Fencing Act</i> (1968) will provide guidance on the fences depending on the outcome of the site.</p> <p>3) Not supported The concept plan within the DPO proposes double storey development opposite existing residential properties. This form of development is considered normal within the residential urban fabric and would be similar to many existing dwellings.</p> <p>4) Not supported Construction concerns can be dealt with through the issue of any building/planning permit including noise, dust, use of machinery etc. The EMP required under the DPO would take into consideration dust suppression measures.</p> <p>5) Not supported The exhibition of the amendment was conduction in accordance with relevant legislation and direction.</p>

Submission No.	Submission Source	Address	Key Issues	Submission Summary	Submission Discussion and Officer's Response
052	Individual	Rowville	Retention of the tree buffer as per the first information session, Privacy, position of development, loss of vegetation	<ol style="list-style-type: none"> 1) Preference for retention of the tree buffer as per the first information session. 2) Against 2-3 storey development opposite existing residential boundary. 3) Loss of privacy. 4) Loss of existing vegetation. 	<ol style="list-style-type: none"> 1) Not supported No landscape buffer has been included on the concept development plan bordering existing residential properties, with the preference for increased landscaping integrated into the proposed residential areas, including new parkland. A maximum of 2 storey development is proposed opposite existing housing on the DPO concept plan. 2) Not supported The current concept plan includes only 2 storey development opposite existing development. This form of development is considered normal within the residential urban fabric and would be similar to many existing dwellings. 3) Not supported Concerns regarding privacy could be dealt with through any planning permit issued or the Building Regulations. Changes to boundary fencing may be required. 4) Not supported A Landscape Masterplan is required under the DPO. The Landscape Masterplan would deal with retained/new vegetation, however some vegetation/habitat would be lost alongside existing dwellings and through the proposed development. Substantial passive open space is proposed along the creek corridor, including the retention of vegetation where possible and the revitalisation of the creek that is currently in poor condition. In addition, wetlands are to be constructed to the south of the site under the power lines.

ALL WARDS**13.2 KNOX REGIONAL SPORTS PARK – MASTERPLAN**

SUMMARY: *Executive Engineer – Major Initiatives Unit
(Monica Micheli)*

At its Ordinary Meeting of 23 October, 2017, Council resolved to review the Stadium Schematic Masterplan 2010 and Site Masterplan (Eastern Recreation Precinct Masterplan 2009) for the Knox Regional Sports Park and to receive a briefing and report on the outcomes of the review at the Council Meeting on 18 December 2017.

The review process has been initiated with a number of initial options/scenarios developed. Preliminary capital cost estimates have also been developed to support these scenarios.

This report provides an overview of the review process to date and recommends further work to be undertaken including addressing related business case issues which will need consideration to assess the viability and sustainability of the different options from a capital and operational perspective.

RECOMMENDATION

That Council:

- 1. Note that the review of the Stadium Schematic Masterplan (2010) and Site Masterplan has identified a number of possible scenarios at the Knox Regional Sports Park;**
- 2. Note that these scenarios will require further investigation, consultation and financial modelling by Council – which will include:**
 - a. seeking the views of the key stakeholders – including potential financial contributions;**
 - b. seeking the views of key Government representatives and Department representatives (eg. SRV), including advice regarding possible grant funding opportunities and the required economic analysis and business case development;**
 - c. further develop cost estimates and associated financial modelling;**
 - d. that these scenarios place a higher priority on the provision of domestic sporting and recreation facilities; and**
 - e. that the inclusion of a NBL stadium with supporting infrastructure (ie. car parking, road and intersection upgrades) is the lesser priority at the Knox Regional Sports Park site at this time;**

13.2 Knox Regional Sports Park – Masterplan (cont'd)

Recommendation (cont'd)

3. Receive a further report via a Confidential Issues Briefing, with the information noted above.

1. INTRODUCTION

At the 23 October, 2017 Council Meeting, Council resolved the following in regard to basketball infrastructure in Knox:

1. *note the structural assessment of the Boronia Basketball Stadium and the associated costs to renew in the medium term;*
2. *note the preliminary findings of the Basketball Plan, which indicates that with the likely future de-commissioning of the Boronia Stadium (loss of six (6) courts), ten new courts will be needed (a net gain of four (4) courts);*
3. *support the need to review the Stadium Schematic Masterplan and Site masterplan at the Knox Regional Sports Park to incorporate 10 courts, gymnastics, administration and the future possible inclusion of a show court/stadium and associated infrastructure;*
4. *approve \$150,000 funded from the Open Space Reserve in 2017-18, to commence this review work; and*
5. *receive a briefing and report on the outcomes of the review of the Stadium Schematic Masterplan and the Site Masterplan at the Council Meeting on 18 December 2017.*

Subsequent to the Council meeting of 23 October, 2017, a Notice of Motion was moved and supported at the Strategic Planning Committee of Council on 13 November, 2017, that Council:

As a part of the current process being undertaken to review the Stadium Schematic Masterplan and Site Masterplan at the Knox Regional Sports Park, include the following elements:

1. *Soccer – Include one additional pitch and convert the existing 5-a-side pitch to full size.*
2. *Squash and racquetball – Include an adaptable/flexible space for approximately 9 courts (Flexible/movable walls where possible) plus office space.*
3. *Hockey – Include a pavilion and two hockey pitches.*
4. *VARMS – Establish whether VARMS can be accommodated or whether an alternate site will need to be considered.*

This report responds to the resolution of Council of 23 October, 2017 with particular focus on Items 3 and 5 and to the Notice of Motion as endorsed by Council on 13 November, 2017.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

2. DISCUSSION

2.1 Background

The Knox Regional Sports Park (formerly the Eastern Recreation Precinct) is located on the south-west corner of High Street Road and George Street, Wantirna South.

The land that incorporates the Knox Regional Sports Park is owned by the State Government (approx. 27 Hectares), which was originally part of the Dandenong Valley Parkland managed by Parks Victoria. Council has use of this land under a lease for 21 years, commencing from 2009. A recent request by Council to extend this agreement to a total of 30 years is under review by the Department for Environment, Land, Water and Planning (DELWP).

Access to the site was negotiated through Council and the State Government (in 2008/09) with a Heads of Agreement/Memorandum of Understanding being established.

As a part of the Heads of Agreement/Memorandum of Understanding, it was determined that a concept plan would be established to articulate Council and the State Government's vision for the overall site (which was to also include the abutting 21 Hectares owned by Knox Council – the former Cathies Land landfill site).

As agreed within the Memorandum of Understanding, Council and Parks Victoria (through the then Department of Sustainability and Environment) prepared the concept plan (known as the Eastern Recreation Precinct Concept Masterplan 2009) to provide the strategic vision for the site.

The Concept Masterplan (2009) was developed by the Knox City Council Eastern Recreation Precinct Masterplan Working Group (Department of Sustainability and Environment, Parks Victoria, Sport and Recreation Victoria and Knox City Council) in collaboration with all stakeholders (including KBI, BV, FFV, etc.).

The Concept Masterplan (2009) was endorsed by Council on 11 August, 2009 (Refer to Appendix A).

Changes to the adopted Concept Masterplan 2009 would need to be undertaken in accord with the requirements of the Heads of Agreement/Memorandum of Understanding. This would require the approval of the State Government (Department of Environment, Water, Land and Planning – DEWLP) as well as the stakeholders, including Sport and Recreation Victoria, who were part of the original masterplan.

The current Indoor Sports Stadium Schematic Masterplan (2010) includes basketball courts, a gymnastics facility and administration areas, proposed to be delivered over four (4) stages. Refer Appendix B. *Stage One* of the stadium was completed in 2012. It is noted that the stadium is officially recognised as the State Basketball Centre.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

A recent review of the demand for basketball in Knox has identified an increase in participation following development of *Stage One* of the Knox Regional Sports Park. Council is also considering the future of Boronia Basketball stadium. The decommissioning of this facility would result in the net loss of six (6) courts.

The original Sports Stadium Schematic Masterplan (2010) proposal (Stages 2 and 4) for the stadium identified provision for eight (8) additional courts, however in view of the recently adopted Knox Basketball Plan – Domestic Demand Analysis and opportunities for future growth, an increase of the stadium to an additional ten (10) courts is considered necessary to provide for future usage.

Initial discussions have been held with representatives of the basketball organisations (Knox Basketball Inc., Basketball Victoria and Basketball Australia) in regard to the potential location of a stadium for a NBL (National Basketball League) basketball team and elite training facility at the site. Consideration of the potential location, facility size and parking requirements to cater for this type of stadium has been taken into account in the review process.

In accord with the resolutions of Council, the initial review has identified a range of scenarios including provision of facilities for Basketball, Hockey, Squash, Soccer, Gymnastics and VARMS (Victoria Association of Radio Model Soaring Inc.).

The initial review and preliminary option development has highlighted the need for further assessment and consideration of the financial and operational viability of the facility/sporting elements, capital and operating funding strategies and facility management models.

2.2 Vision for Basketball and the State Basketball Centre

The key Basketball organisations - Knox Basketball Incorporated (KBI), Basketball Victoria (BV) and Basketball Australia (BA) have a vision for the State Basketball Centre as a centre of excellence with a further show court/stadium that would have the capacity to cater for NBL games and other significant events. The basketball organisations have been doing some of their own planning in this regard.

It is recognised that the east of Melbourne is the strongest area in Australia in regard to basketball participation and numbers. The State Basketball Centre is seen by the basketball organisations to be the natural location for a National Headquarters. The Basketball organisations are also of the view that the State Basketball Centre has the potential to be the centre for basketball excellence in Australia.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

It is understood that meetings have taken place between Basketball representatives and government representatives and key stakeholders in regard to the future expansion of the State Basketball Centre. This has included the possibility of a further NBL side being located in Melbourne with the prospective home being the State Basketball Centre. This would require at a minimum a show court/stadium with a capacity of 8,000 spectators.

It is the view of the Basketball organisations that such an undertaking would have a significant positive impact on the Knox community and economy. This would include flow on interest in investment such as accommodation, hotels, entertainment, etc. It is understood that that has been limited formal business or economic analysis undertaken by Basketball to support this vision.

It is recognised that to proceed, funding would need to be provided by State/Federal Government and other key stakeholders.

2.3 Project Scope

A preliminary review of the Stadium Schematic Masterplan (2010) and Site Masterplan (2009) has been undertaken to consider the increase in demand for additional basketball courts identified through the recent adopted Knox Basketball Plan – Domestic Demand Analysis (27 November 2017) and the potential inclusion of an NBL stadium and elite training centre.

The commencement of the masterplan review has triggered reviews on key sports, including basketball and squash. Further information from other sporting groups, mainly soccer and gymnastics has been provided through the clubs/associations.

Initial consultation has taken place with the basketball organisations (KBI, BV and BA), Football Federation Victoria (FFV), Knox Gymnastics Club, Gymnastics Victoria and Victoria Association of Radio Model Soaring Inc. (VARMS), to identify the functional needs and stakeholder requirements for consideration in the development of revised masterplan options.

The revised site masterplan options for the Knox Regional Sports Park consolidate Council's direction received and all stakeholder input, forming the basis of the overall project scope. The masterplan options consider various combinations of the sporting facilities listed below in the project scope:

Domestic Basketball

- 10 basketball courts (an increase from the 8 courts in the Stadium Schematic Masterplan 2010)
- basketball courts to be designed to allow for netball usage (increased runoff areas)
- retention of existing show court (3,000 seating capacity)
- additional office, administration and storage areas
- additional amenity areas (change rooms and toilets)

13.2 Knox Regional Sports Park – Masterplan (cont'd)

National Basketball League (NBL)

- NBL Stadium (8,000 seating capacity)
- fixed and retractable seating, designed to facilitate two (2) training courts
- Centre of Excellence, elite training centre and change areas
- specialist fitness / training area
- NBL office area, media area
- player lounge, corporate viewing areas, retail
- child minding (crèche) facility
- additional amenity areas

Gymnastics

- gymnastics facility (2,000m²), including office space
- trampolining area
- competition viewing area (500 seating capacity)
- separate amenity areas and change rooms

Soccer

- convert existing 5-a-side pitch area to a full size
- relocate existing nine (9) 5-a-side pitches
- refurbish / extend pavilion to provide a controlled access entry for paying users
- additional 2 full size soccer pitches

Squash

- squash and racquetball – adaptable / flexible space for approximately nine (9) courts
- one (1) show court
- space to provide flexibility for a range of other uses (i.e. badminton, table tennis, etc.)
- office space

Hockey

- two (2) hockey pitches
- new pavilion

VARMs (Victoria Association of Radio Model Soaring Inc.)

- 300m x 150m (plus a 30m buffer to buildings or other activities)
- consideration of retaining on site or alternate site

Site / access considerations

- upgrade of site services, as required
- car parking provision for both the expansion and addition of existing sporting facilities and the proposed NBL stadium
- bus interchange area
- intersection upgrade requirements at the main entry to site and at High Street Road and George Street intersection
- additional access road and exit point at High Street Road
- retention and protection of vegetation area (south-west corner of site) containing Nationally endangered vegetation

13.2 Knox Regional Sports Park – Masterplan (cont'd)

Further /confirmation of the above sporting facility types and scale is required prior to a final Masterplan being adopted.

2.4 Proposed NBL Stadium

As noted, the key element of Basketball's vision for the State Basketball Stadium is the inclusion of an 8,000 seat show court/stadium to cater for an NBL side. This element would have a significant impact on how the site performs and the way in which the other sporting elements can be provided for.

High level expert consultant advice has been sought with advice provided to Council as follows:

- An 8,000 seat show court/stadium at the Knox Regional Sports Park would place this facility as the 3rd largest facility of this type in Victoria. It would be the largest show court/stadium outside of the Melbourne CBD. By the way of comparison, Margaret Court Arena at Melbourne Park has a capacity for 7,500 spectators.
- If an NBL side was based at the Knox Regional Sports Park, it would be used around 14 times per year as a part of the NBL competition season. There is also the potential for use for finals.
- It is expected that Melbourne will get a second NBL side in the next one to two years. The existing team is Melbourne United who currently play their home games out of Hisense Arena.
- Such a venue would require significant traffic infrastructure including car parking on site (multi-deck carpark) to cater for these numbers and major modifications to George Street and High Street Road. The cost of a multi-deck car park would be comparable to the cost of the stadium.
- The operating and lifecycle costs for such a stadium would be significant and potentially beyond the capacity of Council.
- A sports stadium of this scale would ideally be run by an organisation such as The State Sports Centre Trust. The State Sports Centre Trust (SSCT) is a statutory authority in charge of managing the State Netball and Hockey Centre, the Melbourne Sports and Aquatic Centre (MSAC) and the Lakeside Oval. The SSCT manage these facilities to optimise usage (sport and recreation events and activities) and to be financially sustainable. The SSCT facilities are also the administrative and training home to various sporting organisations and professional clubs.
- The funding of such a stadium would not align with any current government funding program. To be delivered, it would need to be supported by a major political commitment for the capital works.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

- It is expected that for the Government (State or Federal) to contemplate such a commitment, a full business analysis and business case would need to be developed. This business case will consider the operating models and the associated operating and maintenance costs – as well as revenue opportunities. Also, for the stadium project to be viable, it will need to be multi-purpose (i.e. basketball, netball, concerts) to reduce the operating cost. It is estimated that the cost of developing the business case would be in the order of \$200K.

2.5 Revised Masterplan Options

The development of masterplan options has included two scenarios for an NBL basketball stadium, including domestic basketball, gymnastics and squash. Site masterplan options for domestic sporting facilities only (i.e. exclusion of NBL stadium and elite training centre) have also been developed.

The inclusion of an NBL stadium with an 8,000 seating capacity at the Knox Regional Sports Park is projected to generate an additional 3,000 vehicle movements into and then out of the site when the NBL stadium is at full capacity. This would require the construction of two 150m long right turn lanes out of George Street into High Street Road, and the construction of a 110m long deceleration left turn lane on High Street Road into George Street. The construction of a new left in/left out access to the west of the soccer facilities, with an additional left turn deceleration lane on High Street Road, would also be required. Similarly, a NBL stadium is estimated to require provision of an additional 2,400 car parking spaces. The constraints of the site would necessitate the construction of 4-5 storey car park to meet these parking demands.

The parking, access road and major road intersection upgrades required for each scenario have been considered in the overall planning of the site and development of masterplan scenarios and cost estimates.

The masterplan scenarios/options prepared for Council's consideration included:

1. **Integrated NBL stadium and domestic sporting facilities, including;**

- NBL stadium integrated as part of overall stadium development
- Domestic basketball - 10 additional courts
- Gymnastics
- Squash
- Soccer - 1 full size soccer field and nine (9) 5-a-side pitches
- Hockey - 2 pitches, pavilion and car parking

This scenario does not allow for the two (2) additional full size soccer pitches or VARMS. It also relies on securing an NBL license agreement. An integrated stadium provides a *grass roots-to-elite* sports facility for basketball.

The estimated order of cost for Scenario 1 is \$250M.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

2. Separate NBL stadium and domestic sporting facilities, including;

- Stand-alone NBL stadium and Centre of Excellence
- Domestic basketball - 10 additional courts
- Gymnastics
- Squash
- Soccer - 1 full size soccer pitches and nine (9) *5-a-side* pitches
- Hockey - 2 pitches, pavilion and car parking

This scenario does not allow for the two (2) additional full size soccer pitches or VARMS. It also relies on securing an NBL license agreement. A separate NBL stadium will provides exclusive and secure use of the facility at all times, with both stadiums (NBL and Domestic) operating as separate entities.

The estimated order of cost for Scenario 2 is \$240M.

3. Domestic sporting facilities – Soccer and Hockey

- Indoor stadium - 10 additional basketball courts, gymnastics, squash
- Soccer - 4 full size soccer pitches and nine (9) *5-a-side* pitches
- Hockey - 2 pitches, pavilion and car parking

This scenario does not allow for the retention of VARMS on the site due to inadequate operating space. Lost opportunity for achieving Basketball's vision of a grass roots-to-elite sporting facility.

The estimate order of cost for Scenario 3 is \$80M.

4. Domestic Sporting facilities - VARMS

- Indoor stadium - 10 additional basketball courts, gymnastics, squash
- Soccer - 1 full size soccer pitches and nine (9) *5-a-side* pitches
- VARMS – retention of VARMS activities on site

This scenario does not allow for the two (2) additional full size soccer pitches or Hockey on the site due to the required operating space for VARMS and the need for additional car parking to cater for the expansion of the stadium. Lost opportunity for achieving Basketball's vision of a grass roots-to-elite sporting facility.

The estimate order of cost for Scenario 4 is \$70M.

3. CONSULTATION

The commencement of the masterplan review has triggered sourcing recent reviews undertaken by relevant sporting groups, mainly basketball and squash, and reports being developed and presented to Council. A further review on hockey is about to be undertaken with other Councils across the Eastern Region.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

The development of the revised site masterplan options presented in this report is based on the consideration of community sporting demands, Council resolution (23 October 2017) and Council Notice of Motion (13 November 2017). Further consultation has been undertaken with Basketball Victoria (BV), Basketball Australia (BA), Knox Basketball Incorporated (KBI), Football Federation Victoria (FFV), Knox Gymnastics Club, Gymnastics Victoria, Knox Hockey Club and VARMS, to confirm the functional needs and stakeholder requirements for consideration in the development of the revised masterplan.

Council officers have met with basketball, football (soccer) representatives to discuss the review process and the preliminary masterplan options.

Consultation was also undertaken with senior Sport and Recreation Victorian (SRV) officers.

Consultation has also taken place with local state members of parliament as a part of Council's broader advocacy approach.

Specialist expert advice has also been sought to support Council's review process.

4. ENVIRONMENTAL/AMENITY ISSUES

A previous assessment of the Knox Regional Sports Park site was undertaken in 2013, identifying nationally endangered vegetation in the south-west corner of the site. The site contains nationally endangered *Eucalyptus yarraensis*, as well as many other species that are endangered in Knox and across Melbourne.

The site is listed as a Site of Biological Significance (Site 58) and contains an Environmental Significance Overlay.

Protection and retention of the vegetation area will be required through the design and planning stages of the development.

5. FINANCIAL & ECONOMIC IMPLICATIONS

When the schematic masterplan was developed in 2009, the estimate for the future stages (Stage 2 & 4) was between \$12M to 12.5M. An estimate for Stage 3 - gymnastics facility was not included. The current cost estimates for the adopted Masterplan (2009) for stages 2, 3 and 4 are broadly \$21M to \$26M. This does not include supporting infrastructure including road and intersection modifications, car parking or other modifications to the stadium (i.e. additional office space).

The inclusion of gymnastics into the masterplan provides Council with the possible option to divest or repurpose the current facility located at Picketts Reserve that may provide some funding (valued at \$900,000 in 2015) towards the development. Furthermore, under the current Knox Gymnastics agreement, the club are required to set aside an annual amount toward the improvement of gymnastics infrastructure in Knox. This improvement fund is currently at \$290,000.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

With the potential decommissioning of the Boronia stadium and expansion of the retarding basin, there is the possibility of a strip of land that could be sold. Based on current valuations, potential land sales would result in a return of between \$2.7 - \$3.6 million to Council. Any return would be relatively minor given the required investment to construct the future stages of the Knox Regional Sports Park.

Opportunities for Government grants would be dependent on the elements that are included in each option. In order to maximise the attraction of government grants from Sport and Recreation Victoria, Council would need to provide evidence that the development is multipurpose and is intended for community use.

Preliminary cost estimates have been prepared to enable options to be compared. Preliminary costings indicate that the development of the Knox Regional Sports Park with the inclusion of an NBL Stadium and multi deck car park is in the order of \$250 - \$240M. The developed of the site with domestic sporting facilities only is in the order of \$70 - \$80M, depending on the facilities to be provided.

It is important to note that the cost for the multi-deck carpark is in the order of \$70M. This will be in addition to the significant costs associated with road based infrastructure and intersection modifications. Of note, the adjoining Council land (Cathies Lane Landfill) cannot be used for car parking due to EPA rehabilitation requirements. This would be subject to further investigation.

The implementation / staging of the development of the site can be considered from varying aspects including community need and/or opportunities to maximise funding opportunities.

Initial discussions with Sports and Recreation Victoria provided feedback on the overall facility and components of each package and the following advice in regards to maximising state funding opportunities:

13.2 Knox Regional Sports Park – Masterplan (cont'd)

Package / Priority	Facility	State Grant Funding Opportunities
1	<ul style="list-style-type: none"> 10 community/domestic basketball courts Centre of excellence Gymnastics 	\$3m Better Stadiums Application with potential further funding through the Elite Facilities SRV area for the Centre of Excellence component
2	<ul style="list-style-type: none"> Hockey 	\$650k Major Facilities Application
3	<ul style="list-style-type: none"> Soccer 	\$650k Major Facilities Application
4	<ul style="list-style-type: none"> NBL Stadium 	Funding and priority would be subject to a second NBL side being formed, and this location /option preferred
5	<ul style="list-style-type: none"> Squash 	Not seen as a priority for funding grants programs

Table 1 – State funding opportunities / priority packages (Sports and Recreation Victoria)

Of note, Council would only be able to apply for one grant at any one time. It would not be able to apply for multiple grants at the same time. This would need to be considered as a part of any planning for the staging of the project.

A preferred implementation / staging plan would formulate the final Masterplan, costing strategy and business management model for the development of the Knox Regional Sports Park. This would inform a funding strategy for consideration by Council, the key partners and State Government. It would also support approaches for funding from the Federal Government.

6. SOCIAL IMPLICATIONS

There is a significant community benefit in providing courts for over 10,000 participants to take part in Knox basketball competitions. This includes improvement to the health and wellbeing of our community and the provision of opportunity for social interaction and community development.

Participation in sports develops healthy living habits, and provides physical benefits such as developing coordination, physical fitness and strength.

However, it is important that any significant investment by Council, or other levels of government and sporting associations, is based on reasonable certainty that the facilities can be financially sustainable and well utilised. If not, capacity for investment in other identified community priorities would be negatively affected.

13.2 Knox Regional Sports Park – Masterplan (cont'd)

7. RELEVANCE TO KNOX COMMUNITY AND COUNCIL PLAN 2017-2021

Goal 1: We value our natural built environment.

Strategy 1.3 Ensure the Knox local character is protected and enhanced through the design and location of urban design and infrastructure:

Goal 5: We have strong regional economy, local employment and learning opportunities.

Strategy 5.1 Attract new investment to Knox and support the development of existing local business, with a particular focus on the Advanced Manufacturing, Health, Ageing and Business Services sector:

Goal 6: We are healthy, happy and well

Strategy 6.2 Support the community to enable positive physical and mental health.

Goal 7: We are inclusive, feel a sense of belonging and value our identity

Strategy 7.3 Strengthen community connections.

8. CONFLICT OF INTEREST

Under section 80c of the Local Government Act 1989 officers providing advice to Council must disclose any interests, including the type of interest.

Officer Responsible – Ian Bell, Director Engineering and Infrastructure – In providing this advice as the Officer Responsible, I have no disclosable interests in this report.

Author – Monica Micheli, Executive Engineer – Major Initiatives Unit – In providing this advice as the Author, I have no disclosable interests in this report.

9. CONCLUSION

A review of the Stadium Schematic Masterplan (2010) and Site Masterplan (2009) has been initiated, identifying a number of possible scenarios for the future development of the Knox Regional Sports Parks.

The review process has identified that the area of land forming the Knox Regional Sports Park cannot accommodate all of the needs and aspirations of the domestic sporting groups, namely, basketball, gymnastic, squash, soccer, hockey and VARMS, and the basketball organisations' vision for a NBL Stadium and Centre of Excellence at this site.

Further, the level of investment required for the delivery of all aspects of a prospective masterplan will be significant and depend on funding external of Council (i.e. Government and stakeholder).

13.2 Knox Regional Sports Park – Masterplan (cont'd)

The inclusion of a NBL Stadium at the Knox Regional Sports Park in particular would significantly impact the opportunity for the provision of additional domestic sporting facilities, in particular soccer. The primary focus of the Knox Regional Sports Park is currently to support local or domestic sports and recreation users.

The vision of the basketball organisations to establish a NBL stadium and centre of excellence on the site of the Knox Regional Sports Park would create a basketball facility unequalled in Australia. This would have significant flow on benefits to the broader basketball community. The delivery of such a vision would require substantial external investment to be realised. Such investment and the ongoing operational and infrastructure costs would initially be beyond the capacity of Council.

Further consultation with key stakeholders, including the development of business cases and potential financial contributions, is necessary to assess the viability and sustainability of the different options from a capital and operational perspective.

10. CONFIDENTIALITY

There are no confidential issues associated with this report.

Report Prepared By: *Executive Engineer – Major Initiatives Unit
(Monica Micheli)*

Report Authorised By: *Director – Engineering & Infrastructure
(Ian Bell)*




















Water storage tanks either above or below ground and under stadium seats to collect water from both the stadium's roof and the netball court's roof are proposed to provide water for toilet flushing.

The soccer pavilion with a public toilet facility can collect water for toilet flushing with top up from the stadium's roof.

Irrigation for native and indigenous trees in the car park areas should be watered passively from gently profiled crowns draining to rain gardens to be captured as stormwater in discharge pipes to then be treated and directed to the wetlands.

The stadium's forecourt trees will require initial irrigation and then seasonally each summer. This can be achieved through passive irrigation, by profiling paving to fall toward trees and/or by provision of permeable paving either throughout the plaza space or to the root-zone of each tree.



-  Proposed sports stadium with the capacity to seat 5000 people. The building is sited to gain identity and a point of orientation for motorists travelling north-bound on Eastlink. The front facade with associated entrance points face George Street and a generous forecourt plaza space for congregating is provided. There is opportunity to collect rain water from the roof for toilet flushing and other uses. Water storage could be above or below ground. Storage volume would be optimised through water balance modelling.
-  Proposed indoor multi-purpose courts. In the first stage, six courts are to be constructed and in the second stage, another five courts constructed. Potential exists to provide gymnastics facilities as part of the overall development.
-  Proposed asphalt car parking area. Water Sensitive Urban Design techniques such as bio-retention (rain gardens) are proposed to treat stormwater runoff in each car park. Indigenous and native trees would be planted within the car park area. Most car parks have at least a 3 metre wide rain garden and tree corridor between rows of abutting vehicles. Water can be harvested from the car parks and directed to the wetlands.
-  Proposed forecourt plaza space to the indoor stadium. Deciduous and evergreen shade trees to be provided. Permeable paving to be installed around the root zones of the trees to facilitate passive irrigation.
-  Proposed football (soccer) pavilion, to include public toilets.
-  Proposed soccer fields. One grassed competition field and three synthetic fields. The competition field is to meet FFV Grade A requirements. Stormwater from the synthetic fields could be captured, treated and re-used for irrigation. The grassed soccer field will require high water use and water may be harvested from the three synthetic fields and the sealed car parks following pre-treatment and UV disinfection treatment. The synthetic field to the south will have a large underground tank of approximately 2m³ capacity. Proposed site spot levels shown.
-  Proposed spectator seating beside the competition field. Seating areas should take advantage of the slope of the site.
-  Proposed wetland area for stormwater treatment, storage and landscape amenity. Provide viewing points and seating areas around the wetlands. The wetlands will improve water quality before potentially supplementing the stormwater storage. Provide islands within the wetland to add to the habitat values. The provision of several wetlands is primarily for habitat and amenity purposes. They will capture first flush and low volume flows and may be ephemeral in nature (seasonal fluctuation in water level). They may be used to provide top-up water for irrigation storages.
-  Proposed creek feature to link the proposed wetland areas. The creek is proposed to catch flows emanating from an agricultural catchment to the north at the low point in High Street Road where there are 8 stormwater drains which will also contribute to the catchment. Overland site runoff would also be collected in the creek and directed to the wetlands. The creek would focus on the small and more frequent flows (less than a 3 month event).
-  Proposed timber viewing platform to the wetland area.
-  Proposed open grassed area for passive recreation purposes. Proposed shared use path network. Link with the surrounding path networks, such as the Brest - Paris - Brest link to provide connectivity with surrounding parks and facilities. Provide seating at regular intervals along each path.
-  Proposed picnic space.
-  Proposed native and indigenous canopy trees.
-  Proposed garden bed area of indigenous plant species.
-  Proposed chain wire mesh fence to the surrounds of the existing leachate pond.
-  Proposed finished level.
-  Existing site spot level.
-  Existing shared use path (Brest - Paris - Brest Link).
-  Blind Creek.

CONCEPT MASTERPLAN-COMPLETED DEVELOPMENT (STAGES 1-3)

EASTERN RECREATION PRECINCT

KNOX CITY COUNCIL



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Schematic

KNOX - EASTERN RECREATION PRECINCT

Knox City Council - Master Plan



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