

### 3 Presentation of officer reports

#### 3.1 Bills Street - Homes Victoria Robinson Road Car Park Construction of a Public Car Park on Patterson Reserve

##### Abstract

This report analyses six options (**Attachment 1**) for replacement of the existing Robinson Road public car park, at 1-12 Bills Street, Hawthorn. All of the proposed design options occupy Council-owned land, being either Patterson Reserve or the Robinson Road reserve, or a mix of both. This report identifies a modified version of Option 2 as the preferred replacement option for Council's endorsement.

The existing car park is substantially located on land owned by the Director of Housing and is to be removed to facilitate redevelopment of the land by Homes Victoria as part of Victoria's Big Housing Build. Construction of the replacement car park would be carried out on Council's behalf by Homes Victoria's contractors, at Homes Victoria's expense.

The recommended modified version of Option 2 will result in the loss of five trees from within Patterson Reserve. This consists of one tree of "high landscape value" and four trees of "low landscape value", including two trees which meet Council's criteria for removal due to poor health.

The south-east corner of the existing car park encroaches into Patterson Reserve, occupying approximately 26sqm of Council-owned land. This report also seeks Council's authority for officers to engage with Homes Victoria regarding rehabilitation of the Council-owned land following demolition of the car park.

The key matters for Council's consideration are:

- Whether the loss of open space and associated tree removal can be supported?
- Whether the delivery of a car park with larger capacity than the one it replaces, at no financial cost to Council, provides a sufficient net community benefit to offset the loss of public open space?
- To ensure Council-owned land currently occupied by the car park is suitably rehabilitated following its decommissioning.

It is considered a modified version of Option 2 delivers the highest overall net community benefit, when considered in totality. The modified Option 2 addresses the concerns raised by the relevant Council departments in respect to the options.

## Officers' recommendation

That the Services Delegated Committee resolve to:

1. Authorise Council officers to enter into an agreement with Homes Victoria whereby the authority:
  - a. Constructs a public car park for use by Council in accordance with detailed civil engineering plans complying with the Australian Standard to Council's satisfaction, including:
    - i. Any necessary modifications to the height of the fence along the north-western side of the hockey field (in the vicinity of the shooting circle);
    - ii. Drainage;
    - iii. Lighting;
    - iv. Line-marking;
    - v. Landscaping;
    - vi. Tree removal;
    - vii. Installation of a City of Boroondara-branded [bike repair station](#); and
    - viii. Any necessary alterations to adjacent paths;

generally in accordance with Option 2 (as depicted in "Robinson Rd & carpark works Landscape Concept", dated 4 June 2021, Sheet 05 prepared by Tract Consultants and "Option 2", Drawing No. 17122T-CLP-003, Sheet 1 or 1, Issue D, dated 13 May 2021, prepared by Ratio Consultants Pty Ltd) but further modified to:

- i. Minimise the extent of encroachment into the Tree Protection Zone of Tree Nos. 37 and 41, to enable their retention;
- ii. Preserve a viewing area adjacent to the southern edge of the velodrome by replacing the 15 western-most 90-degree angle spaces with parallel spaces and canopy tree planting;

within Patterson Reserve, Hawthorn, generally between the hockey field and velodrome, with all construction and delivery costs to be the responsibility of Homes Victoria.

- b. Rehabilitates for Council that part of Patterson Reserve occupied by the Robinson Road car park by removing the existing car park that encroaches into the reserve, importing clean topsoil and undertaking landscaping of the affected area to Council's satisfaction, with all construction and delivery costs to be the responsibility of Homes Victoria.
- c. Undertakes to obtain any and all necessary permissions required under the *Aboriginal Heritage Act 2006* and the *Aboriginal Heritage Regulations 2018*.
2. Note that Council would continue to own the land on which the car park is delivered.
3. Note that Council would be responsible for future and ongoing maintenance of the car park, following completion of its construction to Council's satisfaction.

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**Responsible director: Nick Lund - Acting Director Urban Living**

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**1. Purpose**

No. 1-12 Bills Street, Hawthorn, is proposed to be redeveloped by Homes Victoria as part of Victoria's Big Housing Build. The land is owned by the Director of Housing and is currently partially occupied by a public car park which contains 38 car spaces, 11 of which were designated for the exclusive use of the former public housing tenants. The public car spaces are not proposed to be replaced on-site as part of the redevelopment, and the car park is to be removed to facilitate the redevelopment.

On 22 July 2021, the Chief Executive Officer of Homes Victoria wrote to Council officers, acknowledging that removal of the car park "will impact the availability of carparking space, particularly for those using the adjacent hockey and velodrome activities in Patterson Reserve." **(Attachment 2)**

Following a meeting with Council officers in April 2021, Homes Victoria agreed to develop several replacement car parking options, to provide a minimum of 40 car parking spaces (including two DDA-compliant spaces) utilising land in Robinson Road and/or between the hockey field and velodrome.

Homes Victoria seeks to engage with Council on this matter and has produced six replacement car park options for Council's consideration. Officers have analysed all options and seek Council's endorsement to proceed with a modified version of Option 2.

Homes Victoria does not yet have confirmed funding for the replacement car park project. Subject to funding availability, Homes Victoria seeks Council's cooperation and agreement on the following issues:

- *The preferred Option;*
- *The replacement car park being delivered on Council-owned land and in continuing Council ownership, with Homes Victoria's obligations limited to funding construction;*
- *That no Council planning permit would be required as the car park would be delivered on behalf of Council by Homes Victoria's contractor; and*
- *Council agreeing to future maintenance of the car park.*

Homes Victoria advises that as the Bills Street redevelopment is an announced Fast Start project to commence construction in 2021, there will be a period where the existing car park will not be accessible and the new car park is not complete. Homes Victoria advises the authority is considering leasing car parking spaces within the nearby University of Melbourne campus as an interim measure and will seek Council's support in relevant discussions, or any alternative suggestions Council may have.

**2. Policy implications and relevance to community plan and council plan****Boroondara Community Plan 2017-27**

The *Boroondara Community Plan 2017-27* sets out the 10 year vision for Boroondara's future, based on values, aspirations and priorities important to the community.

Council's consideration of the options for replacement of the Robinson Road car park is consistent with the following strategies:

- *Strategy 1.1: Plan, maintain and renew multipurpose facilities and sports precincts to meet broad, intergenerational needs of the community now and into the future.*
- *Strategy 1.6: Create and maintain public areas, facilities, amenities, footpaths and spaces that are inviting, clean and appropriately lit to increase social connection and improve perceptions of safety.*
- *Strategy 2.1: Sustainably design, manage and utilise parks and green spaces to foster a connected and healthy community for all ages and abilities.*
- *Strategy 2.3: Partner with other land owners to improve and provide further access to open space throughout the municipality.*
- *Strategy 2.5: Increase and improve public amenities and facilities in open spaces to enhance functionality for a wider range of users.*
- *Strategy 5.1: Improve road safety for pedestrians, drivers and cyclists through infrastructure improvements, education and traffic management initiatives.*
- *Strategy 5.5: Develop and implement innovative solutions to efficiently manage parking options to respond to demand, changing transport trends and community needs.*
- *Strategy 5.7: Plan and advocate for better access and transport strategies to assist people with limited mobility, including those with disabilities and older adults, to travel in Boroondara to increase their participation in community life.*
- *Strategy 7.1: Improve advocacy efforts, including building relationships with Federal and State elected representatives.*
- *Strategy 7.2: Ensure transparent decision making through open governance processes.*
- *Strategy 7.5: Ensure sound financial management while allocating resources to deliver strategic infrastructure and services that meet community needs.*

### **Boroondara Open Space Strategy 2013**

The *Boroondara Open Space Strategy 2013*<sup>[\[1\]](#)</sup> (BOSS) provides strategic direction for the future planning, provision, design and management of open space in Boroondara to 2026.

The BOSS identifies the need to provide an additional 31 open space areas throughout the municipality, ranging from 'small local' open space areas (between 300sqm - 2,500sqm in size) to 'local open space areas' (between 2,600sqm - 1ha in size).

Locations determined by the BOSS as having a recognised shortage of public open space are described as 'gap areas'. The subject land is not located within a 'gap area'.

### **3. Background**

The Robinson Road car park was constructed by the City of Hawthorn in around 1958, on land owned by the former Housing Commission, at the cost of the Housing Commission. Since then, Council has maintained the car park.

On 30 December 1987, the City of Hawthorn named the car park as part of Robinson Road, pursuant to a notice published in *Victoria Government Gazette* no. G51 under section 535(5) of the *Local Government Act 1958*. Since its construction, the car park has been used for car parking by members of the public, as well as by residents of the site. A total of 28 car spaces were available for public use (signed as 2-hour parking spaces) and the remaining 11 were for the exclusive use of residents of the social housing apartments (signed as a permit-zone).



**Above: The Robinson Rd car park, looking east**

Homes Victoria is a new government agency formed in January 2021 to fast-track the delivery of new social and affordable housing, including projects forming part of 'Victoria's Big Housing Build', of which Bills Street is one. Homes Victoria has prepared a package of plans and documents which are to be submitted to DELWP for approval by the Minister for Energy, Environment and Climate Change.

The proposal from Homes Victoria seeks to remove the existing public car park and redevelop the Bills Street property for 206 apartments, comprising 103 social housing apartments and 103 affordable housing apartments. The development does not incorporate any on-site parking for visitors or the general public. Council is being consulted with on the proposed development, but is not the responsible authority, so has no decision-making role.

The failure to include a replacement car park in the scope of works for the proposed redevelopment reneges on a commitment given by the former DHHS in 2018, as it was understood even then that the car park was an important facility servicing local recreational activities.

Advocacy from Council and the community has led to Homes Victoria writing to Council officers, acknowledging that removal of the car park "will impact the availability of carparking space, particularly for those using the adjacent hockey and velodrome activities in Patterson Reserve."

Following a meeting with Council officers in April 2021, Homes Victoria agreed to develop several replacement car parking options, to provide a minimum of 40 car parking spaces (including two DDA-compliant spaces) utilising land in Robinson Road and/or between the hockey field and velodrome.

Homes Victoria seeks to engage with Council on this matter and has produced six replacement car park options for Council's consideration. Officers have analysed all of the options and seek Council's endorsement to proceed with a modified version of Option 2.

Part of the existing car park encroaches into Patterson Reserve. It is recommended Council authorise Council officers to enter into an agreement with Homes Victoria whereby the authority demolishes that part of the existing car park that encroaches into the reserve and rehabilitates the affected land by importing clean topsoil and undertaking landscaping of the affected area to Council's satisfaction, with all construction and delivery costs to be the responsibility of Homes Victoria.



**Above: April 2021 aerial photo showing the interface of the site with Patterson Reserve and the encroachment of part of the existing car park into the Reserve**

#### **4. Consultation/communication**

Advice was received from the following internal departments of Council:

##### **Traffic Engineers**

The following advice was received from Council's Traffic Engineers in relation to the proposed replacement options for the Robinson Road car park:

*"I refer to the proposed social and affordable housing development proposed by Homes Victoria at 1- 12 Bills Street, Hawthorn and the proposed amendments and design changes to Bills Street as a result of the proposed development.*

*As part of the development works and to accommodate the proposed buildings on-site as designed, the existing Robinsons Road extension car park is proposed to be removed. Given this proposed loss of existing parking capacity in this vicinity, which services the Hawthorn and Malvern Hockey Club, Hawthorn Cycling Club, patrons of Patterson Reserve and the wider public, further discussions have been held between Homes Victoria and Council officers regarding the possibility of relocating or reinstating the car park as part of the development works.*

*Homes Victoria have subsequently submitted six different concept car park layout options to provide a level of equivalent car parking capacity in the vicinity which may be accommodated outside of the proposed building envelope of the social and affordable housing development. This alternative car park location is proposed to be accommodated on Council-owned land, primarily within existing open space located between the velodrome and hockey fields at the southern end of the Robinson Road extension. The submitted car park design options deliver between 37 - 65 car spaces. It is reiterated that all options occupy Council-owned land, being either Patterson Reserve or the Robinson Road road reserve, or a mix of both.*

*The following advice incorporates the review of the six concept car park options submitted by Homes Victoria and received at Council on 22 July 2021 and also provides advice regarding a preferred option of those presented:*

- Options 1, 4 and 5 all propose 90-degree parking spaces along both sides of the Robinson Road extension. It should be acknowledged that the existing road grade in this section of Robinson Road is considerably steep in the context of accommodating parking spaces. AS/NZS2890.1-2004 specifies maximum crossfall gradients within parking spaces of 1:20 parallel to the angle of parking and 1:16 in any other direction within the parking space. Furthermore, AS/NZS2890.6-2009 also specified maximum gradients to be satisfied for disabled parking spaces. It is considered that given the existing road grade in this section of Robinson Road, it is likely that these design requirements for the accommodation of parking spaces may not be achieved. On this basis, the provision of parking spaces in these locations are not supported at this time.*
- Additionally, the proximity of these proposed parking spaces to the sharp bend in Reserve Road when entering the Robinson Road extension and the likelihood of parked vehicles reversing out when other vehicles are entering this area raises road safety concerns relating to potential for conflict between these vehicles. Additional setback of these spaces should be provided to provide better separation from the corner and any parked vehicles.*

*Given the above design concerns regarding the location of these spaces, this further road safety concern is considered significant.*

- Option 6 and Option 3 are both similar in layout and propose an equivalent quantum of parking spaces (40 spaces). However, Option 6 includes a substantial bicycle and pedestrian intersection prior to the entry to the proposed car park in the southern section. By comparison, Option 3 proposes a similar dedicated crossing point for pedestrians and cyclists which is located part way into the car park and is more integrated with defined path connections on both sides. Of the two similar Options, it is considered that Option 3 is preferred, given the better design of the proposed crossing point.*
- Options 2 and 3 are proposed to be located within existing open space located between the velodrome and hockey fields at the southern end of the Robinson Road extension and results in limited open space between both venues as a result.*
- Option 2 results in a significant improvement in parking capacity, with a total of 65 parking spaces proposed. It is also acknowledged that this will also require the removal of a minimum of five existing trees within Patterson Reserve to achieve this design option.*

*The prospect of creating additional parking capacity in this vicinity is of benefit, given that the proposed social and affordable housing development does not incorporate any on-site visitor parking to service the development as per Clause 52.20.*

*It is important to note that the existing car park included 10 spaces that were subject to resident permit restrictions, which indicates an underlying visitor parking demand from the development site. Furthermore, ordinarily this scale of development would have a statutory visitor parking requirement of 41 spaces, as per Clause 52.06. Observations from both the hockey and cycling clubs also indicate that the existing car park experiences significant high demands over extended periods, particularly when events are being held at both venues. Given this existing parking behaviour and the expectation that the proposed development will likely include a level of off-site residential visitor parking demands, the inclusion of additional parking capacity above what is currently provided is highly recommended to off-set any anticipated on-street parking impacts of the development proliferating into the wider residential road network.*

- It is acknowledged that Option 3 results in an overall parking space yield of 40 spaces and does not require any existing tree removal to accommodate this car park option. However, the opportunity to substantially expand the car park capacity as proposed in Option 2 is still seen to be a preferred outcome, given the above concerns regarding residential visitor parking demands and the existing parking demands on the car park. There is also opportunity to integrate links to the Gardiners Creek Trail and the existing path network in this vicinity as part of the design.*
- It is acknowledged that the existing open space existing open space located between the velodrome and hockey fields is substantially reduced with the introduction of a replacement car park in this location. Should concerns be raised regarding better integration with the hockey club or the cycling clubs existing behaviours for use of this space or for additional allowance to retain a portion of this open space, consideration may be given for the modification of Option 2 to convert a number of the 90-degree spaces on the western side of the proposed car park layout to parallel spaces.*

*This modification would result in a reduction in overall parking capacity of the car park, but would seek to retain a greater portion of the open space in this vicinity which may still be utilised by park users, including the hockey and cycling clubs. Any modification of the submitted options would be subject to further discussions with and/or advice from relevant agencies and/or Council departments, prior to consideration.”*

### **Planner's comments:**

Officers note the advice of Council's Traffic Engineers. The officer's recommendation is for Council to instruct Homes Victoria to proceed with an altered version of Option 2 as recommended by the Traffic Engineers, which preserves the valued viewing area for spectators around the southern perimeter of the velodrome. This can be achieved by deleting the 15 western-most 90-degree car spaces and replacing them with parallel spaces, plus space for canopy tree planting, and incorporate integrated links to the Gardiners Creek Trail and the existing path network in this vicinity as part of the design.

## Sustainable Transport

To follow is a summary of the advice received from Council's Sustainable Transport officer in relation to the proposed replacement options for the Robinson Road car park:

- If a new car park is to be constructed next to the velodrome, it would be a very sensible location for a bike repair station. It is less than 500m from an existing one (to its west in H A Smith Reserve), so there would be two close together, but they would attract different users, so there is justification for including an additional station at this new location.

### **Planner's comments:**

**The advice of Council's Sustainable Transport officer is noted and addressed in the officer's recommendation.**

## Parks Department

The following advice was received from Council's Parks Department in relation to the proposed replacement options for the Robinson Road car park:

*"I have reviewed the proposed tree removal and impacts under the option 2 carpark layout in relation to Boroondara's Tree Management Guidelines:*

### **Trees to be removed:**

- *Tree 51 is a large exotic tree in good condition and of high landscape value. This tree doesn't meet the criteria for removal.*
- *Tree 52 is a very small native tree of low landscape significance. It is in fair-poor health and therefore it would meet our criteria for removal.*
- *Tree 53 is a small native tree of low landscape significance. This tree doesn't meet the criteria for removal.*
- *Tree 54 is a small tree with a major wound on the lower trunk and therefore it would meet our criteria for removal.*
- *Tree 55 is a small native tree of low landscape significance. This tree doesn't meet the criteria for removal.*

### **Trees with major encroachment proposed:**

- *Tree 37 is a large exotic tree in good condition and of high landscape value. Option 2 car park layout encroaches into around 20% of the TPZ, and would require considerable pruning as well. The proposed footprint of building C and associated works will already encroach into around 11% of the TPZ and require pruning on the eastern side. Therefore, the tree will not survive a total of around 30% encroachment with major canopy loss as well. This tree doesn't meet the criteria for removal.*
- *Tree 41 is a broad spreading native tree with a proposed encroachment of around 33% and significant loss of canopy. It is unlikely that the tree will survive this level of encroachment and the required pruning would ruin the tree's aesthetic appeal. And this tree doesn't meet the criteria for removal.*

**Trees with minor encroachment proposed:**

- *Tree 42 is a large native tree in good condition and of high landscape value. The proposed minor encroachment is unlikely to affect this tree.*

**Tree amenity value of trees requiring removal:**

*The total amenity value for the removal of all 9 trees, including both street and parks trees (Trees; 33, 34, 37, 41, 51, 52, 53, 54 and 55) is: \$198,646.42. And I have attached the spreadsheet showing how this was calculated for each tree.*

*The Tree Amenity Value Formula is set out in Council's Tree Management Guidelines. This formula was developed by City of Melbourne to give a monetary value for the numerous benefits trees provide. It is calculated by using the trunk size to create a base value, which is then influenced by several factors such as; whether the species is rare, or an environmental weed; the species' longevity and growth rate; the tree's condition, structure and presence of any pests or diseases; the contribution to the landscape and the tree's life expectancy.*

**Replacement planting:**

*Replacement of 9 trees = \$14,179.50 (18 x \$787.75)*

*In regards to replacement planting it is standard that where tree removal does not meet our criteria for removal, we seek the cost of 2 replacement trees (planting, and maintaining for 2 years) for each tree removal approved. This way there is a net gain of number of trees for the community. This also gives us the flexibility to choose what species and where they will be planted. There is also considerable work involved in identifying spaces for new tree plantings, especially considering the volume of planting already committed to for North East Link. Therefore, it is difficult to specify replacement planting to be carried out by a third party.*

*In this instance I have not included the removal costs, because I assume that the project will include those works.*

*Also considering the risk to Council trees during construction can we require that the project arborist is chosen from a list of arborists we provide?*

*An extensive Tree Management Plan will also be required for the whole area used for construction activity. Therefore, we would like the project arborist and TMP author to be someone who is known to work at a high standard."*

**Planner's comments:**

The advice of Council's Parks Department is noted.

The officer's recommendation requires the layout of Option 2 to be modified to address Parks' concerns with the impact on Tree Nos. 37 and 41. Therefore, these trees will be retained.

Of the five remaining trees impacted by the proposal, two meet Council's criteria for removal due to poor health in one (Tree No. 52) and a major wound in the other (Tree No. 54). Two of the other trees, although healthy, are described as being of "low landscape significance", due to their small size.

Noting that Tree Nos. 37 and 41 will be retained, and that Tree Nos. 52 and 54 meet Council's criteria for removal, officers are of the view these trees should be excluded from the calculation of tree amenity value. Doing so reduces the figure from \$198,646.42 to \$94,118.13.

Given the value of the works being undertaken for Council by Homes Victoria far exceeds the amenity value of the trees to be removed, regardless of which figure is relied on, officers do not propose to seek payment.

## **Sports and Recreation**

The following advice was received from Council's Sports and Recreation Department in relation to the proposed replacement options for the Robinson Road car park:

*"Thanks again for giving us the opportunity to provide feedback on the Patterson Reserve car park proposals. The carpark is crucial for the operations of the Hawthorn Cycling Club and the Hawthorn Malvern Hockey Club who operate out of this venue as well as U3A who use the velodrome pavilion outside of club allocated hours.*

*From a Sport and Recreation perspective we are supportive of a slightly modified Option 2, which will allow for some spectator viewing between the car park and velodrome. This area is a popular viewing point during Hawthorn Cycling Club events and a modified version should also make it easier for connecting trails to remain or be modified to still provide access.*

*If this option proceeds, the hockey perimeter fence will need to be taller behind the goals to prevent stray balls from exiting the field and damaging cars that are parked directly behind. The added protection will also be required for people as there will be more foot traffic in this area with people entering/exiting their vehicles.*

*Finally, we may need to consider 'parking limit times e.g. 4 hour parking' in the car park to prevent people parking there all day. With the new housing being built, the car park may be taken up by these residents and therefore, on training and match days, there may not be many parks available for sporting club and U3A participants."*

### **Planner's comments:**

Officers note the advice of Council's Sports and Recreation Department and recommend Council instruct Homes Victoria to proceed with a modified version of Option 2, which preserves the valued viewing area for spectators around the southern perimeter of the velodrome. This can be achieved by deleting the 15 x 90-degree car spaces in the western-most row and replacing them with parallel spaces, plus space for canopy tree planting. This will cause the capacity of the car park to be reduced (to an estimated 53 spaces<sup>[2]</sup>) but balances the needs of all park users.

## **Community consultation**

No community or stakeholder consultation has been undertaken with respect to this report, due to the very short timeframes imposed by Homes Victoria. However, notice of this meeting has been given to all persons who made submissions to Council in respect of the Big Housing Build project, including the Hawthorn Malvern Hockey Centre (HMHCC) and Hawthorn Cycling Club.

Furthermore, officers note the submission by the HMHC to Homes Victoria (copied to Council) in respect of the development, itself advocated for construction of a 50-space public car park in the location proposed by Option 2.

## **5. Outline of key issues/options**

The key issues for Council's consideration are:

- Whether the loss of open space and associated tree removal can be supported?
- Whether the delivery of a car park with larger capacity than the one it replaces, at no financial cost to Council, provides a sufficient net community benefit to offset the loss of public open space?
- What permissions are required to undertake the project?

The existing public car park on the land contains 37 car spaces, 10 of which were the subject of resident parking permit restrictions, leaving 27 spaces available for use by park visitors<sup>[3]</sup>. The proposed redevelopment will remove the car park in its entirety. Advice received from Council's Traffic and Transport Department indicates the car park experiences very high parking demand on Saturdays and generally from 4pm on weekdays.

On 22 July 2021, Homes Victoria provided officers with six design options for replacement of the Robinson Road car park. The options deliver between 37 - 65 car spaces. All options occupy Council-owned land, being either Patterson Reserve or the Robinson Road reserve, or a mix of both. Homes Victoria advise this aspect of the project does not yet have funding, however they envisage they would deliver it on Council's behalf, at their expense, by their contracted builder as part of an 'early works' package. The car park would ultimately be owned and managed by Council.

Officers have identified two preferred options: Option 2 and Option 3. Officers recommend Council authorise Homes Victoria proceed with a modified version of Option 2.

Options 1, 4 and 5 propose parking along Robinson Road and have been ruled out as viable options based on advice from Council's Traffic and Transport Department, due to traffic safety concerns as a result of the road grade and the proximity of parking spaces to the sharp bend in Reserve Road. Option 6 is very similar to Option 3, but Option 3 includes a preferred shared path crossing treatment.

Options 2 and 3 occupy land within Patterson Reserve, generally between the hockey field and velodrome. Each of these options would necessitate some realignment of existing paths within the reserve.

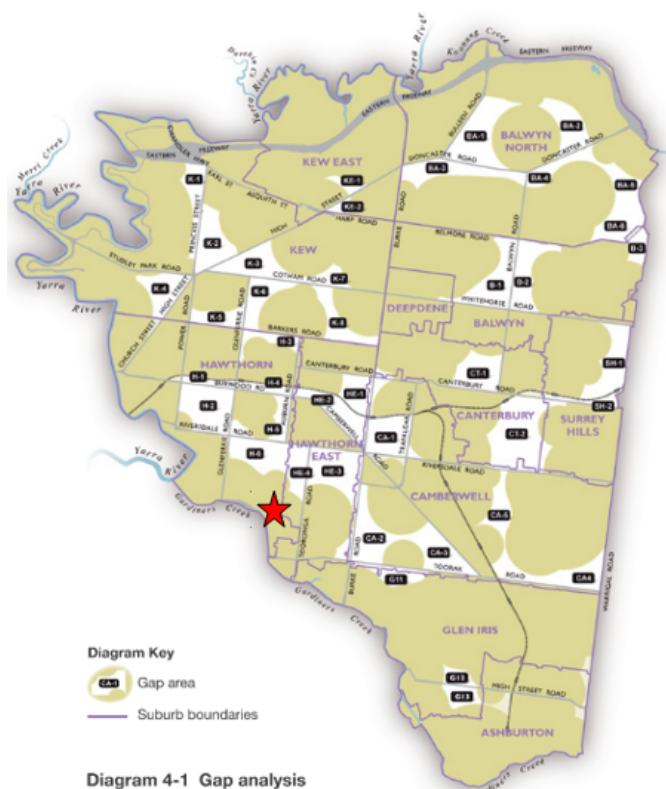
Option 2 delivers more car spaces (65), but requires the removal of five trees in Patterson Reserve (Tree Nos. 51, 52, 53, 54 & 55) and may necessitate the removal of a further two trees (Tree Nos. 37 & 41). Option 3 delivers 40 car spaces, but does not require any tree removal. Both of these options reduce the amount of open space available to the public. Advice has been received from Council's Sports and Recreation Department noting the impact of Option 2, in particular, on the way the velodrome currently functions and is used by the Hawthorn Cycling Club.

Officers accept advice that it is important to preserve the valued viewing area along the southern edge of the velodrome. Officers therefore recommend Council instruct Homes Victoria to proceed with a modified version of Option 2, which would preserve the viewing area and deliver approximately 53 car spaces. Furthermore, officers accept advice from Council's Parks Department that the removal of Tree Nos. 37 and 41 is unacceptable. The officers' recommendation therefore requires the design to be modified to enable their retention.

Public open space, particularly green spaces, serve an important role in the overall health of our community and the environment. They can promote mental and physical health, stimulate social cohesion, support physical activity and reduce exposure to air pollutants, noise and excessive heat. It is only following serious consideration of all the issues that officers recommend the space between the velodrome and hockey field be converted to a parking area.

Council's Boroondara Open Space Strategy (BOSS) includes analysis identifying gaps in the distribution of open space throughout the municipality. The site and surrounding area are well-served by open space and are not included in a 'gap area'.

The Gardiners Creek corridor provides a substantial area of high quality open space local to the site that is well used, including Patterson Reserve, HA Smith Reserve, Nettleton Park, Eric Raven Reserve, Dorothy Laver East and West Reserves, through to Markham Reserve in the south-east.



**Above: Map of gap analysis extracted from the BOSS, highlighting the location of the subject site in an area where there is good access to open space (Source: BOSS, 2013)**

Officers recommend Council authorise Homes Victoria to proceed with the delivery of the larger car park (Option 2, modified as described) on Council's behalf, for the following reasons:

- The existing car park experiences multiple periods of extended high demand;
- The existing development does not incorporate any visitor car parking, because Clause 52.20 does not require it to. A development of this number of dwellings would ordinarily have a statutory visitor car parking demand of 41 car spaces. It is inevitable the replacement car park will be used by a proportion of visitors to the development, noting the land is within one of the few areas within Boroondara not located within the Principal Public Transport Network (PPTN) Area<sup>[4]</sup>;
- Residential visitor parking demand generally coincides with the existing periods of high demand in the car park, so would cause its capacity to be exceeded if it were simply replaced on a like-for-like basis;
- The character of this part of the park will be substantially changed as a consequence of the scale and siting of the apartment buildings proposed by Homes Victoria;
- The area of land between the velodrome and hockey field is identified as a 'drainage area of interest' as it suffers from overland flow inundation. It is the experience of officers that after rain events, this part of the park becomes boggy underfoot. Construction of a car park in this location introduces an opportunity to improve the drainage conditions.
- Locating a car park here provides direct access to the Gardiner's Creek Shared Trail and increases parking availability for the Boroondara Farmers' Market, which is located approximately 250m south, via the shared path.
- Locating a car park here improves access to the velodrome and hockey field.
- The Boroondara Open Space Strategy does not identify this precinct as suffering from a shortfall of open space.
- Option 2 can be modified to retain the valued viewing area adjacent to the velodrome and to retain Tree Nos. 37 and 41, and will still deliver in the order of 53 car spaces.
- The proposal results in the loss of only one "high landscape value" tree (Tree No. 51) and four "low landscape value" trees (Tree Nos. 52, 53, 54 and 55) of which, two meet Council's criteria for removal due to poor health.

Overall, officers are of the view a modified version Option 2 delivers a higher net community benefit than Option 3.

Officers note Council's Parks Department have provided advice that three of the five trees proposed to be removed as a consequence of Option 2 are in good health and structure. Of these, one is of "high landscape value", the other two are of "low landscape value" due to their small size. The Parks Department has attributed an amenity value for the five trees of \$104,803.48 (i.e., excluding Tree Nos. 37 and 41, as they would be retained). Officers suggest that because Tree Nos. 52 and 54 meet Council's criteria for removal, their amenity value should also be excluded. This reduces the amenity value figure to \$94,118.13. Given the value of the works being undertaken for Council by Homes Victoria far exceeds the amenity value of the trees to be removed, regardless of which figure is relied on, officers do not propose to seek payment.



**Above: Robinson Rd, looking south, showing the grade which is too steep under the Australian Standards to be used for a public car park (Source: site inspection, April 2016)**

### **What permissions are required?**

The land in Patterson Reserve to be occupied by the Option 2 car park is zoned Public Park and Recreation Zone (PPRZ) and is not affected by any overlays. The proposed costs of the buildings and works have not been scoped by officers, so it is not known whether the general exemption set out at Clause 62.02-1 of the Boroondara Planning Scheme<sup>[5]</sup> applies.

Notwithstanding this, pursuant to Clause 36.02-2 (PPRZ) planning permission is not required for “buildings or works carried out by or on behalf of a public land manager... under the *Local Government Act 1989*.”

Council is the public land manager of Patterson Reserve. As the car park is to be constructed for Council, on land owned by Council, and following construction will be owned, managed and maintained by Council, it is considered the proposed buildings and works are to be carried out ‘on behalf of’ the public land manager. Therefore, planning permission is not required.

However, this part of Patterson Reserve is identified as being located within an ‘area of cultural heritage sensitivity’, due to its proximity to Gardiners Creek. If a ‘high impact activity’ is proposed in an ‘area of cultural heritage sensitivity’, a Cultural Heritage Management Plan must be prepared before the activity can be carried out, unless it can be demonstrated the land where the proposed activity is to be carried out has been subject to ‘significant ground disturbance’.

Officers have reviewed the *Aboriginal Heritage Act 2006*, the [Aboriginal Heritage Regulations 2018](#) and [Practice Note: Significant Ground Disturbance](#), and have formed the view a Cultural Heritage Management Plan is required, for the following reasons:

- Construction of a car park is a ‘high impact activity’<sup>[6]</sup>;
- Although the land where the activities are to be located have been manipulated following European settlement (landscaped), there is no evidence proving the land has undergone ‘significant ground disturbance’<sup>[7]</sup>.

Therefore, officers recommend Council require Homes Victoria undertake to obtain any and all necessary permissions required under the *Aboriginal Heritage Act 2006* and the *Aboriginal Heritage Regulations 2018*.

## 6. Financial and resource implications

The costs of construction and delivery of the replacement car park and rehabilitation of affected Council-owned land is to be met in its entirety by Homes Victoria.

Any costs associated with officer time will be met by existing operating budgets.

## 7. Governance issues

The implications of this report have been assessed and are not considered likely to breach or infringe upon, the human rights contained in the *Victorian Charter of Human Rights and Responsibilities Act 2006*.

## 8. Social and environmental issues

The social and environmental issues identified as being relevant to the proposal have been considered and addressed in this report.

**Manager:** Simon Mitchell, Manager Strategic and Statutory Planning

**Report officer:** Seuna Byrne, Principal Planner

[1] Adopted by Council, 9 December 2013. <https://www.boroondara.vic.gov.au/planning-building/planning-controls-and-policies/open-space-strategy>

[2] Noting that parallel parking spaces have a required minimum length of 7.8m under the relevant Australian Standard, which is longer than is required for 90-degree parking.

[3] Submissions made by the Hawthorn Malvern Hockey Centre indicate all 37 car spaces in the existing car park were used by visitors to the park, irrespective of the parking restrictions.

[4] Properties are identified as being located with the PPTN Area if they are located within a 400m radius of the Principal Public Transport Network, which includes train stations, tram routes and selected bus routes. It does not include the No. 624 bus service. The subject site is located 665m (as the crow flies) from tram services in Glenferrie Road and 640m (as the crow flies) from Kooyong Railway Station. In reality, the nearest tram stop is a 690m walk and the train station is a 1km walk.

[5] Clause 62.02-1 Buildings and works not requiring a permit: "Any requirement in this scheme relating to the construction of a building or the construction or carrying out of works, other than a requirement in the Public Conservation and Resource Zone, does not apply to: Buildings or works with an estimated cost of \$1,000,000 or less carried out by or on behalf of a municipality."

[6] Aboriginal Heritage Regulations 2018 - Reg 46, Buildings and works for specified uses "(1) The construction of a building or the construction or carrying out of works on land is a high impact activity if the construction of the building or the construction or carrying out of the works- (a) would result in significant ground disturbance; and (b) is for, or associated with, the use of the land for any one or more of the following purposes-- (iii) a car park;"

[7] Aboriginal Heritage Regulations 2018 - Reg 5, Definitions "significant ground disturbance" means disturbance of-- (a) the topsoil or surface rock layer of the ground; or (b) a waterway-- by machinery in the course of grading, excavating, digging, dredging or deep ripping, but does not including ploughing other than deep ripping."

ATTACHMENT 1: HOMES VICTORIA CAR PARK REPLACEMENT OPTIONS - 22 JULY 2021

# Robinson Road Carpark

Tract

Robinson Rd & carpark works

Landscape Concept

Prepared for Hayball



Tract

Level 6, 6 Riverside Quay,  
Southbank VIC 3006

(03) 9429 6133.  
www.tract.com.au

Issued  
04 June 2021

## Quality Assurance

## Robinson Road Carpark

### Landscape Concept

Prepared for  
Hayball

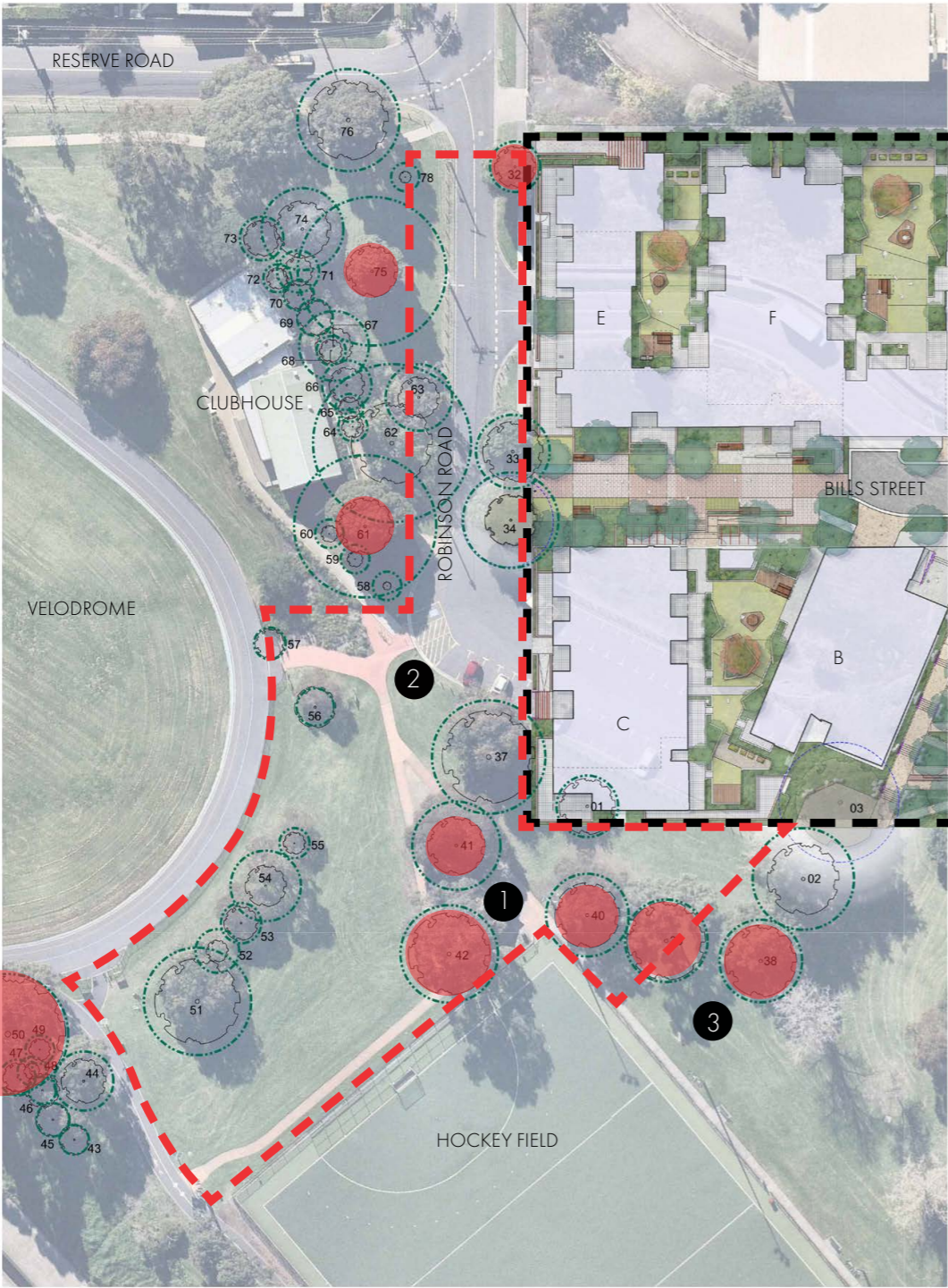
**Project Number**  
[320-0353-00-L-11-RP01]

## Revisions

Issue	Date	Description	Prepared By	Reviewed By	Project Principal
00	11 June 2021	Concept for discussion	KM	ML	ML

\* Note these diagrams are based on an aerial photograph, and a survey due diligence is yet to be completed.

1 THE SITE



1 EXISTING SHELTER, BBQ, PICNIC TABLE



2 EXISTING NODE / BIKE HOOPS



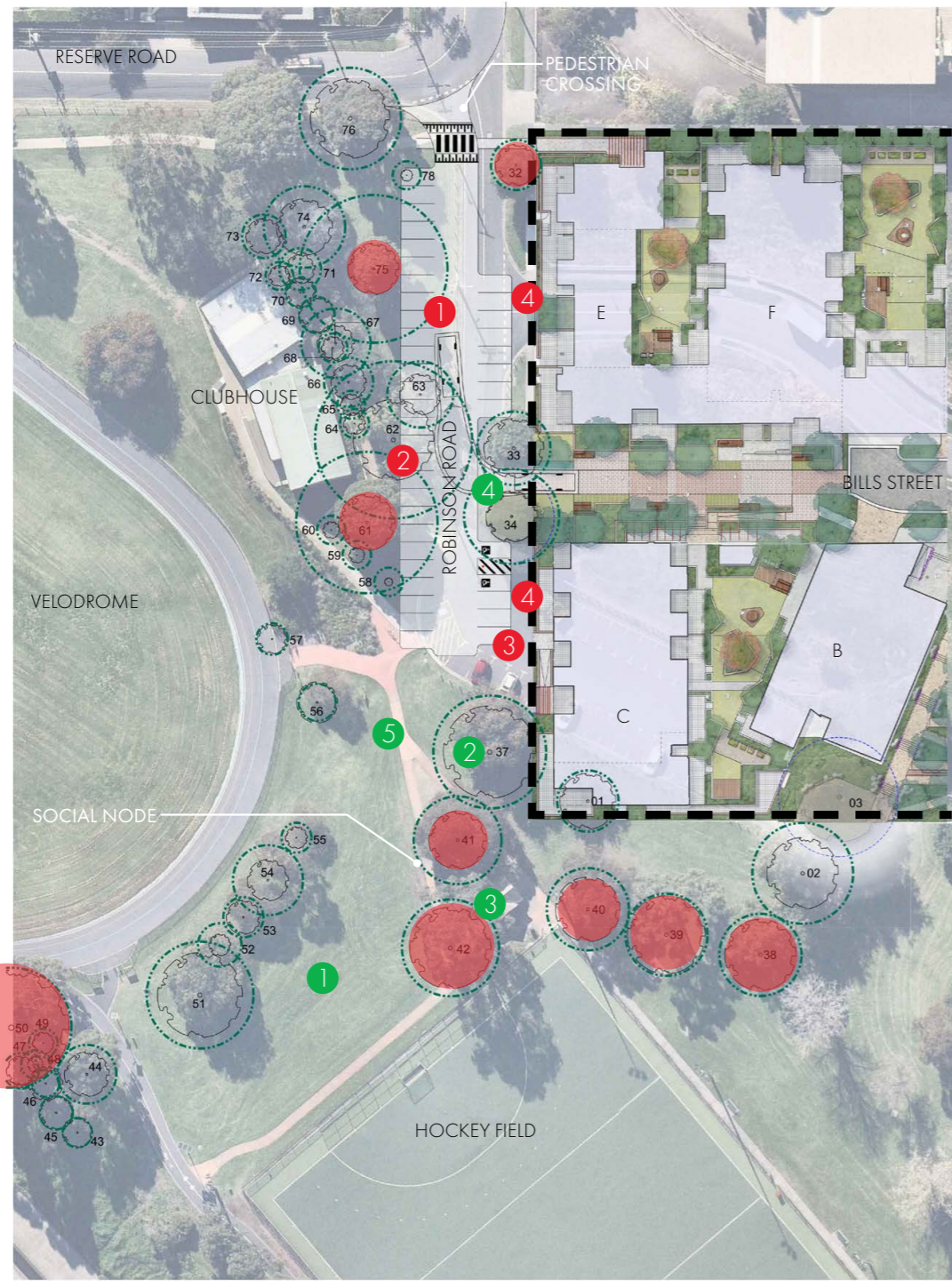
3 PLAY - SWINGS

LEGEND

- Bills Street Estate
- Indicative scope of works boundary
- Existing Trees
- TPZ (as per arborist report)
- High retention value tree



2 CARPARK LAYOUT OPTIONS ANALYSIS - OPTION 1



PROS

- 1 • Green space maintained between velodrome and hockey field
- 2 • Trees south east of building C protected
- 3 • Social node maintained.
- 4 • Robinson Rd realignment allows for potential retention of trees 33 and 34
- 5 • Pedestrian and bicycle connections not affected

\* 40 car parking bays

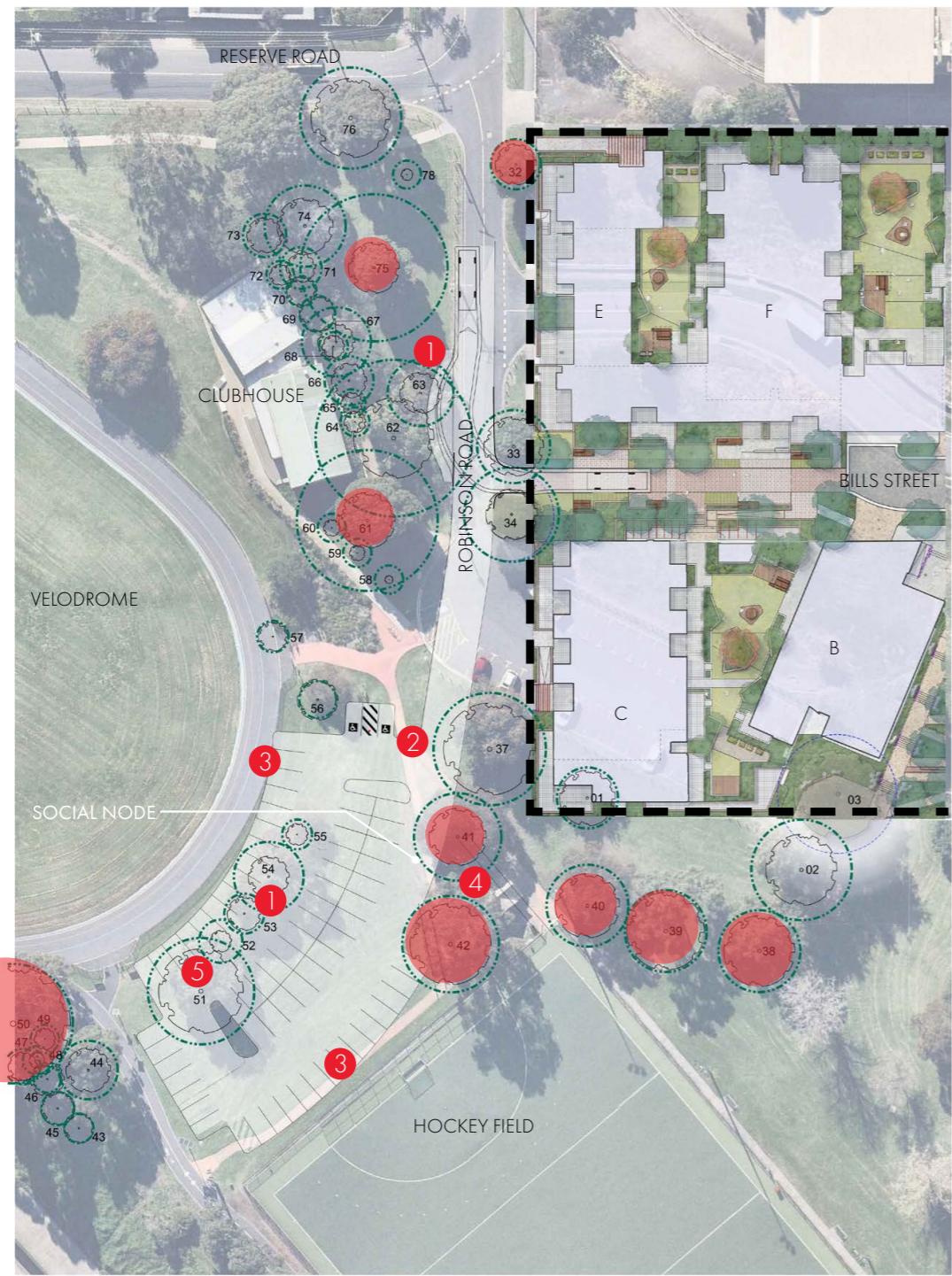
CONS

- 1 • **Steep grade of Robinsons Rd. north end. Difficulty to achieve DDA compliance**
- 2 • Trees east of clubhouse impacted (61, 62, 63, 75, 78)
- 3 • Area below carpark to be 'made good' or landscaped
- 4 • Car headlights affect residents amenity
- 5 • Extensive relocation of existing services

High retention value tree



3 CARPARK LAYOUT OPTIONS ANALYSIS - OPTION 2



PROS

\* 65 car parking bays

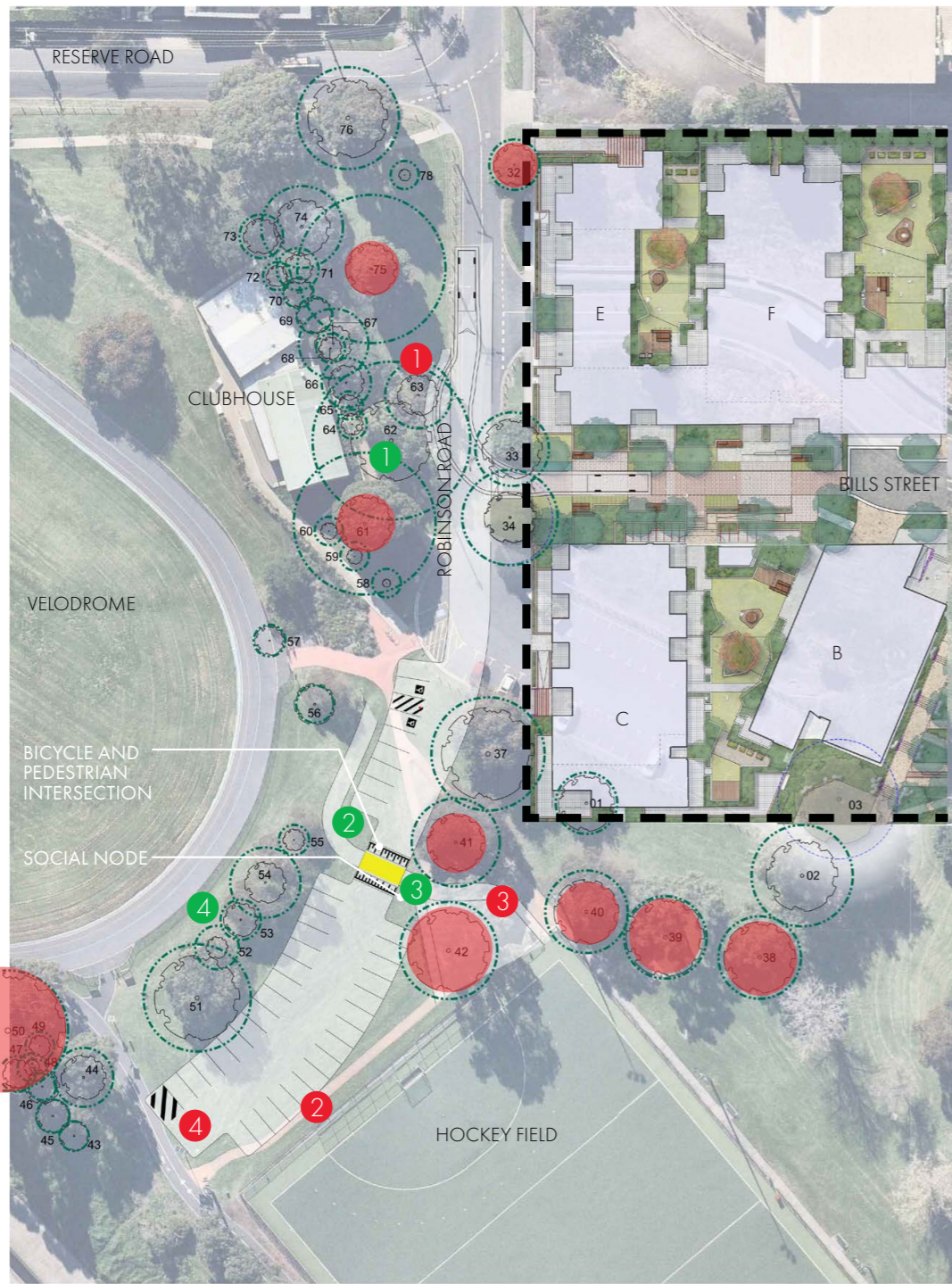
CONS

- 1 • Tree 51,52,53,54,55 and 63 impacted
- 2 • Impact on pedestrian and bicycle routes
- 3 • Carpark very close to velodrome and hockey field
- 4 • Reduces social node
- 5 • Substantial loss of green space

 High retention value tree



4 CARPARK LAYOUT OPTIONS ANALYSIS - OPTION 3



PROS

- 1 • Minimal tree loss
  - 2 • Clear crossing point for cyclists and pedestrians
  - 3 • Opportunity to simplify path network
  - 4 • Maintains velodrome landform
- \* 40 car parking bays

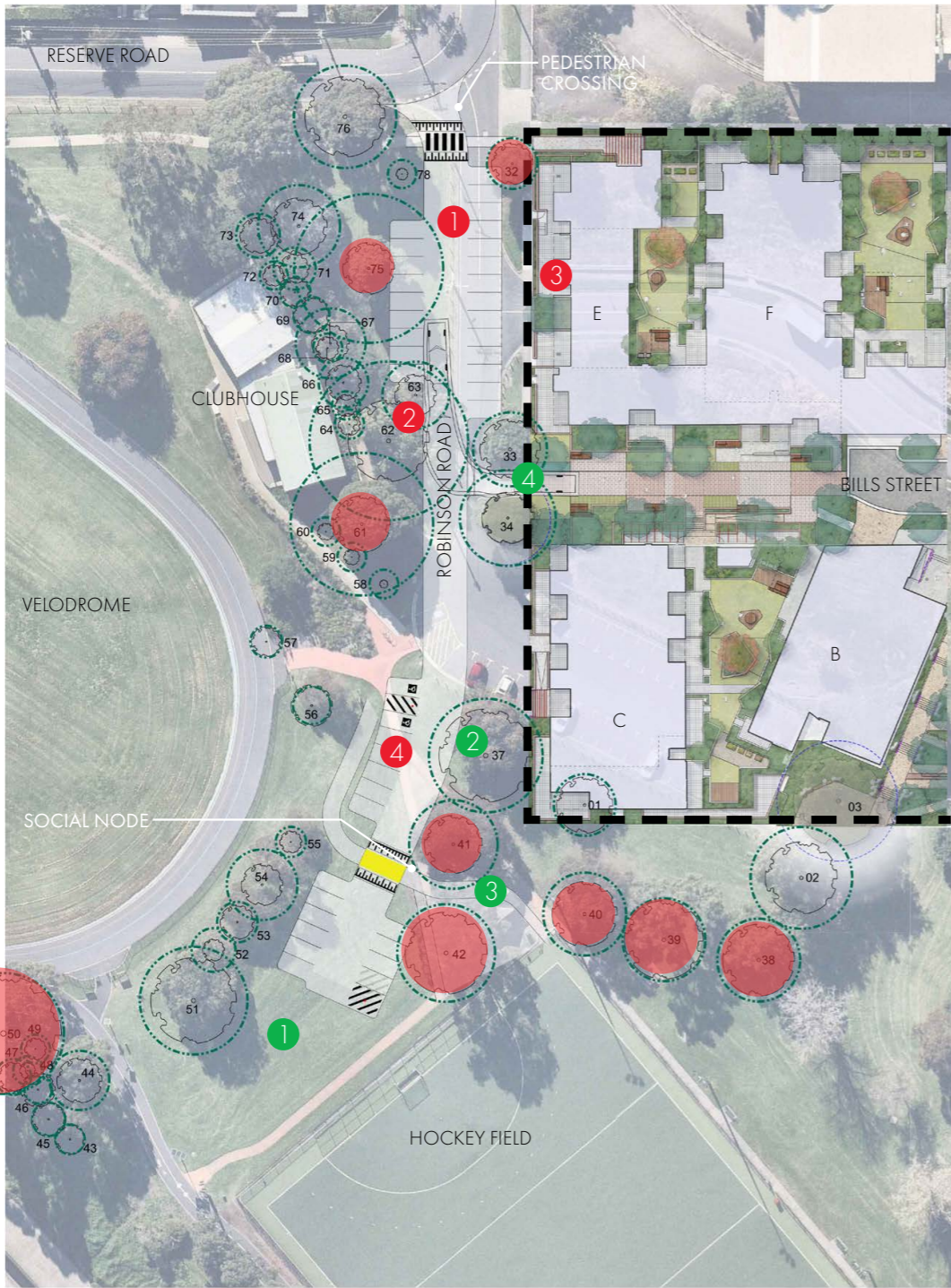
CONS

- 1 • Tree 63 impacted
- 2 • Carpark too close to Hockey field
- 3 • Existing social node impacted
- 4 • Increased hard surface close to Gardiner's Creek

High retention value tree



5 CARPARK LAYOUT OPTIONS ANALYSIS - OPTION 4



PROS

- 1 • Green space maintained between velodrome and hockey field
  - 2 • Trees south of building C protected
  - 3 • Social node maintained
  - 4 • Robinson Rd realignment allows for potential retention of trees 33 and 34
- \* 40 car parking bays

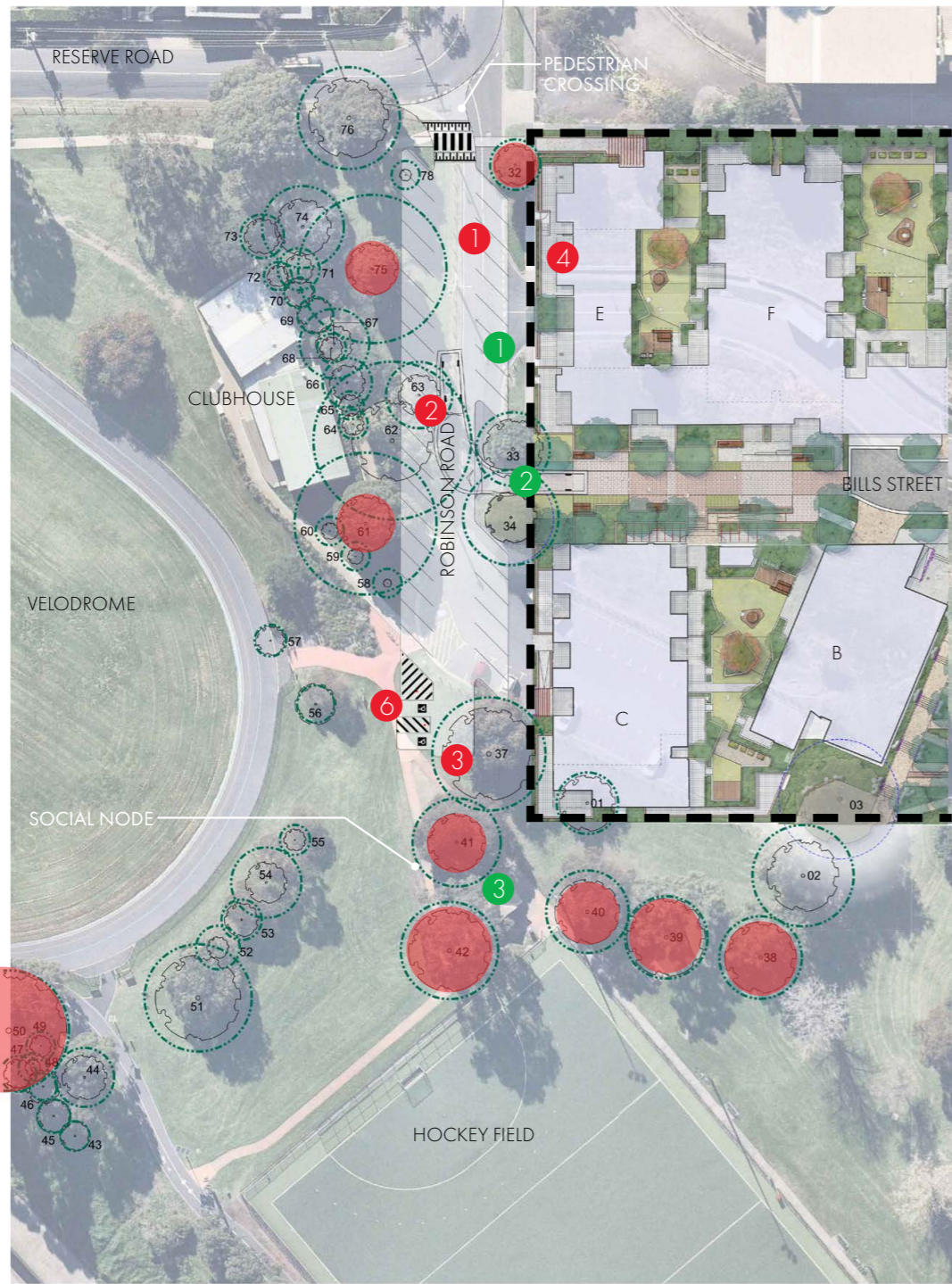
CONS

- 1 • **Steep grade of Robinsons Rd. Difficulty to achieve DDA compliance**
- 2 • Trees east of clubhouse impacted (62, 63, 75)
- 3 • Car headlights affect residents amenity
- 4 • Impact on pedestrian and bicycle routes
- 5 • Extensive relocation of existing services

 High retention value tree



6 CARPARK LAYOUT OPTIONS ANALYSIS - OPTION 5



PROS

- 1 • Parking closer to Bills Street housing/ addresses housing
  - 2 • Parking layout allows for potential retention of trees 33 and 34
  - 3 • Social node maintained.
- \* 37 car parking bays

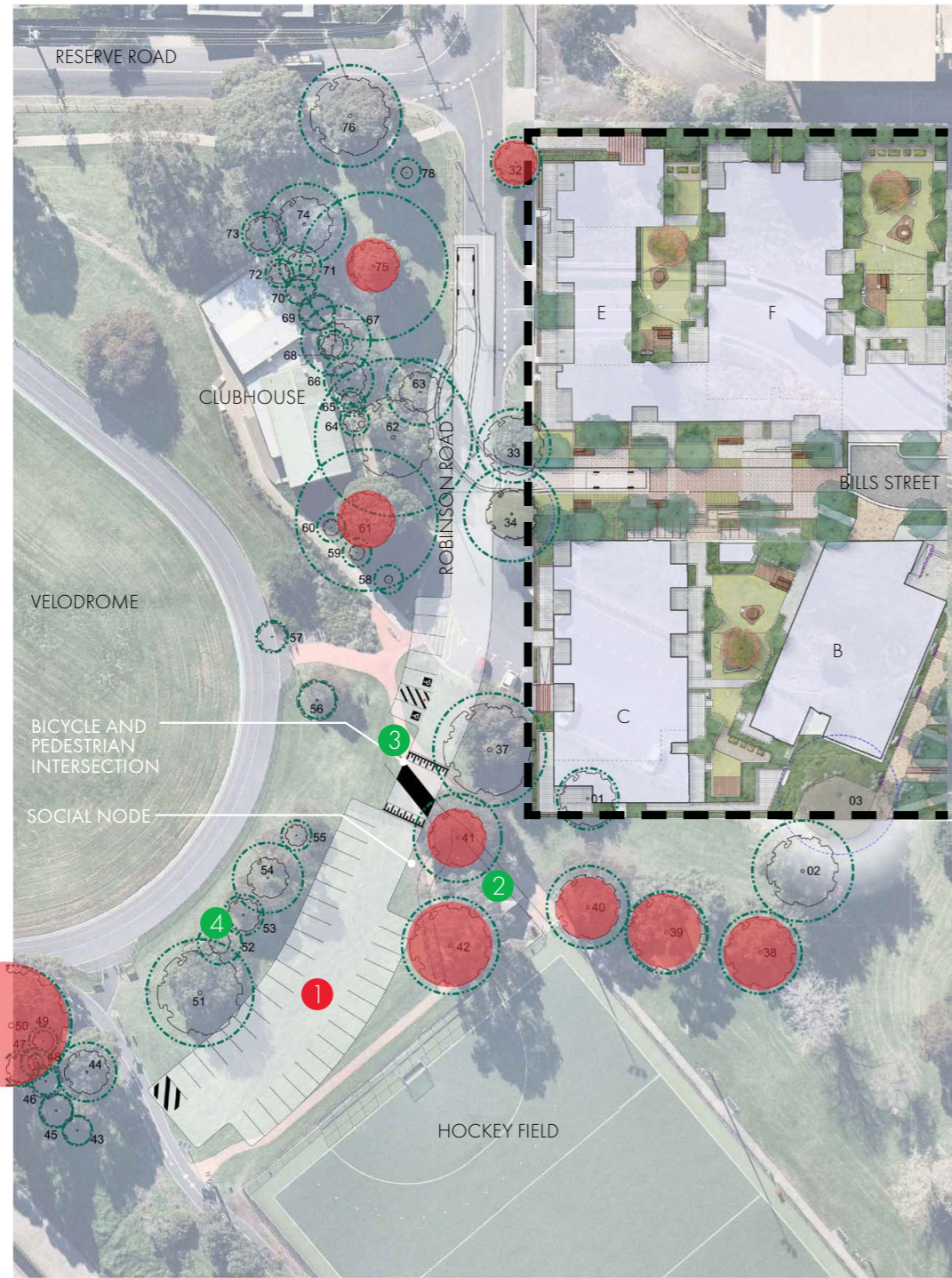
CONS

- 1 • **Steep grade of Robinsons Rd. north end. Difficulty to achieve DDA compliance**
- 2 • Trees east of clubhouse impacted (61,62, 63, 75 adn 78)
- 3 • Tree opposite to building C impacted (37)
- 4 • Car headlights affect residents amenity
- 5 • Extensive relocation of existing services
- 6 • Impact on pedestrian and bicycle routes

 High retention value tree



7 CARPARK LAYOUT OPTIONS ANALYSIS - OPTION 6



PROS

- 1 • Tree retention high
  - 2 • Allows most space for social node
  - 3 • Least disturbance for the current path network, simplification of paths possible
  - 4 • Maintains velodrome landform
- \* 40 car parking bays

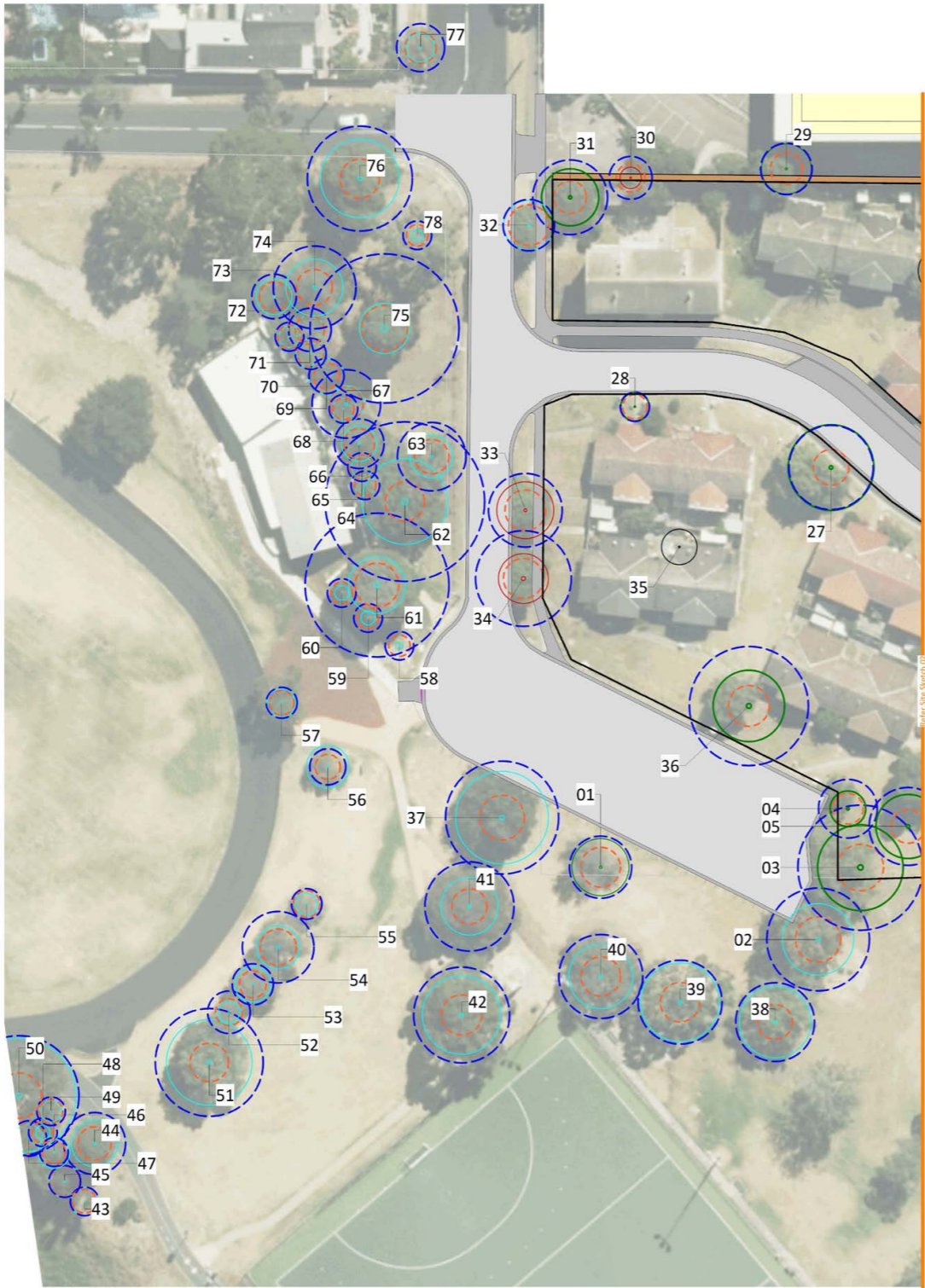
CONS

- 1 • Loss of open space between Hockey Field and Velodrome

High retention value tree



10 ARBORIST REPORT



LEGEND

Site Sketch 01:  
Bills Street,  
Hawthorn



Scale: 1:250 @ A1



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Tree Legend														
No	Botanical Name	Common Name	Origin	Height	Canopy	DBH @ 1.4 m	TPZ	Condition	SULE	Significance	Vigor	Structure	Form	Ret Value
01	Melaleuca nesophila	Showy honey myrtle	Native	7000	8000	365	435.6	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Low
02	Platanus orientalis	Cut Leaf Plane	Exotic	14000	10000	599	738.5	Good	Medium (15-39 yrs)	Highly Significant	Good	Average	Good	High
03	Platanus orientalis	Cut Leaf Plane	Exotic	16000	12000	790	8760	Good	Medium (15-39 yrs)	Highly Significant	Good	Average	Good	High
04	Liquidambar styraciflua	Sweet Gum	Exotic	7000	5000	343.1	4117.2	Poor	Removal	Less Significant	Poor	Poor	Poor	Low
05	Lophotemon confertus	Brush Box	Native	10000	9000	455	5460	Average	Medium (15-39 yrs)	Highly Significant	Good	Poor	Average	Moderate
05a	Citrus limon	Lemon tree	Exotic	4000	5000	234.8	2577.6	Poor	Removal	Less Significant	Average	Poor	Poor	Low
06	Waterhousea floribunda	Weeping Lily Pilly	Native	8000	7000	440	5280	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Moderate
07	Casuarina cunninghamiana	River Sheoak	Native	19000	5000	440	5280	Average	Removal	Less Significant	Average	Poor	Average	Low
08	Casuarina cunninghamiana	River Sheoak	Native	19000	5000	370	4440	Average	Removal	Less Significant	Average	Poor	Average	Low
09	Casuarina cunninghamiana	River Sheoak	Native	14000	4000	320	3940	Average	Removal	Less Significant	Average	Poor	Average	Low
10	Casuarina cunninghamiana	River Sheoak	Native	15000	8000	350	4200	Average	Removal	Less Significant	Average	Poor	Average	Low
11	Casuarina cunninghamiana	River Sheoak	Native	8000	4000	220	2840	Poor	Removal	Least Significant	Poor	Poor	Poor	Low
12	Lophotemon confertus	Brush Box	Native	12000	10000	480	5760	Poor	Removal	Less Significant	Poor	Poor	Average	Moderate
13	Lophotemon confertus	Brush Box	Native	12000	8000	400	4800	Poor	Removal	Less Significant	Poor	Poor	Poor	Low
14	Lophotemon confertus	Brush Box	Native	14000	5000	375	4500	Average	Removal	Less Significant	Average	Poor	Average	Low
14a	Fraxinus angustifolia subsp. angustifolia	Desert Ash	Exotic	4000	2000	110	2000	Average	Removal	Less Significant	Average	Poor	Average	Weed
14b	Ugustrum lucidum	Shiny Privet	Exotic	4000	4000	160	2000	Average	Removal	Less Significant	Average	Poor	Average	Weed
15	Salix humboldtiana	Chilean Willow	Exotic	4000	3000	149	2000	Average	Removal	Less Significant	Good	Average	Average	Low
15a	Pittosporum tenuifolium	Hedge	Exotic	8000	3000	120	2000	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Neighbouring
16	Schefflera actinophylla	Umbrella Tree	Native	5000	3000	125.3	2000	Average	Medium (15-39 yrs)	Less Significant	Average	Poor	Average	Low
16a	Schefflera actinophylla	Umbrella Tree	Exotic	12000	16000	799.6	9595.2	Average	Medium (15-39 yrs)	Highly Significant	Good	Poor	Average	Moderate
17	Agonis flexuosa	Willow myrtle	Native	8000	3500	904	10845	Average	Removal	Hazardous	Average	Poor	Average	Low

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43	Corymbia citrodora	Lemon Scented Gum	Native	6500	4000	180	2000	Good	Long (40+ yrs)	Less Significant	Good	Average	Good	Low
44	Corymbia citrodora	Lemon Scented Gum	Native	9000	6500	161	4392	Average	Short (5-15 yrs)	Hazardous	Average	Poor	Average	Low
45	Eucalyptus camaldulensis	River Red Gum	Indigenous	8000	4500	184.9	2218.8	Poor	Short (5-15 yrs)	Less Significant	Average	Poor	Poor	Low
46	Eucalyptus camaldulensis	River Red Gum	Indigenous	8000	4500	155	2000	Good	Long (40+ yrs)	Less Significant	Good	Average	Good	Moderate
47	Schinus molle	Peppercorn Tree	Exotic	4500	4000	205.4	2484.8	Poor	Long (40+ yrs)	Less Significant	Average	Poor	Poor	Low
48	Grevillea robusta	Silky Oak	Native	4000	2000	80	2000	Good	Long (40+ yrs)	Less Significant	Good	Average	Good	Low
49	Grevillea robusta	Silky Oak	Native	5000	3000	140	2000	Good	Long (40+ yrs)	Less Significant	Good	Average	Good	Low
50	Corymbia citrodora	Lemon Scented Gum	Native	14000	16000	700	8400	Good	Long (40+ yrs)	Most Significant	Good	Average	Good	Highest
51	Ulmus procera	English Elm	Exotic	10000	12000	830	7560	Average	Short (5-15 yrs)	Highly Significant	Average	Poor	Average	Moderate
52	Eucalyptus leucocylon subsp. megalocarpa	Large Fruited Yellow Gum	Native	8000	3000	248.4	2980.8	Poor	Short (5-15 yrs)	Less Significant	Poor	Poor	Average	Low
53	Eucalyptus leucocylon subsp. megalocarpa	Large Fruited Yellow Gum	Native	5000	5000	240	2880	Average	Medium (15-39 yrs)	Less Significant	Good	Average	Average	Low
54	Eucalyptus leucocylon subsp. conata	Melbourne Yellow Gum	Native	9000	8000	417.7	5012.4	Poor	Short (5-15 yrs)	Hazardous	Average	Poor	Poor	Low
55	Eucalyptus leucocylon subsp. megalocarpa	Large Fruited Yellow Gum	Native	9000	3000	177.2	2126.4	Average	Medium (15-39 yrs)	Less Significant	Average	Average	Average	Low
56	Eucalyptus leucocylon	Yellow Gum	Native	4500	6000	210	2520	Good	Long (40+ yrs)	Less Significant	Good	Good	Good	Low
57	Acacia mearnsii	Black Wattle	Indigenous	8000	4000	180	2160	Good	Short (5-15 yrs)	Less Significant	Good	Average	Good	Low
58	Acacia mearnsii	Black Wattle	Indigenous	2000	3000	20	2000	Good	Short (5-15 yrs)	Less Significant	Good	Average	Good	Low
59	Eucalyptus leucocylon subsp. megalocarpa	Large Fruited Yellow Gum	Native	4000	2000	110	2000	Average	Long (40+ yrs)	Less Significant	Good	Average	Average	Low
60	Eucalyptus leucocylon subsp. megalocarpa	Large Fruited Yellow Gum	Native	4000	2000	90	2000	Average	Long (40+ yrs)	Less Significant	Good	Average	Average	Low
61	Melaleuca styphalioides	Pinkdy Tea Tree	Native	9000	3000	840	10080	Good	Medium (15-39 yrs)	Highly Significant	Good	Average	Good	High
62	Fraxinus excelsior	European Ash	Exotic	10000	12000	931.5	1117.8	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Moderate
63	Eucalyptus fibrosa	Broad Leaf ironbark	Native	9000	8000	400	4800	Poor	Short (5-15 yrs)	Less Significant	Average	Poor	Poor	Low
64	Acacia mearnsii	Black Wattle	Indigenous	8000	3000	190	2000	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Low
65	Acacia mearnsii	Black Wattle	Indigenous	7000	3000	160	2000	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Low
66	Acacia mearnsii	Black Wattle	Indigenous	10000	5000	290	3480	Poor	Short (5-15 yrs)	Hazardous	Average	Poor	Poor	Low

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17a	Ugustrum lucidum	Shiny Privet	Exotic	5000	8000	161.2	2000	Average	Short (5-15 yrs)	Less Significant	Good	Average	Average	Neighbouring
18	Eucalyptus viminalis	Manna gum	Native	18000	9000	1300	13200	Not Set	Removal	Not Set	Not Set	Not Set	Not Set	Removed
19	Eucalyptus viminalis	Manna gum	Native	16000	8000	800	9500	Not Set	Removal	Not Set	Not Set	Not Set	Not Set	Removed
20	Quercus macrocarpa	Burr Oak	Exotic	18000	12000	760	9120	Average	Long (40+ yrs)	Highly Significant	Good	Average	Average	High
21	Prunus cerasifera	Cherry Plum	Exotic	6500	7000	129	2265	Not Set	Not Set	Not Set	Not Set	Not Set	Not Set	Removed
22	Ugustrum lucidum	Glossy Privet	Exotic	5000	5000	225.2	2702.4	Poor	Removal	Least Significant	Average	Poor	Poor	Weed
22a	Fraxinus angustifolia subsp. angustifolia	Desert Ash	Exotic	6000	5000	100	2000	Average	Removal	Least Significant	Average	Average	Average	Weed
23	Cupressus sempervirens	Green pencil pine	Exotic	6000	3000	150	2000	Average	Medium (15-39 yrs)	Less Significant	Average	Average	Average	Low
24	Callistemon salignus	Willow Bottle Brush	Native	7000	4000	250	3000	Average	Short (5-15 yrs)	Less Significant	Good	Poor	Average	Low
25	Fraxinus angustifolia	Desert Ash	Exotic	4000	2000	100	2000	Poor	Short (5-15 yrs)	Least Significant	Average	Poor	Poor	Neighbouring
26	Agonis flexuosa	Willow Myrtle	Native	5000	7000	432	5784	Not Set	Not Set	Not Set	Not Set	Not Set	Not Set	Removed
27	Fraxinus excelsior aurea	Golden Ash	Exotic	7000	12000	492.4	5908.8	Average	Medium (15-39 yrs)	Less Significant	Average	Average	Average	Moderate
28	Enicobotrya japonica	Loquat tree	Exotic	5000	4000	170	2040	Average	Medium (15-39 yrs)	Less Significant	Average	Average	Average	Low
29	Grevillea robusta	Silky Oak	Native	8000	7000	900	9600	Average	Short (5-15 yrs)	Hazardous	Good	Average	Average	Low
30	Eucalyptus botryoides	Southern Mahogany	Native	5000	5000	250	3000	Average	Removal	Hazardous	Good	Average	Average	Low
31	Acer campestre	Hedge Maple	Exotic	7000	8000	436	5232	Average	Medium (15-39 yrs)	Highly Significant	Average	Poor	Average	Moderate
32	Lophotemon confertus	Brush Box	Native	8000	7000	900	9600	Average	Medium (15-39 yrs)	Highly Significant	Average	Poor	Average	High
33	Lophotemon confertus	Brush Box	Native	12000	8000	430	5160	Average	Removal	Highly Significant	Good	Poor	Average	Moderate
34	Lophotemon confertus	Brush Box	Native	9000	7000	559	6708	Average	Removal	Highly Significant	Good	Poor	Average	Moderate
35	Prunus armenica	Aprirot	Exotic	6000	5000	225	2676	Not Set	Not Set	Not Set	Not Set	Not Set	Not Set	Removed
36	Agonis flexuosa	Willow myrtle	Native	8000	3000	694.6	8355.2	Poor	Removal	Hazardous	Average	Poor	Average	Low
37	Ulmus procera	English Elm	Exotic	12000	13000	660	7920	Average	Removal	Highly Significant	Poor	Poor	Average	Low
38	Eucalyptus fibrosa	Broad Leaf ironbark	Native	14000	10000	480	5520	Average	Medium (15-39 yrs)	Highly Significant	Average	Average	Average	High
39	Corymbia citrodora	Lemon Scented Gum	Native	11000	11000	430	5380	Average	Medium (15-39 yrs)	Highly Significant	Average	Average	Average	High
40	Eucalyptus leucocylon	Yellow Gum	Native	8000	9000	430	5380	Average	Medium (15-39 yrs)	Highly Significant	Good	Average	Average	High
41	Eucalyptus leucocylon	Yellow Gum	Native	8500	8000	520	6240	Good	Long (40+ yrs)	Most Significant	Good	Average	Good	Highest
42	Corymbia citrodora	Lemon Scented Gum	Native	16000	11000	580	6720	Average	Medium (15-39 yrs)	Highly Significant	Average	Average	Average	High

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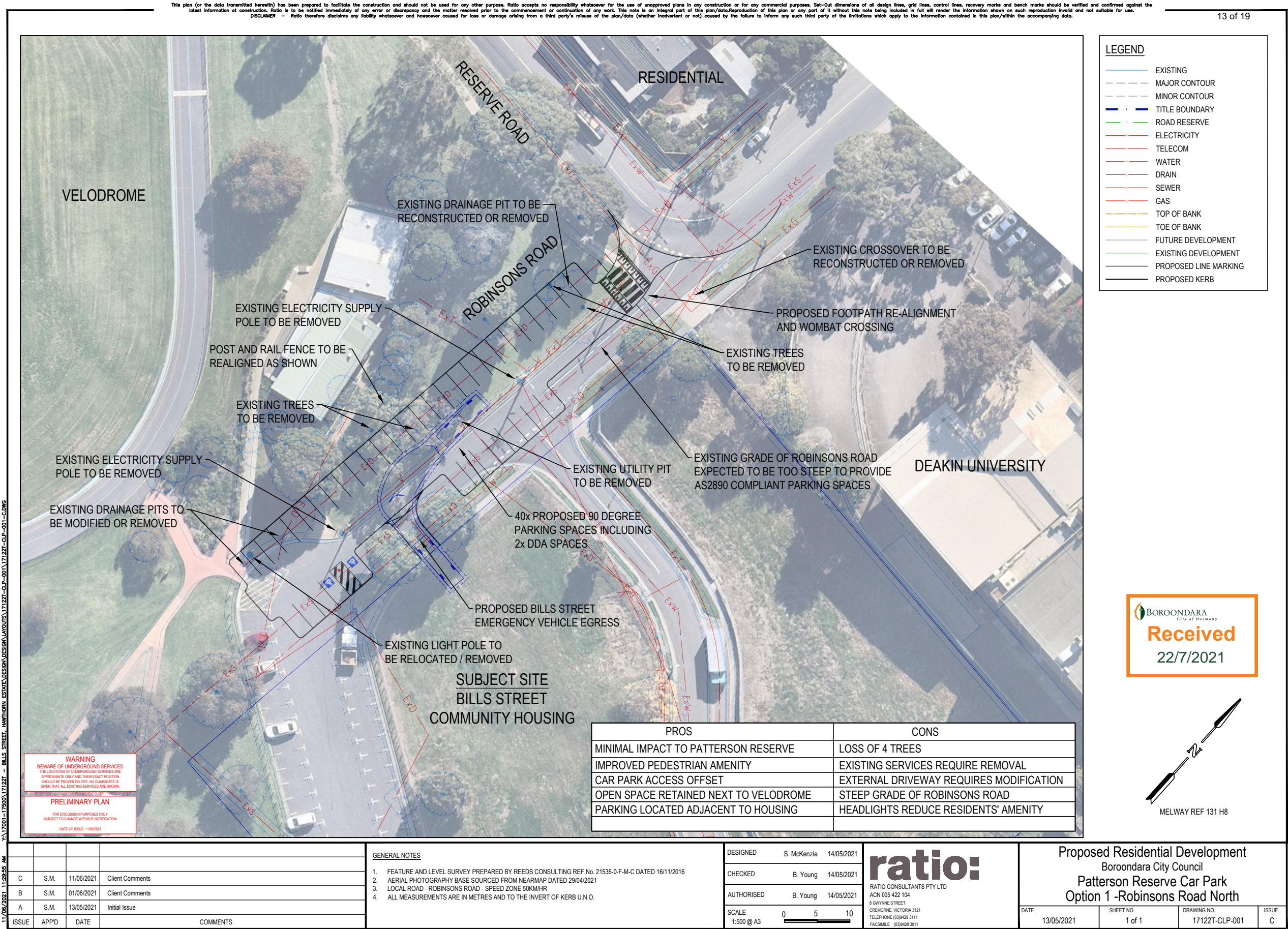
67	Eucalyptus saligna	Sydney Blue Gum	Native	8000	5000	400	4800	Average	Short (5-15 yrs)	Hazardous	Average	Poor	Average	Low
68	Acacia mearnsii	Black Wattle	Indigenous	8000	5000	130	2000	Average	Short (5-15 yrs)	Less Significant	Good	Average	Average	Low
69	Callistemon salignus	Willow Bottlebrush	Indigenous	8000	5000	204.9	2458.8	Average	Short (5-15 yrs)	Less Significant	Average	Poor	Average	Low
70	Acacia mearnsii	Black Wattle	Indigenous	8000	4000	180	2160	Average	Short (5-15 yrs)	Less Significant	Average	Average	Average	Low
71	Acacia mearnsii	Black Wattle	Indigenous	7000	4000	250	3000	Average	Short (5-15 yrs)	Less Significant	Average	Average	Average	Low
72	Acacia mearnsii	Black Wattle	Indigenous	7000	3000	180	2000	Average	Short (5-15 yrs)	Less Significant	Average	Average	Average	Low
73	Acacia mearnsii	Black Wattle	Indigenous	7000	5000	280	3120	Average	Short (5-15 yrs)	Less Significant	Average	Average	Average	Low
74	Cedrus deodara	Himalayan Cedar	Exotic	9000	8000	483	5796	Poor	Short (5-15 yrs)	Hazardous	Poor	Poor	Average	Low
75	Cupressus torulosa	Himalayan Cypress	Exotic	12000	7000	870	10440	Good	Medium (15-39 yrs)	Highly Significant	Good	Poor	Good	High
76	Corymbia citrodora	Lemon Scented Gum	Native	12000	11000	612.9	7354.8	Good	Long (40+ yrs)	Most Significant	Good	Average	Good	Highest
77	Eucalyptus mannifera	Brittle Gum	Native	8000	4000	230	2760	Poor	Short (5-15 yrs)	Less Significant	Average	Poor	Poor	Low
78	Corymbia citrodora	Lemon Scented Gum	Native	4000	1500	80	2000	Good	Long (40+ yrs)	Less Significant	Good	Good	Good	Low

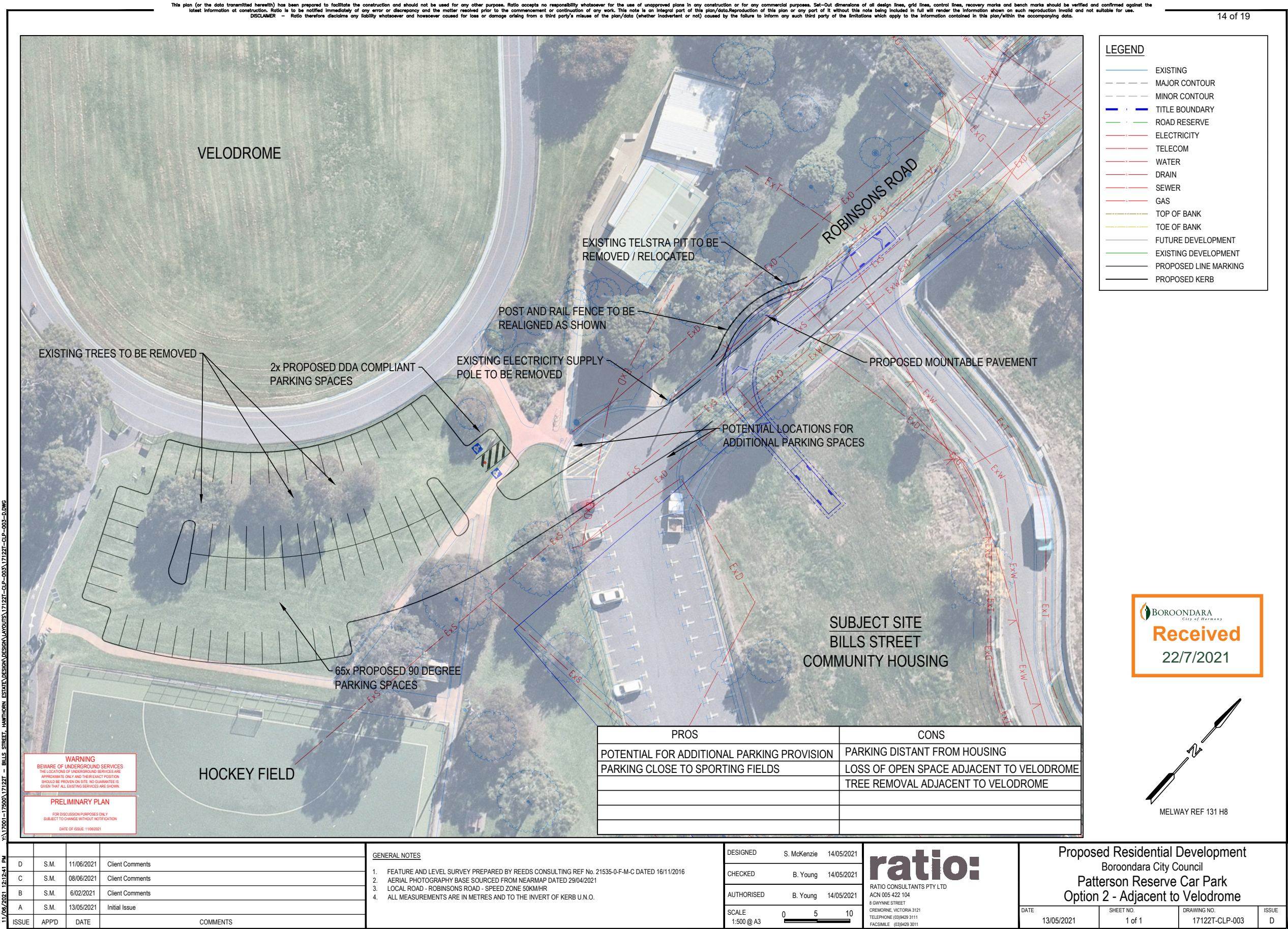


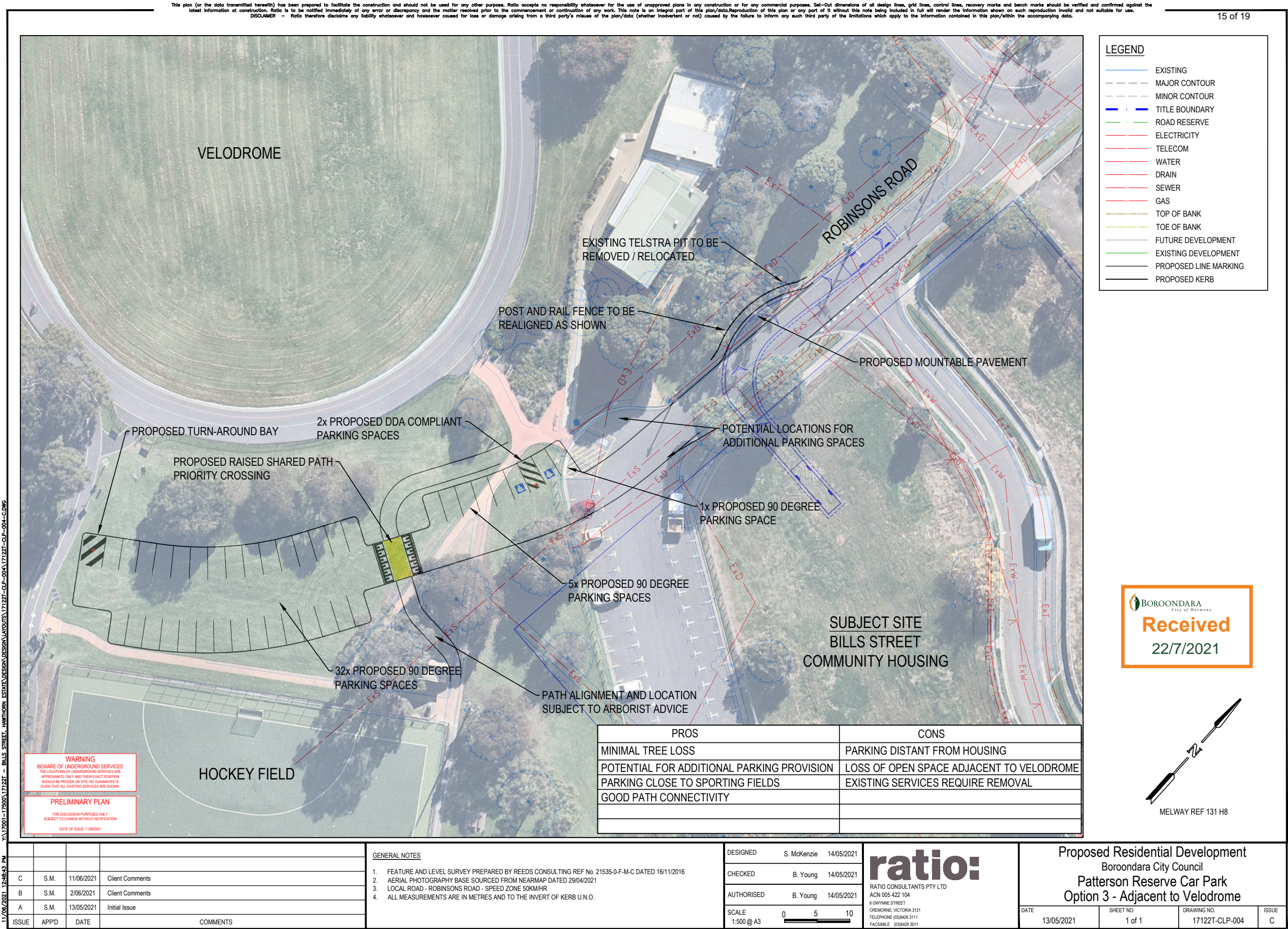
12 APPENDIX - Traffic

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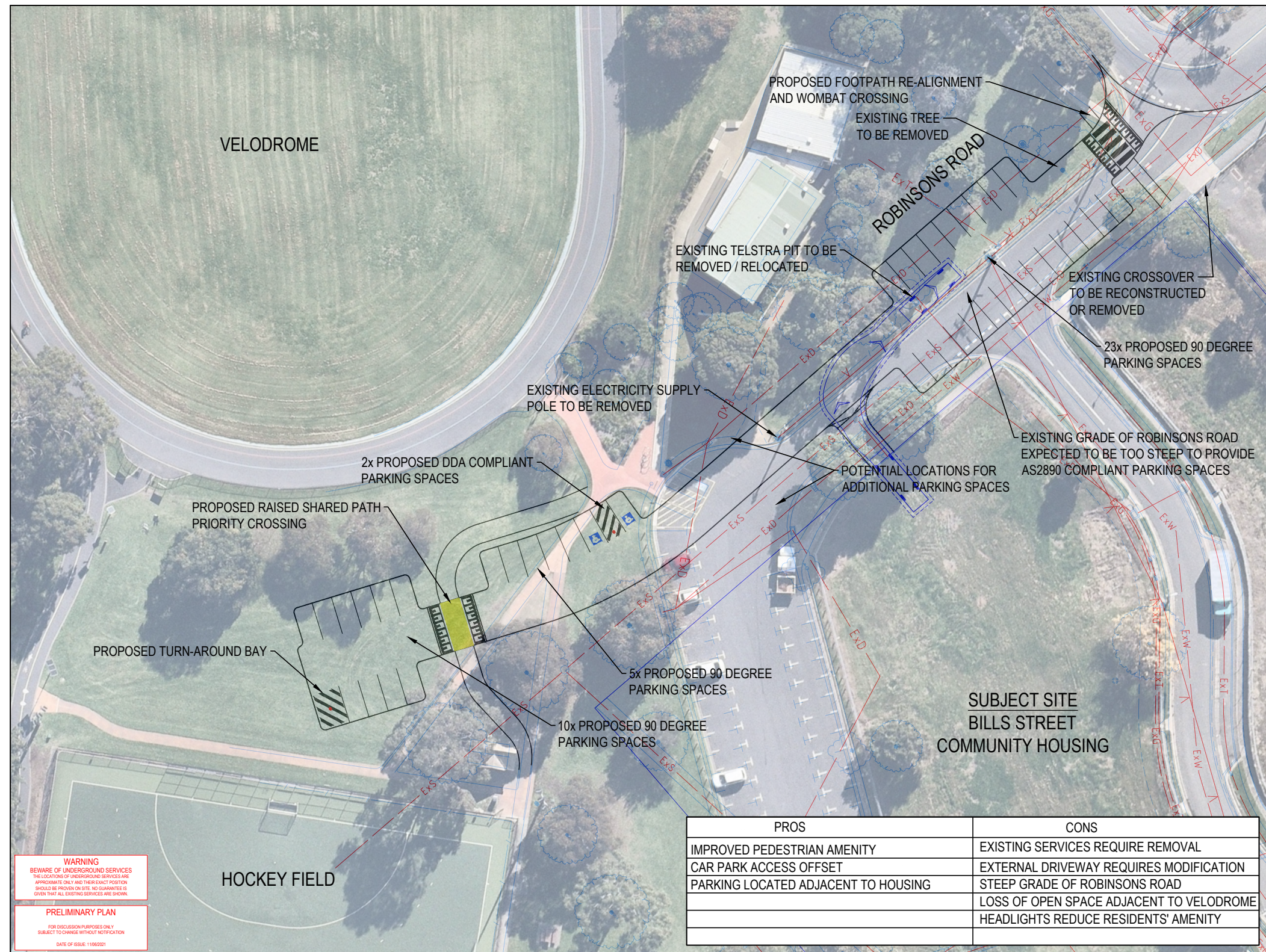




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**DISCLAIMER** — Ratco therefore disclaims any

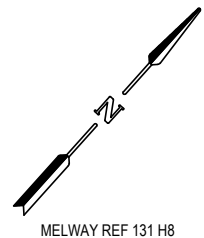
16 of 19



PROS	CONS
IMPROVED PEDESTRIAN AMENITY	EXISTING SERVICES REQUIRE REMOVAL
CAR PARK ACCESS OFFSET	EXTERNAL DRIVEWAY REQUIRES MODIFICATION
PARKING LOCATED ADJACENT TO HOUSING	STEEP GRADE OF ROBINSONS ROAD
	LOSS OF OPEN SPACE ADJACENT TO VELODROME
	HEADLIGHTS REDUCE RESIDENTS' AMENITY

 **BOROONDARA**  
*City of Harmony*


**Received**  
**22/7/2021**



C	S.M.	11/06/2021	Client Comments
B	S.M.	2/06/2021	Client Comments
A	S.M.	13/05/2021	Initial Issue
ISSUE	APPD	DATE	COMMENTS

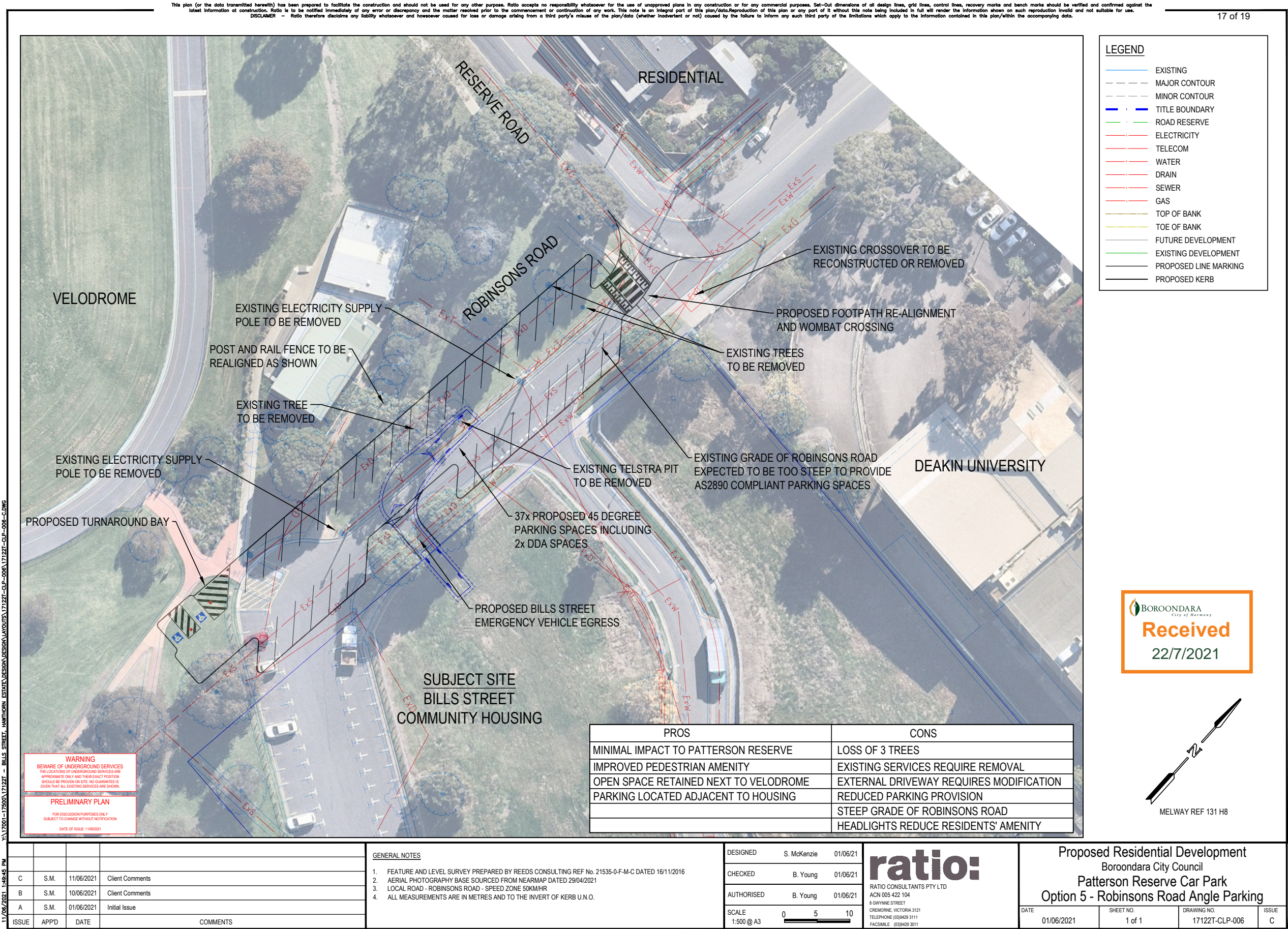
GENERAL NOTES

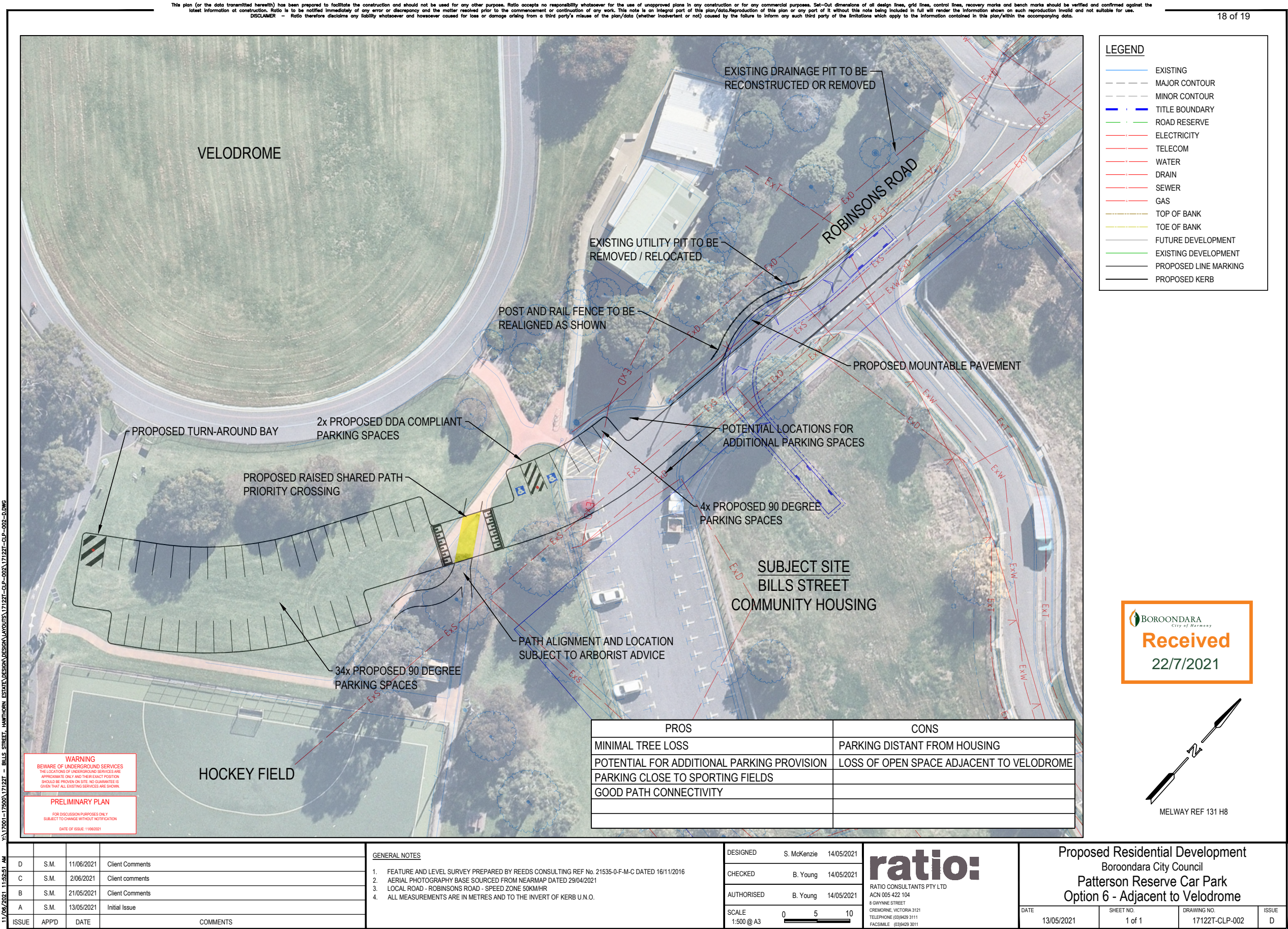
1. FEATURE AND LEVEL SURVEY PREPARED BY REEDS CONSULTING REF No. 21535-0-F-M-C DATED 16/11/2016
2. AERIAL PHOTOGRAPHY BASE SOURCED FROM NEARMAP DATED 29/04/2021
3. LOCAL ROAD - ROBINSONS ROAD - SPEED ZONE 50KM/HR
4. ALL MEASUREMENTS ARE IN METRES AND TO THE INVERT OF KERB U.N.O.

DESIGNED	S. McKenzie	14/05/2021
CHECKED	B. Young	14/05/2021
AUTHORISED	B. Young	14/05/2021
SCALE 1:500 @ A3	0                      5                      10	

**ratio:**  
RATIO CONSULTANTS PTY LTD  
ACN 005 422 104  
8 GWYNNE STREET  
CREMORNE, VICTORIA 3121  
TELEPHONE (03)9429 3111  
FACSIMILE F. (03)9429 3011

<p align="center"> <b>Proposed Residential Development</b>  <b>Boroondara City Council</b>  <b>Patterson Reserve Car Park</b>  <b>Option 4 - Combination of Options 1 and 2</b> </p>			
DATE	SHEET NO.	DRAWING NO.	ISSUE
13/05/2021	1 of 1	17122T-CLP-005	C





Tract

Contact Tract

Office  
[Office Address Line 1]  
[Office Address Line 2]  
[Office Phone No.]  
[Office Email]



**ATTACHMENT 2: LETTER FROM CEO HOMES VICTORIA - CAR PARK REPLACEMENT OPTIONS**

50 Lonsdale Street  
Melbourne Victoria 3000  
Telephone: 1300 650 172  
GPO Box 4057  
Melbourne Victoria 3001  
www.homes.vic.gov.au  
DX 210081

BAC-DM-3341

Phillip Storer  
Chief Executive Officer  
City of Boroondara  
8 Inglesby Road  
CAMBERWELL VIC 3124



Dear Mr Storer

**RE: Bills Street, Hawthorn – Robinson Road Car Park**

As you know, the Director of Housing site at Bills Street, Hawthorn is included in Victoria's Big Housing Build and will deliver 103 social and 103 affordable housing dwellings for Victorians in need.

The Big Housing Build is designed to address the critical shortage of social housing in Victoria by building more than 12,000 new homes over the next four years. The Bills Street project is one small part of this and aims to use existing, public owned land to increase the number of homes available for individuals and families.

The existing Robinson Road car park sits within the title boundary of land owned by the Director of Housing and the site of the proposed Bills Street redevelopment. The carpark currently contains a total of 38 car spaces, 11 of which were designated for the exclusive use of the former public housing tenants. The car park is to be removed to facilitate the redevelopment of the site. Homes Victoria acknowledges this will impact the availability of carparking space, particularly for those using the adjacent hockey and velodrome activities in Patterson Reserve.

In April 2021, Homes Victoria met with officers from the City of Boroondara to discuss options to replace the carpark on Council land. During this meeting, Homes Victoria agreed to develop several carparking options to provide a minimum of 40 carparking spaces (including two DDA spaces) in Robinson Road and the adjoining Council land situated between the hockey field and velodrome. Six options have now been developed, and copies of all options are attached for your information and review.

To accelerate our engagement on this matter, Homes Victoria has considered each option and has formed an initial view that Option 6 is the most suitable, as it will result in the least disturbance, is the most appropriate from a gradient and DDA compliance perspective and achieves a high level of tree retention. We look forward to receiving Council views on these options.

more homes for  
more victorians



**OFFICIAL**

Homes Victoria will be able to confirm funding for the delivery of the replacement carpark in August. Subject to funding availability, Homes Victoria seeks the cooperation and agreement of Council on several fundamental issues relating to the proposal, including:

- The preferred Option
- The replacement carpark being delivered on Council owned land and in continuing Council ownership, with Homes Victoria's obligations limited to funding construction
- That no council planning permit would be required as the carpark would be delivered on behalf of Council by Homes Victoria's contractor; and
- Council agreeing to future maintenance of the carpark.

Homes Victoria is committed to reaching agreement with the City of Boroondara on the preferred Option as part of the overall development arrangements, and to jointly engage with the hockey and velodrome clubs in this regard.

As the Bills Street redevelopment is an announced Fast Start project to commence construction this year, there will be a period when the existing car park will not be accessible and the new car park is not complete. Homes Victoria is considering leasing car parking space within the adjacent University of Melbourne campus as an interim measure and will seek Council's support in relevant discussions, or any alternative suggestions Council may have.

Homes Victoria is keen to move forward and agree a strategy for the replacement of the Robinson Road carpark and would welcome your feedback on the proposed options and any suggestions on how we may jointly facilitate the delivery of this important piece of community infrastructure.

I look forward to discussing these issues when we meet on 23 July 2021. Should you require further information regarding the options and/or the proposed delivery strategy ahead of this time, please contact Joanne Wandel, Director Delivery, on 0429 405 078 or email [joanne.wandel@homes.vic.gov.au](mailto:joanne.wandel@homes.vic.gov.au).

Yours sincerely



**Ben Rimmer**  
Chief Executive Officer  
Homes Victoria

21/07/2021