

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| Precinct A: Wandong Town Centre Precinct | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| 3.3 Movement Network, Figure 8, page 29 | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| Precinct A: Wandong Town Centre Precinct | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyside, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyside and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m ² within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyside, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyside and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| | Precinct A: Wandong Town Centre Precinct | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

| Submission No. | Related Section | Summary of Submission | Matter by matter | Officer comments | Action |
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| 1 | Activity Core and nodes, Page 20 | Concern for the proposed settlement boundary extension south of Arkells Lane, various changes requested to multiple sections throughout | Concern that rezoning land along Arkells Lane will create more traffic at an already dangerous intersection with Epping-Kilmore Road; that the extension of rural living areas which are expensive to service is not appropriate; and that more people will be vulnerable to bushfire. | Noted. Traffic engineers and VicRoads have assessed the intersection and not raised any concerns. Site and surrounding area is not within a Bushfire Management Overlay. | No change |
| | Future Growth and Land Supply, page 23 | | The proposed extension of Low Density Residential Zone contradicts the land supply analysis undertaken. | Disagree. Land is likely to be required to meet supply requirements | No change |
| | Connectivity, page 28 | | Suggest that key issues include maintenance and lighting (safety) for the walking and cycling network | Agree. Maintenance and lighting (safety) for the walking and cycling network are important factors and should be included in the Structure Plan | Amend 3.3 Movement Network, Key Objectives and Strategies to include an Action for further collaboration |
| | Key Objectives and Strategies, MN1.1, page 30 | | "Where possible" is too soft - linkages to adjoining neighbourhoods is either required or it isn't | The use of the term 'where possible' is for those scenarios where there is no opportunity to provide such linkages due to existing development. Otherwise this is a requirement. | No change |
| | Figure 9 Recreation, Open Space, and Community facilities | | Medical Centre and Public Hall shown in the wrong location. | Agree. | Amend Figure 9 accordingly |
| | Key Objectives and Strategies, ROC 1.5, page 35 | | Clarify to ensure ROC 1.5 reflects Figure 9 and provide more detail concerning proposed open space | Figure 9 displays an indicate area for an open space node. Further detail planning at a later date would confirm the location and configuration closer to delivery. | No change |
| | 3.5 Infrastructure and Drainage, Overall, Water, Telecommunications, page 36 | | Water quality impact on local waterways should be taken into account and reflected throughout this section rather than resident's expectations being the main consideration | Agree. Amend accordingly to reflect this matter | Amend Section 3.5 |
| | Key Objectives and Strategies, ID 3.3, page 40 | | Change wording from 'Support new electricity supply' to "Require new electricity infrastructure" | Council can advocate, however, unsure if it is mandatory for such infrastructure to be underground. | No change. Investigate the feasibility of advocating for this infrastructure change |
| | Actions, A12, page 44 | | Without relevant planning controls in place that identify significant ecological values, development proposals do not offer an effective way of protecting existing biodiversity | With limited resources available, this is the approach that Council would need to adopt. | No change |
| | Key Objectives & Strategies, HC 2.2, page 49 | | Strategy is not required as SPPF requires new development to be sympathetic to heritage sites, buildings and built form elements. | Agree partly – however it's important for the Structure Plan to provide strategies and capture the entire context of the study area | No change |
| | Key Objectives & Strategies, HC 2.3, page 49 | | Strategy should reflect enforcement as State Planning Policy Framework requires new development to be sympathetic to heritage sites, buildings and built form elements. | Disagree. In text references to legislation are not being made as the Structure Plan is intended to be utilised in conjunction with the Planning Scheme which already references other legislation and other weighted documents | No change |
| | Design Guidelines, page 53 | | Design objectives to be more ambitious, "Require high standard of built form and landscaping to improve the presentation along Epping-Kilmore Road" | Agree. | Amend design objectives. |
| | Precinct B, Design Objectives, page 54 | | Require subdivision to follow development, to ensure that all housing is assessed in accordance with the design objectives. | Draft an additional dot point to capture this matter | Amend Table 2, page 54 to ensure subdivision follows development and all houses are assessed in accordance with design objectives. |
| Precinct G Wandong Rural Living, Design Objectives, page 61 | The issue of undeveloped parcels of land being landlocked is downplayed. The reliance on access through adjacent landholdings should be made clearer in order to realistically represent the challenges that landowners face | Agree. Draft an additional dot point to capture this matter | Amend - Table 7, row 2, page 61 to address concerns relating to accessibility to landholdings | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Precinct I & J, Design Objectives, page 64 | | Traffic impact assessment to assess impacts on proposed/existing roads and provide for a permeable road layout that integrates with the existing road network | Action A29 addresses this matter | No change |
| 2 | Vision, Guiding Principles (throughout), Precinct D - Rail to Hume Low Density Residential, Structure Plan Map, Section 5.2 - Specific Action Implementation (Action A 22) | Supports the future rezoning of a private property | No issues raised. In full support of the draft Structure Plan | Noted. | No change |
| 3 | Site specific matter | Council to rezone land from Farming Zone to the east of Broadhurst Lane to the freeway reserve and contained by Wandong-Kilmore Rd to the north and Union Lane to the south to Rural Living Zone. | It is inconsistent to say that the freeway provides a natural boundary to the south of the Wandong –Kilmore Road but not to the north of it, where we already have extensive subdivision in the area of Mathieson Road-O’Gradys Road. | Disagree. Using the zoning of other land as a basis for rezoning does not provide strategic justification for rezoning. This area is disconnected from the rest of Wandong and intensifying development would impact on landscape amenity and the separation distance between settlements. This land is not required to be rezoned from a land supply perspective either. | No further action required |
| | | | The area to the west of Broadhurst Lane is unsuitable for rezoning due to the existence of an “indicative high speed railway” route. It is a genuine farm and appropriately zoned. We share the opinion expressed by the public meetings to retain the rural feel of the structure plan area and would oppose further development to the west of Broadhurst Lane | Agree. The area is not proposed for rezoning | No change |
| | | | The area to the south of Broadhurst Lane is not comparable. It is not served by a made road nor enjoys (for the most part) easy access to town water and is designated as a bushfire risk area. We support the desire to contain development in the structure plan to a more modest size than that being contemplated for other centres such as Kilmore and Wallan, but we deny the claimed inevitability of a “knock-on” effect to unconstrained development in adjoining areas if the proposal is adopted. It is in the interests of Council to have zoning boundaries which are cogent and realistic, but this is not so with Broadhurst Lane East right now. It is an anomaly in need of correction. | Irrespective, this does not provide strategic justification to rezone the subject land Zoning of land in Broadhurst Lane is not an anomaly and is reflective of limited services and separation to town centre. Allowing rezoning on the western side of the Hume Freeway in this location would create additional pressure for rezoning as there is no hard or logical boundary for some distance once the Freeway is crossed. | No change No change |
| | | | The small acreage lots created over the last ten to fifteen years in our area seem to have been taken up relatively quickly, whereas this may not be true of other areas in the shire. | Noted. Land supply needs to be considered on a municipal wide approach | No change |
| | | | If Council is confident it can contain the boundaries of the Mathieson-O’Gradys area and the seven areas described as “Individual Investigation Areas” it raises the question of why it should feel it impossible to do the same with Broadhurst Lane as a zoning boundary. We support the desire for a variety of allotment sizes and in so doing support the retention of the farm zone to the west and south of Broadhurst Lane | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Noted. | No change No change |
| | | | In respect of The Dene area in the Structure Plan (No 7) we have reservations about the proximity of the Indicative High speed rail route and structures to part of that area. | This area is not proposed for rezoning. This area was previously shown as an investigation area during Stage 2 (Emerging Options) but was not deemed to be required for rezoning or consistent with the Structure Plan visions. | No change |
| | | | We have no reservations about the possible development of land to the south of Heathcote Junction.(No 6) | No rezoning proposed for this area. | No change |
| | | | In respect of No 4 .This has received substantial community support for development and is further from the commercial area than our proposal. Further, the community reservations expressed about provision of infrastructure do not apply to the Broadhurst Lane East proposal. In terms of walkability, our proposal is at least equal to No 4 and superior to Nos 3,5,6 and 7 | Not all investigation areas are proposed for rezoning and need to be considered against the principles of the Structure Plan. Area 4 is currently zoned RLZ. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | Section 3.2 | | Not opposed to the prospect of housing density provided it doesn't negate the privacy of existing dwellings in the village area. There could be other areas where this was not the case e.g. the area between the Epping –Kilmore Rd and the freeway in proximity to the railway station. Similar investigations might be made near railway stations at Wallan East, Kilmore East and Broadford. Such an outcome would achieve a number of things ...a greater variety of residential options, perhaps downsizing by seniors, consistency with state and federal policies for higher densities and containment of spread to the boundaries of residential settlement in WHJ. Should consider fire protection zones as preventative measures around country residential areas. Should consider a fire ring zone around the settlement area of WHJ. | Noted. A neighbourhood character assessment has been undertaken and actions identified to rezone the Wandong Village to the Neighbourhood Residential Zone which will balance the need for more housing diversity and the protection of character, amenity and heritage within the township. Bushfire management matters are out of the scope of the WHJ Structure Plan. Bushfire safety is embedded in the principles of planning in general and the preparation of the Structure Plan. The implementation of fire protection zones are beyond the scope of a Structure Plan. | No change No further action required |
| 4 | Site specific matter | Submission for a private property to be rezoned | Extend the village boundary to include The Dene (north of the township) 5 The Dene, Wandong | Disagree. Land was previously investigated through Stage 2 (Emerging Options) and deemed not to be required from a land supply perspective, would be disconnected from the rest of the township, potential landscape impacts and an inability to provide a second connection into this area. Such a rezoning would be inconsistent with the Structure Plan vision. | No change |
| 5 | Section 3.4 | Various changes requested throughout the document and request for additional consultation in the future | Omission of a Neighbourhood Safer Place | Noted. It is not the role of the Structure Plan to identify a Neighbourhood Safer Place, however, improving community resilience could be included in the Structure Plan | Amend Section 3.4 |
| | Section 3.7 | | Undertake a study to define the 'character and village atmosphere' for each proposed precinct | Character assessment and guidance in the Structure Plan will provide adequate guidance | No change |
| | 3.7 Heritage & Planning, page 46 | | The wording in regards to historical and heritage matters is weak, lacking in detail and does not address the important heritage and cultural issues of Wandong and Heathcote Junction. Be more prescriptive and include references to reports already prepared on the heritage of the area, such as the recent heritage gap study, and the heritage overlay amendment | Agree. Wording to be revised to bring greater rigour and detail | Amend Section 3.1 |
| | Section 3.5 | | Studies should be undertaken to provide evidence and modelling that the proposed moderate growth can be supported. Water supply has been an issue in the past and given WHJ is located in a high fire risk area, sufficient water quantity and pressure must be available. The roll out of natural gas connection should be guaranteed so that residential, commercial and light industrial development can succeed | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development | No further action required |
| | Precincts | | Various figures are difficult to see and should be enlarged so people can make comment | Agree. | Figures to be amended throughout the document to improve legibility and clarity |
| | 1.5 Community Feedback, page 7 | | Figure 3 is missing from the document and needs to be inserted | Agree. | Include Figure 3 accordingly. |
| | 3.3 Movement Network, Actions, page 30 | | Car parking has not been addressed sufficiently for the current issues present, let alone the 20-30 year timeframe. The school is of particular concern given the number of students is projected to grow. Parking at the railway stations is insufficient and given the overflow of commuters goes to a private carpark that is poorly kept and therefore dangerous, council should remedy the situation with priority. | Agree in part. An Action relating to car parking matters around the school site will be inserted. However, parking at the railway station is an advocacy matter. | Amend to include an Action relating to car parking matters around the school site |
| Precinct A: Wandong Town Centre Precinct | Development of this land as industrial land may impact on the amenity of the gateway. Planning controls should be in place to ensure that buildings are sympathetic to the type and form of the area and landscape. | Agree. Amend design objective to reflect this matter | Amend Precinct A Design Objectives, page 53 to provide guidance for vacant Commercial 1 Zone land | | |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct A: Wandong Town Centre Precinct | Improved connectivity and safe road crossings are proposed however the location of the Bypass and Interchange within the township is contradictory to these proposed plans. Even the existing speed limits at each end of the township are contrary to safe pedestrian movements. | The Kilmore-Wallan Bypass and speed limits are matters beyond the scope of the Structure Plan. | Cross reference the latest indicative bypass and interchange plans and discuss speed limit guidelines internally. |
| Precinct B Wandong village | This is a major heritage area for the town with many of the town's original buildings still intact. Planning controls should be put in place in this area to ensure that land is not developed in a manner that would encourage many small lots side by side, the inclusion of double storey homes which we believe is detrimental to the historical nature, character and village atmosphere. The Heritage Gap Study for Wandong Heathcote Junction specifically states this area is significant because of the views extending from the top of Dry Creek Crescent, allowing dwellings of more than a single storey will impact these aesthetic views. | These concerns will be considered in the future preparation of amendment documentation. Council officers will recommend the inclusion of a DDO on this area so that applications which meet the desired objectives for character may not trigger the need for a planning permit. | To be addressed in the future preparation of an amendment process |
| Precinct C: Heathcote Junction Low Density Precinct | The main issue of concern in this precinct is the proposed tree planting along North Mountain Road. As suggested elsewhere in the document planting native eucalypt species may increase the fire risk and create a vector for fire to move quickly. | Action A4 (p.21) outlines that there will be collaboration with the CFA regarding street tree planting | No change |
| Precinct C: Heathcote Junction Low Density Precinct | The practice of people parking on the gravel footpath in North Mountain Road is unacceptable. North Mountain Road is narrow, has kerb and guttering on one side only and a gravel footpath. The junction of Rail St and North Mountain Road is dangerous for traffic continuing up Rail St to the south; has a dangerous curve and the placement of a bus stop outside the railway station is dangerous for pedestrians and traffic. The road should be widened on the south side of the road, and kerb and drainage installed. Water flows during rainy periods often flood across the elevated blocks on the south across to properties on the north side. Sloping driveways on the north exacerbate flooding into garages and property. | Noted. The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | Ensuring properties maintain sufficient width of driveways and access to properties in a high fire risk environment and for emergency vehicles. | Agree. Action A20 seeks to provide for a minimum subdivision size of 4,000m2 within this precinct which will ensure fire prevention measures can occur on properties | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | There is a need for a turnaround facility for heavy vehicles. There has been no assessment of the heavy vehicle traffic within the Heathcote Junction area and the ability of the current roads to accommodate these movements. Station Avenue and Eucalypt Grove are dirt roads and are used by V-Line Buses, and local bus services because there is no turn around facility within Heathcote Junction for buses. | An action for future investigation could be included for the road network. The matters go beyond the scope of the Structure Plan but could be considered by other Council departments. | Amend Section 3.3 to include an appropriate action |
| Precinct C: Heathcote Junction Low Density Precinct | Rather than beautifying the road with tree planting it would be more prudent to widen the road and to put in drainage and kerbing. This would improve safety and reduce flooding events. | The informal infrastructure is conducive to the level of development within this area and contributes to the rural character and amenity. Throughout community consultation have heard a desire to retain the rural feel in Heathcote Junction. | No further action required |
| Precinct C: Heathcote Junction Low Density Precinct | The correct place for a meeting place is at the southern end of the Say G'day track and some infrastructure needs to be in place to support this as a genuine place for residents to gather, as well as having some type of interactive facility for the younger generation. Some suggestions may be, a playground, barbeque facility, basketball half court and ring etc. | Agree in part. The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No further action required |
| Precinct D: Rail to Hume Low Density Precinct | The development of a new residential area should be accompanied by appropriate infrastructure and services and fire risk must be suitably managed. | Such matters will be subject to further detailed planning should a proponent lead rezoning be sought in the future. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| Precinct D: Rail to Hume Low Density Precinct | There needs to be an appreciation that Arkells’s Lane may form an alternative route for the freeway bypass. Changed traffic movements may impact this area and thereby reduce its potential as a new low density precinct. | Should the Bypass alignment be amended following the completion of the independent review into the Wandong Interchange then this will need to be investigated further. | To be monitored |
| Precinct D: Rail to Hume Low Density Precinct | The prospect of a Rail Trail raises issues for the establishment of a new low density precinct and the proposed Fast Rail Route may present additional problems that have as yet not been identified – aesthetic, noise, access, historical sites etc. | Such matters will be subject to further detailed planning should a proponent lead amendment be sought in the future. | No change |
| Precinct E. Heathcote Junction Bushland Precinct | The bushfire risk is extremely important as historical records show the direction of fires is along the ridgelines as well as from the south in wind changes. | This is a component associated with increasing the minimum lot sizes within this precinct. | No change |
| Precinct F: Wandong Low Density Precinct | The development of a passive trail along the land abutting the Dry Creek is a good objective. There needs to be an investigation as to whether any Cultural Heritage Management Plans have been conducted to date along creek corridors and funds allocated to ensure these occur in any plans for trail development. | Existing processes in place that will ensure such matters are considered when the rail trail is sought to be implemented. | No change |
| Precinct G. Wandong Rural Living. | This precinct contains archaeological sites portraying Wandong’s industrial past as well indigenous history. Further investigations must be undertaken before any development of this area is undertaken. Significant amounts cultural material exists. Retaining sections of the 1880’s tramline route and side track would be an important feature to retain and building a walking trail to explore this historical feature should be considered. | Such matters will need to be investigated prior to development taking place. No zoning changes proposed to this area therefore no changes required to the Structure Plan. | No change |
| Precinct H: Rural living West of Hume | Greater connectivity between the western portion of the town with the central part of the township. This should occur without dependence on the proposed fast rail or bypass and should include safe pedestrian access. | This is not a Council priority and it is unlikely that improved connectivity can be delivered without consideration to the proposed major infrastructure projects. | No change |
| Precinct H: Rural living West of Hume | The proposed Bypass will cause considerable noise, visual impact, loss of amenity and provide no connection to the greater township of Wandong. The bypass is an obvious impediment and the likelihood of future development would be severely inhibited. The intersection of O’Grady’s Road with the Bypass route will also severely affect the residents of this area with many already selling up and moving on. How this will further impact Kilmore East has not been articulated. Should the Bypass proceed in its current form, substantial design change would be required to ensure safe and effective traffic movements and calming within the township of Wandong. | The proposed Kilmore-Wallan Bypass is a separate project to the Structure Plan but it is acknowledged that such potential impacts will need to be monitored by Council should the Wandong Interchange be constructed as per the exhibited Environmental Effects Statement. | No change |
| Precinct I and J. | This area should not be developed as there is sufficient land to accommodate the projected population growth of 360 residents for the life of this plan. Developing this land will cause increased traffic flow problems particularly along Affleck Street, a street already under pressure especially within the school zone. This area is historically a high fire danger area, allowing further development abutting bushland areas will increase this risk dramatically. | The area is zoned for residential purposes. The Structure Plan seeks to guide appropriate development which will consider key matters raised through a separate process should there be a planning permit application lodged in the future. | No change |
| Precinct I and J. | This area is historically important, having large sections of the tramway along the proposed development. There is potential for the tramway to be developed into a historic/walking/ riding track linking to the current Say G’Day track. This area is of high value to the residents and must be preserved as limited open space is available outside the LB Davern reserve. | Agree. This matter has been captured within the design objectives on page 64 | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 5.2 Specific Action Implementation, Short and Medium term timeframe actions, page 68 - 71 | | It will be important that a proper and ongoing Community Consultation process is undertaken. The Community have continually raised this issue with VicRoads and Council and expressed that the community need to be involved in any project design that impacts on our townships. Failure to communicate with the community and consult – not tell, will continue to see ongoing conflict. The Council need to be aware that this is an important part of any development plan and the community insist that this consultation occurs. | Agree. There will a public exhibition for the amendment which seeks to give the Structure Plan weight and any future amendments are likely to be subject to consultation | No change |
| 6 | 3.1 Urban Form, page 20 - 21 | Various changes requested to multiple actions | The gateway sign at the north end is quite low and as it is impossible to raise it, the vegetation in front of it needs to be lowered or even removed. Ground covers would be more appropriate to allow the sign to be viewed. | This is beyond the scope of the Structure Plan but could be considered by other Council departments. | No change |
| | 3.1 Urban Form, Action A4, page 21 | | Consultation with the Wandong Heathcote Junction Community Group which around landscaping as well as the CFA with respect to flammable plantings. | Agree. Amend action to reflect this matter | Amend Action A4 to include consultation with the community |
| | 3.2 Land Uses and Character, page 22 | | The lack of speed controls and pedestrian crossings along the Epping-Kilmore Road at Wandong is a tragedy in waiting. Despite years of campaigning, VicRoads answer was a few "safe zones" in the middle of the road. The number of people crossing the road, particularly from the Wandong Plaza and Wandong Railway Station to the Wandong Memorial Park (including toilet and children's skate park) and the Magpie and Stump Hotel is considerable but authorities choose to ignore the seriousness of the situation. | Action A8 (p.30) includes pedestrian links across Epping-Kilmore Road as an action requiring VicRoads collaboration. | No further action required |
| | 3.2 Land Uses and Character, page 22 | | The lack of car parking along the west side (north bound) of the Epping-Kilmore Road is a major concern. The report talks about tourism but we have an off road car park at our Bushfire Memorial and War Memorial Park that accommodates about ten cars only. The car park was extended by the WHJCG but remains impossible for trucks, caravans to use. The deep drain that divides the parkland/off road car park needs to be put underground to allow proper roadside parking for which there is ample room. | Objective MN 1.3 could be expanded to consider this matter in conjunction with traffic calming and boulevard treatments along Epping-Kilmore Road. | Amend MN 1.3 |
| | Section 3.3 | | There is a severe lack of car parking at the Wandong Primary School. Traffic is chaotic before and after school and as about 50% of students travel from Kilmore and Wallan, there is little chance of rectifying the problem in the near future. Mitchell Shire Council is responsible but to this time has not resolved the problem. | Agree. Draft an Action to capture this matter | Amend Section 3.3 |
| | Proposed Kilmore-Wallan Bypass | | The Bypass will severely impact the township if the interchange is built as currently proposed. Recommendations for Council to work with VicRoads to provide for improved connectivity as part of any future projects must include community consultation and participation. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No further action required |
| | 3.3 Movement and Network, page 28 | | Concerns about the capacity of Wandong train station car park and at Heathcote Junction train station, there is no space for V/Line train replacement buses to park or turn requiring them to use other streets as the means of turning the buses. This adds heavy vehicles to quiet unmade streets, this needs to be rectified. | Council will continue to advocate for additional parking at the train stations. | No change. |
| | 3.3 Movement and Network, page 28 | | Footpaths are either non-existent or in poor condition. Paths are desperately needed around Wandong Primary School. Pedestrian crossings are needed at the school on Rail Street and of course across the Epping Kilmore Road. | Agree - this is reflected in Fig 8, p.29 | No change |
| | 3.3 Movement Network, Figure 8, page 29 | | Logical road links, particularly around Precincts I and J are not logical and would result in additional vehicle movements on Affleck Street. | 5.2 Specific Action Implementation, Action A29 requires traffic impact assessment which assesses impact on proposed and future roads to accompany applications for subdivision within Precincts I & J | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 3.2 Recreation, Open Space & Community Facilities, Action A10, page 35 | | The recreation/meeting area proposed at the junction of the Say G'Day trail and Baden Drive would see little use. The flat area at the highest point of the Say G'Day trail (midway between North Mountain Road and Baden Drive) may be the only possible area that could be developed in to a meeting/play space. | The Structure Plan outlines the potential for an open space node, however, the location slightly differs. Proposed for the node to be nearer to Baden Drive on the Say G'day Trail as it is a more central location that can support a broader catchment. | No change |
| | 3.5 Infrastructure and Drainage, page 36 | | Water: Should increase in housing be considerable through new estates such as Sunnyglen, water shortage may become a regular occurrence and our reliance to replenish Hollowback Reservoir with Wallan and Melbourne water must be understood. Gas: bitterly disappointed that commercial and residential properties on the west side of the railway reserve are not included in the current roll out of natural gas and this needs to be pursued by Mitchell Shire and rectified as soon as possible. Stormwater Drainage: the lack of maintenance of town drains is a huge concern. Drains are blocked at numerous places resulting in water and debris crossing roads. A regular maintenance program needs to be put in place by Mitchell Shire. | Planning permit applications will need to demonstrate there is adequate capacity to service proposed development. | No change |
| | 3.6 Landscape & Biodiversity, page 42 | | Dry Creek is in urgent need of attention, as is the unnamed creek behind the Wandong Memorial Park on the Epping — Kilmore Road. | Agree. Draft an Action to capture this matter | Include an Action under 3.6 Landscape & Biodiversity for advocacy with the CMA. Noting that the responsibility of managing waterways depends on the status of the land. |
| | 4.0 Precinct Design Guidelines, Precinct A, page 53 | | Landscaping along Epping-Kilmore Road and improvement to the open drain on the north bound side | Epping-Kilmore Road has been identified as a key streetscape link. | No change |
| | 4.0 Precinct Design Guidelines, Precinct C, page 56 | | The intention is to only rezone the units on the corner of Bonnieview Crescent and Rail Street and the vacant land next to the CFA as Residential. A child care centre was supposed to be built on the vacant land and we understand that this can still occur if zoned Residential | Child care centre is a permissible use under the General Residential Zone | No change |
| | 4.0 Precinct Design Guidelines, Precinct E, Action A24, page 59 | | North Mountain Road and the southern end of Baden Drive is already heavily treed and does not require additional tree planting. Baden Drive north of Vista Court is rather barren and definitely could do with heavy street tree plantings. | Action A24 already captures Baden Drive and nomination of both roads as key streetscape links allows for monitoring | No change |
| | 4.0 Precinct Design guidelines, Precinct F, Action 25, page 60 | | The provision of a pathway / walking trail between Wandong and the Mount View estate has been a long time pursuit of the WHJCG and should be treated as a priority. | Noted. Amend action to reflect this matter | Amend Action 25 to be a short term action for collaboration. Implementation could be medium-long term |
| | 4.0 Precinct Design guidelines, Precinct H, Action 27, page 62 | | The provision of a pathway between the Australiana caravan park and Wandong including under the freeway should be a priority | Action A9 and Action A27 address this matter | No change |
| | 4.0 Precinct Design guidelines, Precinct I & J, page 64 | | The WHJCG continues to oppose Sunnyglen and would also oppose any attempts to double the problem should Precinct I also be rezoned Residential. It must remain Low Density. It is not considered safe entry and exit to this land when the proposal lists a circular road with entry and exit points only 100 metres apart. It should be noted that had these precincts been developed prior to the 2009 Black Saturday bushfires, houses and lives would have been severely impacted with possible loss of both. We do not believe this area should be developed. | Precinct J is currently in the LDRZ and no rezoning is proposed. Council is seeking to provide design requirements acknowledging the constraints and potential impacts of development on this site and the surrounding area as opposed to back-zoning land which is a difficult process and would impact on overall land supply required for Wandong | No change |
| | 5.2 Specific Action implementation, Action A8, page 68 | | Action A8: the timeframe should be changed from medium to urgent | Council doesn't have the resources required to deliver pedestrian measures on Epping-Kilmore Road as a priority | No change |
| 7 | General comment | Generally supports - some proposed | Objective is to work with Council in the context of our Client's vision for the site and Council's design objectives for the precinct. | Noted. | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | 4.0 Precinct Design guidelines, Precinct I & J, Action A28, page 64 | controls are questioned | DPO/DDO may not be necessary | Disagree. Given the constraints of the site, combined with its close proximity to another large land parcel within the Low Density Residential Zone which could become land locked and the need for appropriate interface measures, there is strong justification for an overlay control to provide guidance on the site. | No change |
| | General comment | | Focus on low density residential development is a narrow approach to housing need | Structure Plan encourages development that maintains neighbourhood character. Wandong Village has been identified for additional density that can balance housing needs and neighbourhood character impacts as the market requires. | No change |
| | 5.2 Specific Action implementation, Action A21, page 69 | | Action A21 is contradictory to the intent of the Structure Plan. | Agree. Action can be modified to be more specific. Provide clarification in acknowledgement response. | Amend Action 21 |
| 8 | Section 3.5 | Various changes requested throughout the document and request for additional consultation in the future | The plan needs to lobby State and Federal Government for extension of gas to the remainder of the community. | The Wandong gas supply network design was finalised prior to the commencement of the Structure Plan project. Unlikely that the network would be extended in the short or medium term. | No change |
| | 3.3 Movement Network | | The plan should advocate against the proposed location of the Wandong interchange. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | 3.3 Movement Network | | Lack of walking paths: - Epping-Kilmore Road pedestrian crossing - Epping-Kilmore Road (western side to the town centre) - Pedestrian access over the bridge crossing - View Road, Heathcote Junction | Council to consider Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. View Road, Heathcote Junction is not supported as this is within a rural area and raises the debate around character and formal infrastructure | Council to investigate the suitability of walking paths for: Epping-Kilmore Road pedestrian crossing, Epping-Kilmore Road (western side to the town centre), and pedestrian access over the bridge crossing. |
| | 3.3 Movement Network | | Advocate for walking/cycling path from Wallan to Wandong | Council supports the Rail Trail project coming to Wandong. | No change |
| | 5.2 Specific Action implementation | | Streetscapes should enhance environmental values and consider fire prevention measures. | Draft an Action to capture this matter | Amend 5.2 Specific Action implementation, A4, page 68 to discuss: enhancing environmental values, fire prevention measures. |
| | 5.2 Specific Action implementation | | Advocate for rail reserve weed management to VicTrack and Australian Rail Track Corporation as well as road reserve weed management to VicRoads. | Draft an Action to capture this matter | Include an Action under 5.2 Specific Action implementation that addresses weed management on rail and road reserves. |
| 9 | Site specific matter | A proposal that land between Wandong and Kilmore be rezoned | Seeking rezoning of land between Wandong and Kilmore from FZ to LDRZ / RLZ on the basis of the 1988 Kilmore Community Redevelopment Plan. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| 10 | Proposed Kilmore-Wallan Bypass | Seeks Council's objection to the Wandong Interchange and acknowledgement of the current review process | Incumbent upon Council to advocate on behalf of the community to have the interchange removed. | Advocating on behalf of the community to have the proposed interchange removed is out of the scope of the WHJ Structure Plan | No change |
| | | | Bypass is going through an independent review | Council is aware of this process which is likely to be completed prior to the Planning Scheme Amendment for the Structure Plan to be finalised | No change |
| | | | Statements about the proposed Wandong interchange being final are erroneous | Agree. The Kilmore-Wallan Bypass is proposed and accordingly the Structure Plan ought to reflect this - an editorial error | Amend all references to the 'Kilmore-Wallan Bypass' to "proposed Kilmore-Wallan Bypass" |
| | Wandong Village | Place a Design and Development Overlay over the central precinct of Wandong with a schedule outlining minimum lot sizes with single storey residences to protect neighbourhood character and inhibit major infrastructure proposals that would be detrimental to neighbourhood character. | Agree in part. Council agrees that neighbourhood character should be protected, however, there is no justification for minimum lot sizes and building height to be restricted to the extent of single storey. | No change | |
| 11 | 3.3 Movement Network | Concerns with traffic flow and car parking near the primary school | Proposal for Affleck Street to become a one way street with new land for the school enabling additional car parking | Agree. Draft an Action to capture this matter | Amend 3.3 Movement Network, Actions, page 30 to include an Action for further collaboration |
| 12 | Rail Street and Quillinan Road | The area south of Junction Road should be investigated for rezoning, and a fire access/egress proposal for Rail Street and Quillinan Road | Rezoning of land south of Junction Road. | Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. | No change |
| | | | Fire access/egress proposal for Rail St and Quillinan Roads | This is beyond the scope of the Structure Plan and has been an ongoing matter with Council's Engineering Department. Any such access/egress is | No change |

Wandong & Heathcote Junction Structure Plan – submission summary: Council report

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| | | | | likely to be for emergency vehicles only and such access/egress does not provide strategic justification for a rezoning. | |
| 13 | All sewerred areas | Various proposals and additions to the draft Structure Plan (Previous submission to the Emerging Options Paper). | Seeks all sewerred areas to be rezoned to NRZ, expansion of the township to the west and south. | Disagree. Inconsistent with the WHJ Structure Plan and the proposed long term settlement boundaries. Rezoning all land within sewerred areas to Neighbourhood Residential Zone could have the unintended consequence of allowing housing density in inappropriate areas. | No change |
| 14 | Site specific matter | A proposal that Heathcote Junction be expanded to the south | Seeks rezoning on the basis of limited opportunities for expansion elsewhere, availability of natural gas, town water and safer connections for the town. | Disagree. Inconsistent with the WHJ Structure Plan vision and the proposed long term settlement boundaries which seek to maintain separation distances between settlements and protect the village character and landscape amenity. No strategic justification for this rezoning. Land supply analysis confirms that there is sufficient supply to cater for the project growth of WHJ for the next 20 years. | No change |
| 15 | Site specific matter | Submission for a private property to be rezoned | Seeks partial rezoning of land to possibly LDRZ based on availability of sewerage. 155 Scanlons Road, Wandong | Disagree. The site was investigated as part of Stage 2 (Emerging Options) and it was identified that the land is not required from a land supply perspective, it is difficult to provide a second access without removing vegetation or requiring a creek crossing, concerns with impact on landscape amenity on part of the site. Current zoning allows further subdivision and an overlay control is a more appropriate outcome. | No change |