

5.4 Precinct 2A Doreen (part) Development Plan

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Executive Summary

The purpose of this report is to consider the *Mernda Precinct 2A (part) Development Plan* (the *Development Plan*) which affects 45 individual properties in Doreen. The properties within the precinct are each approximately 1 hectare in size and bounded by Cookes Road to the north, Yan Yean Road to the east, Bridge Inn Road to the south and existing residential development to the west. The *Development Plan* was prepared by Spiire on behalf of the Bridge Cookes Landowners Group Inc. (the proponent), a consortium of landowners within the precinct.

The *Development Plan* has been prepared in accordance with the provisions of Schedule 5 to the Development Plan Overlay (DPO5) at Clause 43.04 of the Whittlesea Planning Scheme and the Mernda Strategy Plan (MSP).

The *Development Plan* envisages a residential neighbourhood for approximately 2000 future residents living close to range of services including schools, shops and open space. The development of the precinct will include standard (detached houses) and medium density residential (ie. townhouses) housing, a local street network to support the development and numerous tree reserves protecting a significant amount of native vegetation in the precinct. Noting the number of lots and individual landowners within the precinct, the development plan layout aims to support the fair and orderly development of the precinct.

The draft *Development Plan* (refer Attachment 1) was publicly exhibited in April and May 2023. All landowners within the precinct, neighbouring landowners and potentially affected agencies were notified.

In total, 23 submissions were received from a mixture of landowners within the precinct, surrounding landowners, a statutory agency and a community member. In response to the issues raised by submissions, Council officers requested the proponent make a number of changes to the *Development Plan*.

All the changes, except one, were made by the proponent. The requested change which the proponent did not make and subsequently advise they do not agree to, is the identification of a tree reserve at 811 Bridge Inn Road. The reserve was intended to protect two medium and large (respectively) river red gums of moderate arboricultural value. These trees were subsequently removed, on behalf of the landowner, following the request for the tree reserve to be created.

Council officers do not support the tree removal and loss of the tree reserve. Officers have made the requested change to show the tree reserve of approximately 1,500sqm on all relevant plans within the *Development Plan* (included at Attachment 2), noted it is to be revegetated, and updated the Land Budget tables in the document to reflect the change.

The *Development Plan*, with the inclusion of the tree reserve, satisfactorily responds to the existing site features and constraints, overarching strategic documents, and Council policies, and will enable the coherent, orderly and fair development of the precinct. As such it is considered that the *Development Plan* meets the relevant statutory requirements, and it is recommended that the plan and exhibition outcomes be noted, and that Council approve the *Mernda Precinct 2A (part) Development Plan*.

Officers' Recommendation

THAT Council:

- 1. Approve the *Mernda Precinct 2A (part) Precinct 2A Development Plan* at Attachment 2.**
- 2. Note the non-statutory exhibition outcomes detailed in this report and Attachment 4.**
- 3. Note that Council Officers will notify the proponent, submitters and all landowners within the precinct of Council's decision.**
- 4. Authorise the Chief Executive Officer to appoint officers to represent Council and instruct any legal representation at any Victorian Civil and Administrative Tribunal hearing or pre-hearing practice days including compulsory conferences conducted in respect to the Development Plan.**

Background / Key Information

Site details

The subject site is located in Doreen, is approximately 49 hectares in area, and comprises 45 individual properties with the majority in different ownership. Each property is approximately one hectare in area. The majority of the properties are currently used for low density residential with a single dwelling on each property. The site is bounded by Cookes Road to the north, Yan Yean Road to the east, Bridge Inn Road to the south and residential development to the west. The precinct is 2.5km from the Mernda Train Station and Mernda Town Centre. Refer *Attachment 3* for the Context Plans of the *Development Plan* area.

As one of the last remaining undeveloped sites in the Doreen area, the site is largely surrounded by residential development. To the east of Yan Yean Road is the Urban Growth Boundary and green wedge land. This is also the municipal boundary, with the green wedge land located in City of Nillumbik.

The south-east corner of the precinct is bisected by a transmission line easement, which is a feature of the Mernda Doreen area, and the Doreen Recreation Reserve. The precinct is also well vegetated with a mix of predominantly indigenous and native tree species.

Planning Context

Zone and Overlays

The subject site is in the General Residential Zone - Schedule 1 (GRZ1) of the Whittlesea Planning Scheme. The primary purpose of the GRZ1 is to provide a diversity of housing types and housing growth, particularly in locations offering good access to services and transport.

The site is affected by a number of planning overlays, including:

- Incorporated Plan Overlay Schedule 1 (IPO1) - Mernda Strategy Plan (MSP).
- Development Plan Overlay Schedule 5 (DPO5).
- Vegetation Protection Overlay – Schedule 1 (VPO1) - Significant vegetation (River Redgum Grassy Woodland).
- Development Contributions Plan Overlay – Schedule 5 – Mernda Precinct 2A Development Contributions Plan.

Further detail regarding Council policy has been provided in the ‘Council Policy Considerations’ section of this report.

The Development Plan Proposal

The *Development Plan* has been prepared by Spiire on behalf of six landowners in the precinct who own 10Ha of the total 49Ha. The majority of landowners within the precinct are not part of this group.

One (or multiple) property owners can submit a Development Plan, for consideration by Council, that affects other properties within the area. In accordance with Section 4.0 of DPO5 there should be regard for the intent that Development Plans should encompass larger land parcels rather than individual landholdings.

The *Development Plan* provides a framework for the integrated and orderly development of the precinct for standard and medium density residential use consistent with the MSP which is the overarching strategic land use plan for the area. The *Development Plan* responds to site features such as existing vegetation, the transmission easement, and the surrounding road network.

Specifically, the *Development Plan* proposes:

- The use and development of the site for standard and medium density residential purposes. The majority of the site is designated standard density with areas of medium density co-located with tree reserves and open space.
- Housing densities slightly higher (ie. smaller lot sizes) than that envisaged by the MSP. This responds to current market demand and lot sizes being delivered for similar infill development sites. The overall estimated yield of the Development Plan area is expected to be in the order of 650 dwellings at a density of 20 dwellings per net developable hectare (NDHa). This will potentially accommodate approximately 2,000 residents.
- The protection of a significant number of existing River Red Gums and other existing vegetation in tree reserves and pocket parks throughout the development. This is to include the replacement of the removed river red gums in the tree reserve at 811 Bridge Inn Road.
- The provision of MSP nominated sub-arterial/collector road (Flaxen Hills Road), a bus capable road, through the site connecting residential development in the north to Bridge Inn Road.
- Provision of service roads and internal street access for lots from Bridge Inn Road to limit direct access.
- The provision of land to facilitate widening of the Cookes Road cross section to provide for safe pedestrian and cycling connections.
- A local street network which provides for the coherent and connected development of the 45 individual parcels in the precinct.

In assessing and reviewing the *Development Plan*, Council Officers have sought to overcome the existing fragmented lot configuration and land ownership to support the integrated and orderly development of the precinct. This includes a local street network that provides access as each lot develops, and shares responsibility for road delivery across parcels.

The provision of tree reserves will retain or restore the existing landscape character and significant native vegetation on the site. Overall, the layout will contribute to a high-quality public realm and amenity for future residents.

Potentially Contaminated Land

Preliminary Site Investigations (PSI's) were performed for all properties within the precinct. This included a review of historical uses, desktop review and roadside assessment of current site conditions. Council officers engaged with the Environment Protection Authority (EPA) as part of reviewing the PSI's.

The review of the submitted assessment identified that five properties required further assessment to understand the potential for contamination.

EPA advise that this further assessment should happen as early in the planning process as possible. However, due to the fragmented ownership within the precinct, not all landowners could be compelled to undertake the further assessment in support of the *Development Plan* at this stage of the process. Two of the properties requiring further assessment were owned by members of the proponent group. Council officers required those properties to undergo the further assessment prior to endorsement of the *Development Plan*, consistent with the EPA advice. This has occurred and they have been found to have no risk of land contamination.

The remaining properties which the proponent could not access have been marked in red on each plan with a note "Environmental Assessment Required" and a section has been added to the *Development Plan* detailing the need for the environmental assessment as an application requirement at the planning permit stage.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Liveable Neighbourhoods

Our City is well-planned and beautiful, and our neighbourhoods and town centres are convenient and vibrant places to live, work and play.

The *Development Plan* has been prepared to guide the orderly development of a fragmented precinct. The plan will ensure that future development is of high amenity for future residents.

Considerations of Local Government Act (2020) Principles

Financial Management

The proponent has paid a statutory fee to Council for the assessment of the *Development Plan*.

Community Consultation and Engagement

The draft *Development Plan* was exhibited to owners and occupiers within and surrounding the precinct from 20 April to 22 May 2023. 144 owners and occupiers were notified along with relevant government agencies. The exhibited draft Development Layout Plan is provided at *Attachment 1*.

Response to submissions

23 submissions were received during exhibition from a mixture of owners within the precinct, neighbouring residents and occupiers, and statutory agencies.

There was only one outright objection to the *Development Plan* or development of the site, which was due to a concern regarding construction noise and traffic.

The remainder of the submissions raised particular concerns and issues with the *Development Plan* content or existing conditions of the precinct. A number of consistent themes emerged across the submissions, which are discussed in detail below. *Attachment 4* details all submissions received and provides responses to all other matters which are not discussed below.

Cookes Road

A number of submissions raised concern about the existing condition of Cookes Road, particularly the poor pedestrian experience with a narrow footpath and pinch points which have little separation from the traffic lanes. This is a particular concern to residents who advise that a number of school students use this path to reach Hazel Glen College which is located in proximity to the *Development Plan* area on the north side of Cookes Road.

The exhibited *Development Plan* required one metre from within the property boundaries of properties fronting Cookes Road to provide for a path and nature strip along the Precinct 2A frontage and, potentially, parking. In response to the submissions, further design work was completed by Council officers which recommended a 2.5m shared path to be delivered, within a nature strip, to increase separation from the traffic lanes. In this design process it was found that due to the location of undergrounded services and transmission poles along Cookes Road, an extra metre of land would be required from adjoining properties to ensure that the shared path could be kept separated from traffic lanes for the full length of Cookes Road adjacent to the subject precinct.

Accordingly, the *Development Plan* has been updated to require two metres of land for road widening from the properties immediately abutting Cookes Road. A cross section for Cookes Road has been included at Appendix 3 of the *Development Plan* including the location of the shared path and nature strip.

Road Infrastructure

Two landowners in the precinct objected to the amount or location of the proposed roads within their properties. One owner noted in their submission that the sub-arterial road, Flaxen Hills Road, as identified in the MSP had been relocated onto their properties. The realignment was a result of the need for the road to align with the existing position of Flaxen Hills Road to the north of the precinct which was realigned in order to retain trees. The result being the continuation of the road through the subject sites has also needed to shift.

The submission further requested that the proposed alignment of the road be split across the property boundaries so that half the road is within their property and the other half within a neighbouring property. This submission request is not supported as it does not provide for orderly development of the road network and risks only partial delivery of roads or an inability for development to occur should only one of the properties be willing to develop.

Tree Retention and Reserves

Submissions from a number of landowners within the precinct (who were not directly involved in the preparation of the *Development Plan*) included concerns at the extent of the retention of trees on their properties. The submissions noted that the *Development Plan* did not identify tree reserves or the retention of trees on some other properties.

The fragmented lot configuration and land ownership has created challenges in undertaking background assessment and equitably sharing the requirements for infrastructure provision including local roads, open space provision and tree retention. Due to the fragmented ownership of properties within the precinct and not all owners being members of the consortium progressing this *Development Plan*, not all properties have undergone arboricultural assessments.

In total, 32 of the 45 properties had arboricultural assessments prepared through the preparation of the plan, which was deemed acceptable in order to progress the *Development Plan*. These assessments have guided the *Development Plan* layout including the location of local roads and open space reserves for tree protection.

Upon consideration of the submissions, further refinement was made both to properties which have had arboricultural assessments and those which will be required to have them in the future. These can be summarised as follows:

- In response to the submissions regarding the equity of tree protection, the properties not assessed have been identified in each plan of the *Development Plan* with a note as follows:

- *“Trees Not Assessed.*
Trees and other vegetation on these parcels have not been assessed as part of the preparation of this Development Plan. Detailed arboricultural and ecological assessments are required to be completed at the planning permit stage. Subject to the findings of those future assessments, it is anticipated that future tree reserves will be required. This will influence the final layout, including the amount of developable land, of these particular sites.”

This requirement will ensure that further assessment is done at the planning permit stage for the non-assessed properties with the expectation that additional tree reserves will be identified to protect significant trees and vegetation.

- *The submissions also prompted further review of the submitted arboricultural assessments and retention of trees in tree reserves. A priority was placed on the retention of River Red Gums of the highest arboricultural value within the precinct. The results of this review resulted in two additional tree reserves being identified to retain five River Red Gums, the removal of one tree reserve and the realignment of the boundaries of five tree reserves. This approach more accurately depicted the areas needed to support retention of trees regardless of existing property boundaries.*

Medium density lots

Four submissions from existing residents in proximity to the subject site raised concerns in respect to the provision of medium density in the precinct. The submissions consider that the proposal is an overdevelopment and not in keeping with existing dwelling density and neighbourhood character.

The MSP nominates the site as standard density residential and the *Development Plan* identifies that the majority of the site is to be developed as such. This will generally be detached dwellings on lots approximately 300sqm – 500sqm in area, at a minimum density of 16 dwellings per Net Developable Hectare (NDHa). However, the MSP also enables for the refinement of precinct plans during the preparation of more detailed development plans.

The *Development Plan* provides areas of medium density when co-located with tree reserves or open space. The medium density is to be townhouse or terrace houses with reduced private open space on lots under 300sqm at a minimum density of 20 dwellings per NDHa.

A significant amount of additional open space in the form of tree reserves (which was not identified in the MSP) has been provided as a design response.

It is considered that the amenity offered by the tree reserves throughout the precinct could support the provision of medium density dwellings by offsetting the reduced private open space that is a feature of this typology.

The development of medium density dwellings can also provide for passive surveillance of these reserves. Most of the sites identified for medium density lots are located internal to the site, which allows for the creation of a distinct neighbourhood character while not impacting on the established character of adjacent precincts. While the anticipated density is slightly higher than anticipated at the time the MSP was prepared, it is consistent with the density being delivered in other infill development sites being minimum 16 dwellings per NDHa.

The transport analysis ensures that the local and broader transport network can cater for the proposed development outcome.

Changes to the Development Plan Post Exhibition

In response to the submissions, a number of changes to the *Development Plan* were requested. Some of these changes are identified in the summary of key issues above. These have been included in the updated *Development Plan* document included at *Attachment 2*.

One of the requested changes was not made. This was the identification of a tree reserve in the area north of the extension of Venice Rise on 811 Bridge Inn Road. The requested tree reserve was to protect six existing trees including two medium and large (respectively) River Red Gums of moderate arboricultural value.

Following Council's request for these trees to be retained in a tree reserve, the landowner, a member of the consortia, removed the trees. They subsequently presented reports suggesting the trees did not require a permit for removal and needed to be removed to service the development. Planning and development teams from across Council reviewed these reports and agreed that the removal of the trees could and should have been avoided.

Council Officers have made changes to the submitted *Development Plan* to show a tree reserve of approximately 1,500sqm as requested, with a note that this area is to be revegetated. It should be noted, that the proponent does not support this change.

With this change and all other requested changes made, Council Officers consider the *Development Plan* at Attachment 2 satisfactorily responds to submissions received during exhibition and complies with planning provisions and policy.

Other Principles for Consideration

Overarching Governance Principles and Supporting Principles

- (b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.
- (d) The municipal community is to be engaged in strategic planning and strategic decision making.

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of the *Local Government Act* or any other Act.
- (d) Public awareness of the availability of Council information must be facilitated.

Council Policy Considerations

Environmental Sustainability Considerations

The *Development Plan* proposes to retain a significant amount of native vegetation throughout the precinct in tree reserves.

Social, Cultural and Health

The development of the site for a diversity of housing will have a positive effect through the increase of housing choices within the municipality, in alignment with planning policy mentioned above.

Economic

The approval *Development Plan* will have a positive economic by supporting the development of the land for the construction of additional housing.

Legal, Resource and Strategic Risk Implications

In accordance with Section 149 of the *Planning and Environment Act 1987* a specified person may apply to the Victorian Civil and Administrative Tribunal (VCAT) for review of the decision.

The *Development Plan* satisfactorily manages the risk of land contamination and development for housing in accordance with advice from the EPA.

Planning Ordinance (Whittlesea Planning Scheme)

Planning Policy Framework

The *Development Plan* is generally consistent with the provisions and objectives of the Planning Policy Framework of the Whittlesea Planning Scheme, including:

- *Clause 11 - Settlement*: The *Development Plan* responds to the needs of the community by providing for additional housing and open space.

- *Clause 12 - Environmental and Landscape Values:* The *Development Plan* responds to site features and constraints, by providing for the retention of existing vegetation subject to the proposed amendment to the *Development Plan* that has been included in the officer recommendation.
- *Clause 12.01-1L – River Red Gum protection:* The *Development Plan* and suggested changes outlined in this report provide for the protection and retention of River Red Gums.
- *Clause 16 - Housing:* The *Development Plan* increases the supply of housing to meet community needs.

Incorporated Plan Overlay Schedule 1 (IPO1) - Clause 43.03 of the Whittlesea Planning Scheme:

The IPO1 applies the *Mernda Strategy Plan 2016 (MSP)* to the precinct. The subject area is included within Precinct 2A of the MSP and the Precinct Plan identifies a preferred development outcome for the site as providing standard density residential with low density interface to the transmission easement.

Development Plan Overlay Schedule 5 (DPO5) - Clause 43.04 of the Whittlesea Planning Scheme:

The DPO5 requires the approval of a *Development Plan* before a permit can be granted to use and develop the land. Specifically, the proposed *Development Plan* responds to the following requirements of DPO5:

- Generally in accordance with the MSP and associated Precinct Plans.
- Generally in accordance with planning policy including retention and integration of mature trees, particularly indigenous River Red Gums.
- Provision of appropriate transition and interface design treatments.

Vegetation Protection Overlay Schedule 1 (VPO1) (Significant vegetation (River Redgum Grassy Woodland) - Clause 42.02 of the Whittlesea Planning Scheme:

The purpose of the VPO1 is to protect and retain significant native vegetation, including River Red Gums. The *Development Plan* has considered and provides for the retention of native vegetation, subject to the proposed amendment to the *Development Plan* that has been included in the officer recommendation.

Development Contributions Plan Overlay Schedule 5 (Mernda Precinct 2A Development Contributions Plan) - Clause 45.06 of the Whittlesea Planning Scheme:

The DCPO5 provides that development contributions are payable upon development of the site and summarises the costs and contributions applicable to Precinct 2A of the *Mernda Strategy Plan Development Contributions Plan 2008*.

Implementation Strategy

Communication

The Council decision will be communicated to the proponent and submitters.

Critical Dates

May 2022 - Submission of Development Plan application.

April and May 2023 – Non-statutory exhibition of the draft *Development Plan*.

Declaration of Conflict of Interest

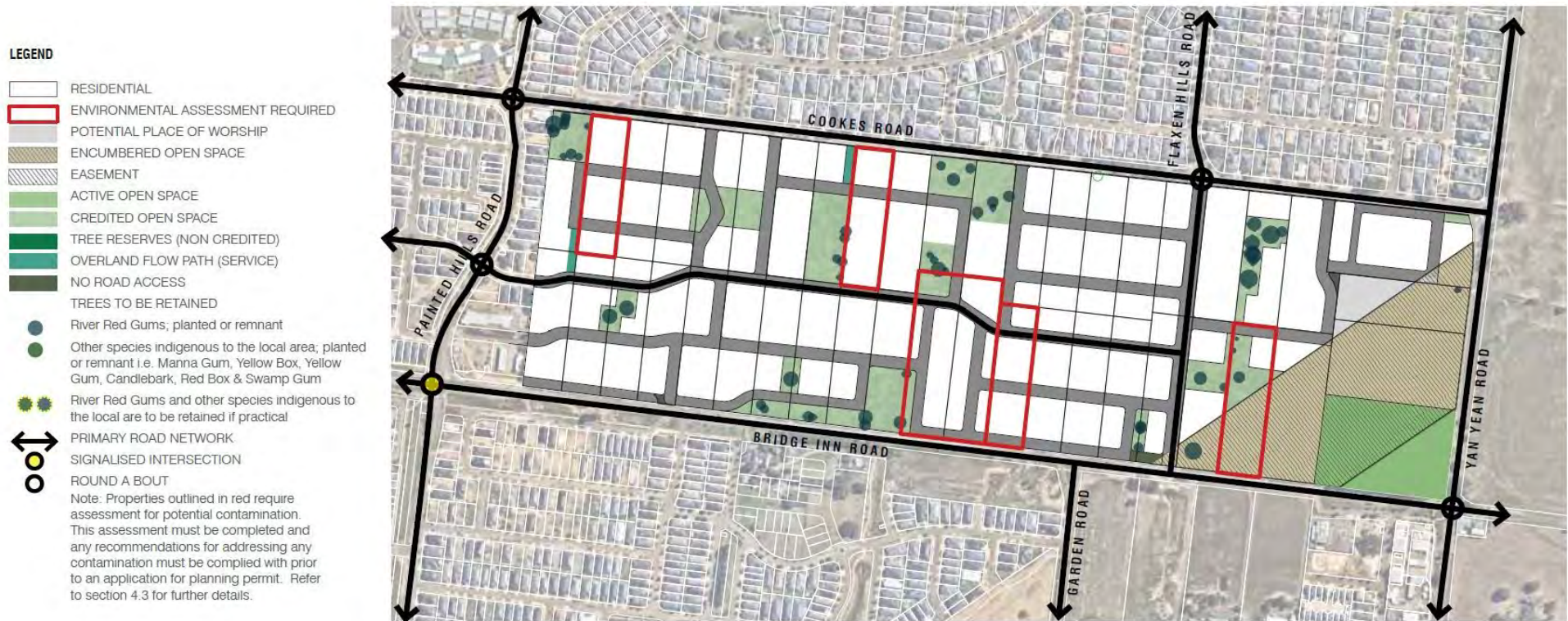
Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Attachments

1. Attachment 1 - Exhibited Draft Mernda Precinct 2A (part) Development Plan, April 2023 - plan only [5.4.1 - 1 page]
2. Attachment 2 - Mernda Precinct 2A (part) Development Plan, May 2024 [5.4.2 - 46 pages]
3. Attachment 3 - Mernda Precinct 2A Context plans [5.4.3 - 2 pages]
4. Attachment 4 - Submissions Table and Officer Response [5.4.4 - 16 pages]

Attachment 1 - Exhibited Draft Precinct 2A Development Plan, April 2023





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1. INTRODUCTION

This Development Plan has been prepared in accordance with the requirements of Schedule 5 to the Development Plan Overlay (DPO 5) at Clause 43.04 of the Whittlesea Planning Scheme.

The Development Plan applies to land bound by Cookes Road to the north, residential land to the west, Bridge Inn Road to the south and Yan Yean Road to the east. In the context of the Mernda Strategy Plan the site sits within Precinct 2A. The Development Plan provides a broad urban framework to deliver an integrated environment which features a range of residential densities, a large number of tree reserves, passive open space and a fine grain movement network to provide excellent connectivity with surrounding precincts.

The Development Plan comprises the following:

- ▶ Context and Analysis
- ▶ Vision to guide the future development of the site
- ▶ Compliance with Schedule 5 to the Development Plan Overlay
- ▶ The Development Plan
 - ▶ Land uses and land budget
 - ▶ Residential development
 - ▶ Movement network
 - ▶ Open space network (including trees)
 - ▶ Indicative road cross sections

A number of Development Plan area assessments and background reports have been undertaken for the subject area by the proponent in accordance with the requirements of the DPO5. These assessments have been used to inform the preparation of the Development Plan and future permit applications but do not form part of this approved Development Plan.

The background reports include the following:

- ▶ Aboricultural Assessment and Report
- ▶ Environmental Site Assessment
- ▶ Stormwater Management Strategy
- ▶ Traffic Engineering Assessment
- ▶ Engineering Infrastructure Report

2. CONTEXT AND ANALYSIS

2.1 REGIONAL CONTEXT

The site is located within the City of Whittlesea, 30 kilometres from the Melbourne CBD and 2 kilometres from Mernda Station. It forms part of the existing urban area of the North Growth Corridor Plan. The North Growth Corridor has good accessibility to the CBD and other major employment precincts. It features excellent road, rail, freight and public transport infrastructure. Trains that stop at Mernda Train Station connect this precinct to Melbourne CBD within an hour. The Principal Public Transport Network (PPTN) is proposed along Bridge Inn Road, to the south of the site, which is a major east west link to the Hume Highway.

2.2 LOCAL CONTEXT

The site sits within the south eastern corner of Precinct 2A of the Mernda Strategy Plan.

Existing, standard residential development is situated to the north, south and west of the site. Residential development ceases at Yan Yean Road, where a stud farm and other rural land is situated to the east. The Plenty River connects into the Plenty Gorge Parklands approximately 2km to the south of the site, with a variety of smaller open space typologies, such as ovals and playgrounds, are located around the site.

A number of educational uses are located within close proximity of the Development Plan area, with Hazel Glen College 200m north-west, Ivanhoe Grammar 700m to the west and Doreen Primary School 1km to the east of the site.

A small grouping of commercial land uses including convenience food outlets and petrol station is located on the south-western corner of the Yan Yean Road/Bridge Inn Road intersection. Laurimer Town Centre is located approximately 1.5-2km to the north which contains a supermarket and community centre.



2.3 SITE ANALYSIS

The site is rectangular in shape, and is located on the corner of Bridge Inn Road (to the south) and Yan Yean Road (to the east). It is boarded by Cookes Road to the north and development along Painted Hills Road to the west.

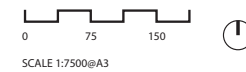
The site is located within the General Residential Zone (GRZ) and is affected by the Development Plan Overlay (DPO5); Development Contributions Plan Overlay (DCPO5); Incorporated Plan Overlay (IPO1), and; the Vegetation Protection Overlay (VPO1).

The site is currently developed with low density residential, with existing large trees throughout the site. An arborist assessment has highlighted a variety of species, including River Red Gums; a number of which are proposed to be located within tree reserves. Topographically the site is predominantly flat, with its high point on the northern boundary, with fall towards southern boundary.

A large transmission easement crosses the south-east corner of the site, with the Doreen Recreation Reserve intersecting the easement.



Figure 1. Site Analysis



3. DEVELOPMENT PLAN OVERLAY

3.1 COMPLIANCE WITH SCHEDULE 5 TO THE DEVELOPMENT PLAN OVERLAY

The Development Plan has been prepared in accordance with the requirements of Schedule 5 to the Development Plan Overlay. The requirements of the Schedule have been addressed as follows:

- ▶ Accordance with the Mernda Strategy Plan. Key contextual details of the Mernda Strategy Plan are summarised at Figure 2 and have variously informed the preparation and content of this Development Plan.
- ▶ Protection of identified Conservation Areas. The Mernda Strategy Plan does not identify any conservation areas within the site. Nevertheless, the Development Plan has been informed by a desktop ecological assessment. Section 6.2 of the Development Plan requires further, on-site, ecological assessments to be completed as part of any future planning permit applications.
- ▶ Retention of River Red Gums. An aboriginal assessment has been completed for most (but not all) of the site. The results of the assessment are reflected in the figures throughout this document. The Development Plan layout has been designed to locate as many River Red Gums and other significant trees as possible in tree reserves.
- ▶ Net Gain Assessment of Native Vegetation. Future planning permit applications must comply with Clause 52.17 of the Planning Scheme.
- ▶ Landscape Views and Vistas. A small section of land in the northwest of the Development Plan site falls within a 'visually sensitive design area'. The area is highlighted in figure 2. It is expected that Council will impose design and siting controls in relation to any future development of land within this area.
- ▶ Interface Treatments. The Development Plan layout generally provides edge roads to open space areas. Where edge roads are not practical, including adjacent to the transmission line easement, the Development Plan requires residential areas to actively front the open spaces. Further details are set out in Section 4.5.
- ▶ Cultural Heritage. Section 6.3 of the Development Plan requires an Archaeological Survey and Heritage Assessment to be completed and considered as part of any future permit application process. Section 61 of the Aboriginal Heritage Act 2006 sets out matters to be considered before finalising subdivision layout plans.
- ▶ Stormwater Management. A Stormwater Management Plan has been prepared. The findings of the Plan have informed the preparation and content of this Development Plan.
- ▶ Residential Diversity. The Development Plan provides opportunity for both conventional and medium density residential development suitable for a diverse range of dwelling types.
- ▶ Road Network. The proposed road network is illustrated throughout the Development Plan. The layout has been informed by specialist input and is carefully designed so that it is logical and easy to navigate whilst also accommodating the retention of a large number of existing trees. Typical Road cross sections are included in Appendix 3.
- ▶ Landscape and Street Trees. The tree reserves throughout the Development Plan area will be an important and attractive design feature of the developed land. It is anticipated that more detailed Landscape Plans will be developed as part of future planning permit application processes.
- ▶ Environmental (Contamination) Assessment. A Phase 1 Environmental Site Assessment has been completed. Based on the findings of the assessment, three properties have been identified as requiring further follow-up assessment prior to applying for a planning permit. Further details are set out in section 4.3 of this Development Plan.
- ▶ Staging. Preferred staging arrangements are described and illustrated in Section 5 of this report.

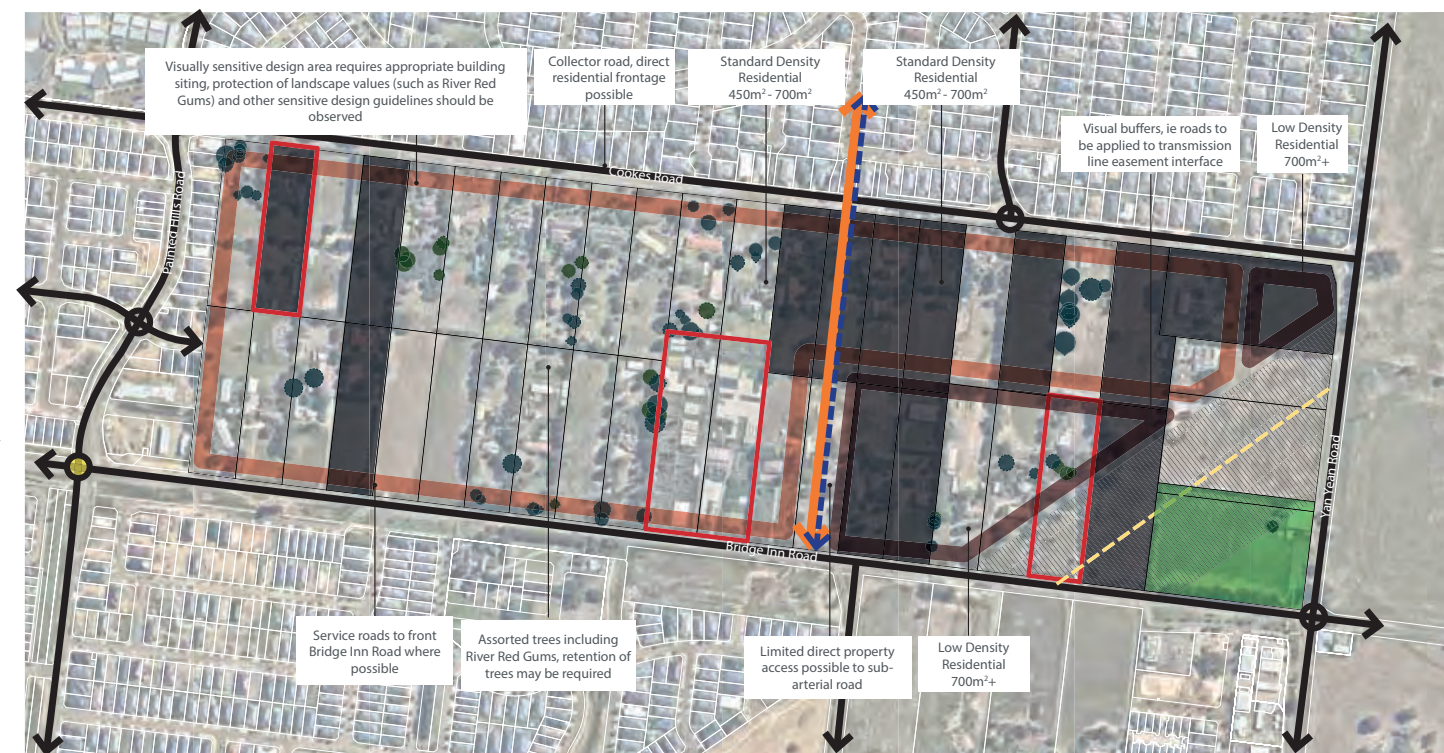
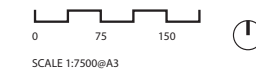
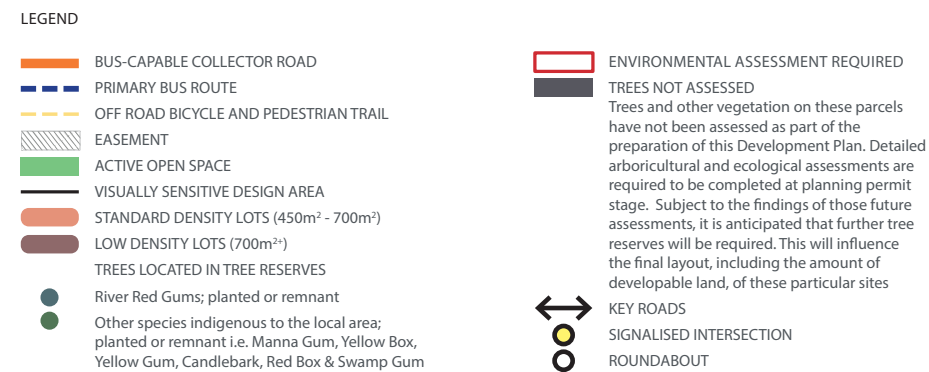


Figure 2. Development Plan Overlay Response



4. THE DEVELOPMENT PLAN

4.1 OVERVIEW

The Development Plan aims to provide for the protection of significant native vegetation within a high quality, interconnected urban development. It will provide a basis for the consideration of future subdivision applications.

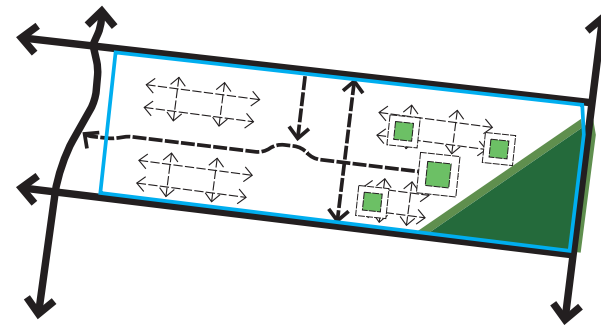
The Development Plan:

- ▶ Provides a road layout that provides logical connections within this site and to the surrounding road network.
- ▶ Provides a broad range of residential opportunities - suitable for supporting various housing needs and lifestyle preferences
- ▶ Has been prepared having careful regard to the natural features and character of the land including the presence of a large number of River Red Gums and other significant trees.
- ▶ Incorporates open space areas throughout the site located to protect and preserve significant trees to provide attractive and practical amenity within the site/
- ▶ Provides logical interfaces with all surrounding land
- ▶ Has careful regard to storm water planning and the provision of key engineering services

4.2 VISION

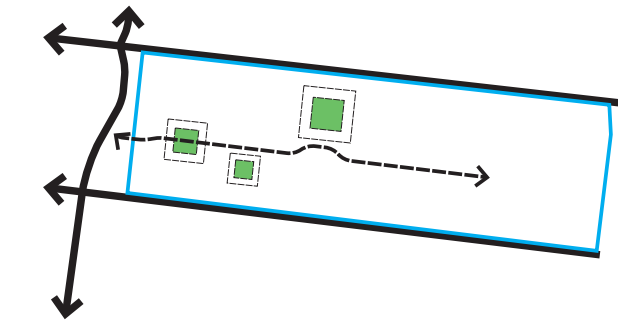
"The Precinct will become an interconnected community that is based on a site responsive design approach that encourages innovative design solutions, housing diversity and draws upon the existing conditions for local amenity."

INTERCONNECTED NEIGHBOURHOOD



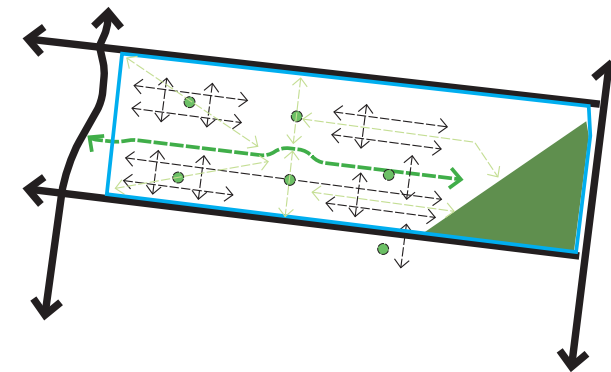
Create an Interconnected neighbourhood that has a distinctive character based on the local environment.

DIVERSITY OF HOUSING TYPES



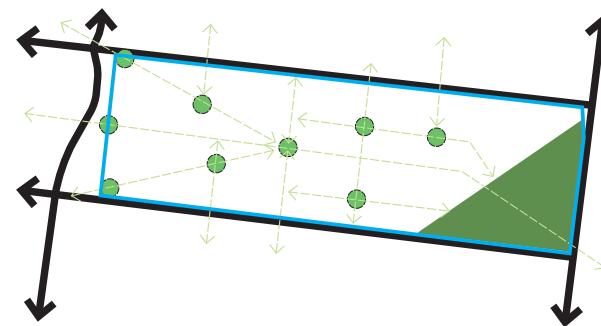
To create a diversity of housing typologies both standard and innovative medium density built form outcomes around open spaces.

DIVERSITY OF STREETSCAPES



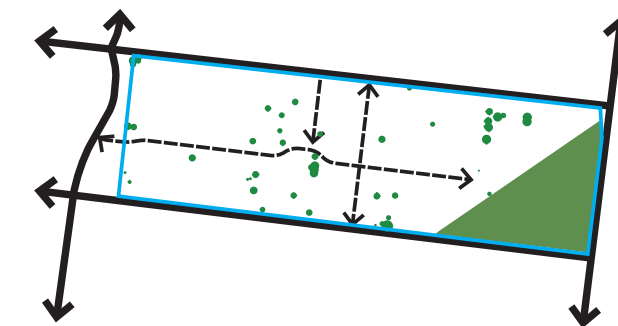
To create a diversity of streetscape through retention of existing trees, small local parks and pathways at termination of roads to allow pedestrian and cycle connections and tree retention.

INNOVATIVE OPEN SPACE SYSTEMS



To create a diverse open space system connecting the wider Mernda area, local convenience centres, schools and active recreation through the site via open spaces and connection utilising existing site features.

PROTECTION OF HIGHLY VALUED TREES



To ensure highly valued trees are preserved through the use of tree-reservations, pocket parks and widened nature strips.

4.3 POTENTIALLY CONTAMINATED LAND

This Development Plan has been informed by a Phase 1 Environmental Site Assessment. Based on the findings of the Assessment, the Environment Protection Agency (EPA) has identified three properties (four land parcels) which require further assessment in order to conclusively understand the potential for contamination.

The three properties requiring further assessment are identified at Figure 3, and details of the further assessment are set out in the table below.

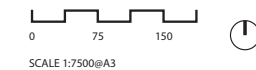
For the three properties identified, the required further work must be completed and any recommendations for addressing any contamination must be complied with prior to applying for a planning permit for subdivision, development or use of the land.

LEGEND

- RESIDENTIAL
- ENVIRONMENTAL ASSESSMENT REQUIRED
- TREES NOT ASSESSED
- Trees and other vegetation on these parcels have not been assessed as part of the preparation of this Development Plan. Detailed arboricultural and ecological assessments are required to be completed at planning permit stage. Subject to the findings of those future assessments, it is anticipated that further tree reserves will be required. This will influence the final layout, including the amount of developable land, of these particular sites.
- PRIMARY ROAD NETWORK
- SIGNALISED INTERSECTION
- ROUND A BOUT



Figure 3. Potentially Contaminated Land



Property	Area of Potential Environmental Interest	EPA Comment
180 Cookes Road	Storage shed and area containing cars and other machinery.	A Preliminary Risk Assessment should clarify whether any of these areas involved storage of chemicals and therefore meets the definition of 'potentially contaminated land'. Planning Practice Note 30 lists 'Above ground storage of chemicals or fuels (where such storage is ancillary to the primary site activities but is not minor)' with a medium potential for contamination. If this activity is triggered, Planning Practice Note 30 would recommend a Preliminary Risk Screen Assessment.
865-871 Bridge Inn Road	Plant Nursery.	Planning Practice Note 30 lists 'Commercial use of pesticides (including herbicides, fungicides etc)' with a medium potential for contamination and would recommend a Preliminary Risk Screen Assessment.
911 Bridge Inn Road	A stockpile of soil with an approximate volume of 30 m ³ was observed onsite in the front yard of the site.	Planning Practice Note 30 lists 'stockpiles of imported fill' with a medium potential for contamination and would recommend a Preliminary Risk Screen Assessment.

4.4 LAND USE AND LAND BUDGET

The Development Plan is 49.9 Ha and made up of 45 individual titles. It seeks a minimum density target of 16.5 dwellings per net developable hectare, with the minimum standard density at 16 dwellings per net developable hectare and the minimum medium density at 20 dwellings per net developable hectare.

Development at this density will result in providing an additional supply of approximately 650 dwellings. At an occupation rate of 3.1 persons per dwelling this will provide housing for just under 2,000 persons.

Existing land uses include a 157m wide transmission easement and 2.25 Ha of Active Open Space which partially sits within the easement. These occupy the south-eastern corner of the site and are non developable. The Development Plan requires 2m of land from the frontage of properties on Cookes Road for the urbanisation of Cookes Road. The balance of the site is set aside for residential land development and the protection of high value trees within public open space.

LAND BUDGET

Site Area	49,904 Ha		
	Area (Ha)	%Site	% NDA
Open Space			
Tree Reserves	4.929	9.88%	12.89%
Active Open Space	0.930	1.86%	2.43%
Sub Total	5.859	11.74%	15.32%
Other			
Powerline Easement	5.562	11.15%	14.55%
Overland Flow Path (Service)	0.146	0.29%	0.38%
2m Road Urbanisation (Cookes Road)	0.255	0.51%	0.67%
Sub Total	5.963	11.95%	15.60%
Total	11.822	23.69%	30.92%
NDA	38.082	76.31%	100.00%

Note: Where the powerline easement overlaps other land uses, the easement takes priority in reference to the land budget.
The land areas in this Table are indicative only and are expected to change following the completion of further arboricultural assessments and other investigations.

LEGEND

- RESIDENTIAL
- ENVIRONMENTAL ASSESSMENT REQUIRED
- POTENTIAL PLACE OF WORSHIP
- ENCUMBERED OPEN SPACE - EASEMENT
- ACTIVE OPEN SPACE
- TREE RESERVES
- OVERLAND FLOW PATH (SERVICE)
- NO ROAD ACCESS
- TREES LOCATED WITHIN TREE RESERVES
- River Red Gums; planted or remnant
- Other species indigenous to the local area; planted or remnant i.e. Manna Gum, Yellow Gum, Yellow Gum, Candlebark, Red Box & Swamp Gum
- TREES REQUIRING PERMIT FOR REMOVAL
To be assessed at planning permit stage
- TREES NOT ASSESSED
Trees and other vegetation on these parcels have not been assessed as part of the preparation of this Development Plan. Detailed arboricultural and ecological assessments are required to be completed at planning permit stage. Subject to the findings of those future assessments, it is anticipated that further tree reserves will be required. This will influence the final layout, including the amount of developable land, of these particular sites.
- PRIMARY ROAD NETWORK
- ROAD WIDENING (2m URBANISATION)
- SIGNALISED INTERSECTION
- ROUND A BOUT

Note: Properties outlined in red require assessment for potential contamination. This assessment must be completed and any recommendations for addressing any contamination must be complied with prior to an application for planning permit. Refer to section 4.3 for further details.
Note: Encumbered open space future uses subject to planning permit application and SP AusNet approval.

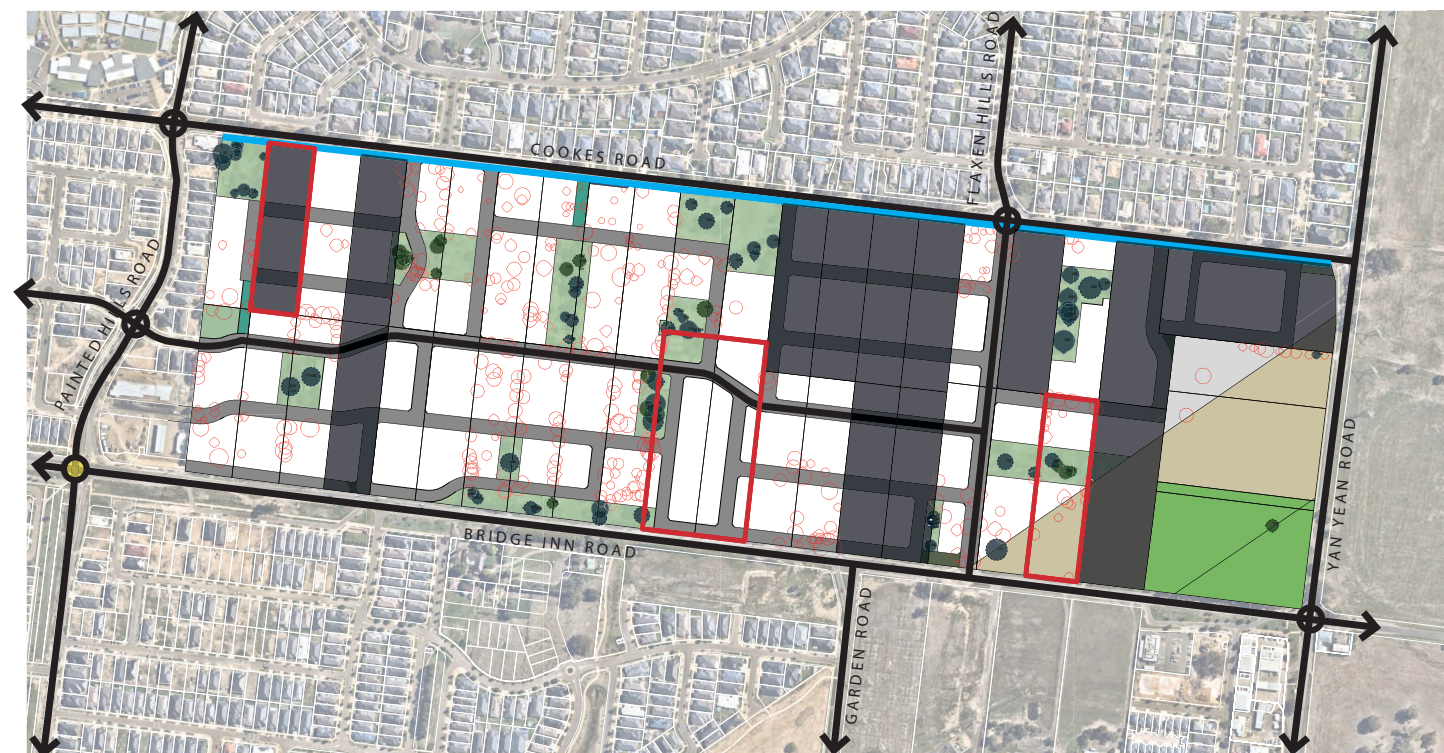
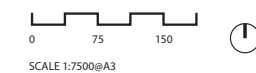


Figure 4. Land Use Plan



4.5 RESIDENTIAL DEVELOPMENT

Residential areas will be developed with a mixture of medium density and conventional residential lots. The varying densities provides the opportunity for a variety of housing typologies to support the increasingly diverse current and future needs of the local community.

The majority of lots within the Development Plan area will be of standard density, which reflects the existing surrounding residential area and provides appropriate transitioning from the adjoining rural land to the east.

With the retention of key trees throughout the site, there is opportunity to provide increased densities around open space, with dwellings fronting pockets of open space to leverage amenity and views. The increase in density provides better public safety outcomes with increased passive surveillance over public spaces, as well as increased equity with more people being able to enjoy these open spaces. Built form should front (priority) or side on to open space where applicable. Fencing and paper road guidelines may be used to control a positive outcome between the public and private realm as part of the planning permit process as required by the responsible authority.

To provide a variety of housing types and choices, residential development will contain a variety of lot depths and widths, with housing typologies such as conventional front loaded dwellings, rear loaded terraces and single and double storey detached homes. Dwellings are able to front onto Cookes Road and back onto lots along the western boundary.

The Development Plan layout provides opportunity for an appropriate transition between open space areas/ transmission line easement and residential areas to be assessed and approved at a planning permit stage.

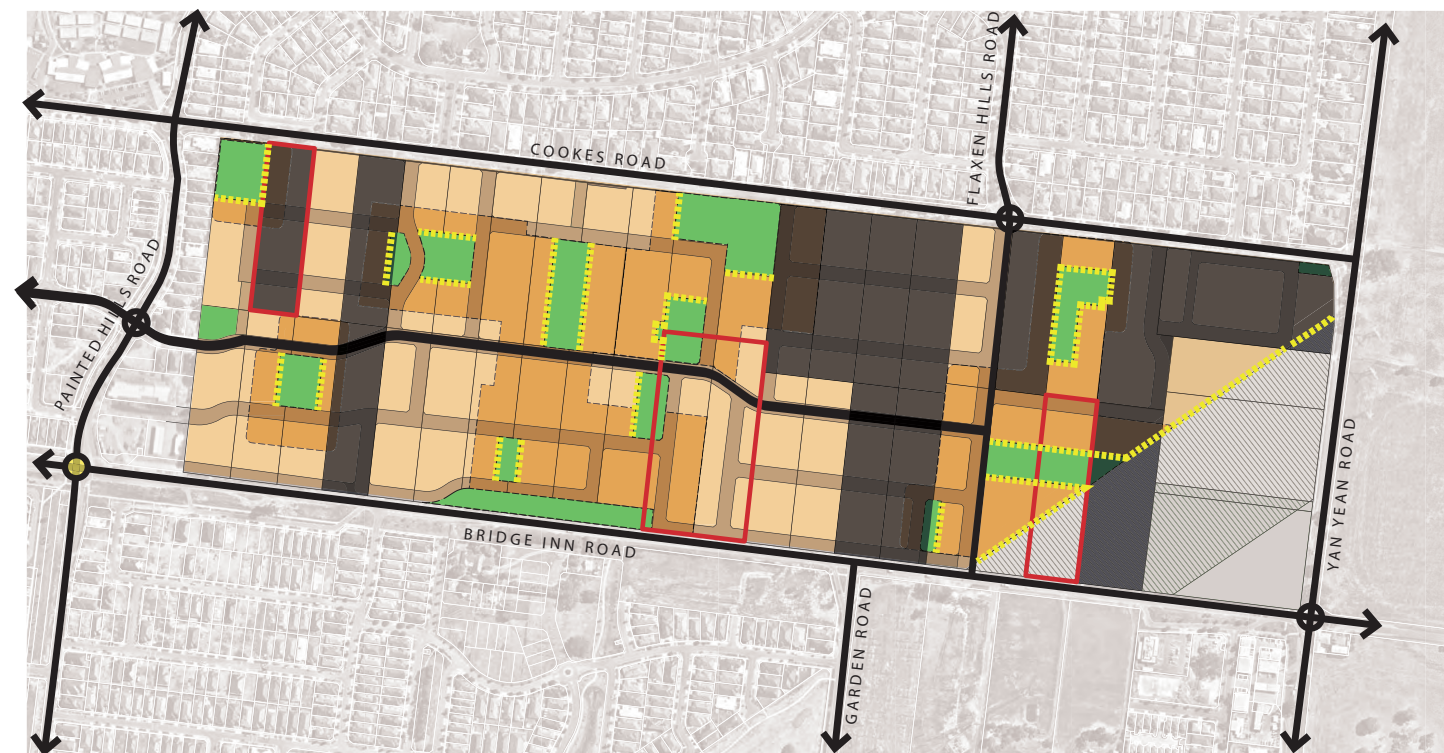
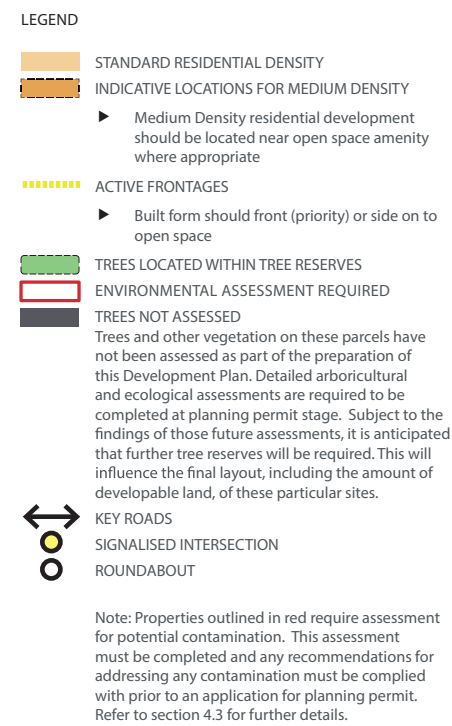
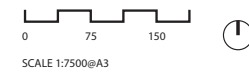


Figure 5. Residential Density



4.6 MOVEMENT NETWORK

The movement network provides for a simple and legible street layout that is easy to navigate for both vehicles and pedestrians. It is a hierarchy of lower order roads that feed into higher order roads, to facilitate movement into and out of the area. They seek to integrate and connect the surrounding urban development without overburdening existing local roads. The road network responds to the natural environment and retention of trees by integrating them into public open spaces along the streets.

The north-south bus capable connector road has been designed to accommodate future bus movements. It is located to connect in with the existing Flaxen Hills Road to the north of site and Bridge Inn Road to the south. It also joins an east-west Key Local Access Street which transverse the site, connecting into the existing Belmont Rise. This is the Development Plan's primary movement network, where all lower order roads feed into.

The road network responds to each site edge and the requirements for each interface. The southern boundary is bordered by service roads (to be limited to the extension of existing service road) and by local access streets to enable development to front Bridge-Inn Road, but to prevent direct lot access. Dwellings are able to front onto Cookes Road (to be widened and urbanised) and back onto lots along the western boundary.

This is 2m widening to accommodate 2.5m nature strip and 2.5m Shared User Path on the property side of the undergrounded services (begins at 0.5m from current title boundary). The shared path cannot be delivered over the undergrounded services or around the existing electricity poles.

Where residential development fronts open space, a rear lane or mews should be utilised in the design. This is to ensure there are active frontages at the open space interfaces. The road layout avoids cross intersections. T - intersections are provided at 90° wherever possible.

Where tree reserves front Cookes Road, shared path is to deviate through tree reserve if required.

Refer Appendix 3. for indicative cross sections.

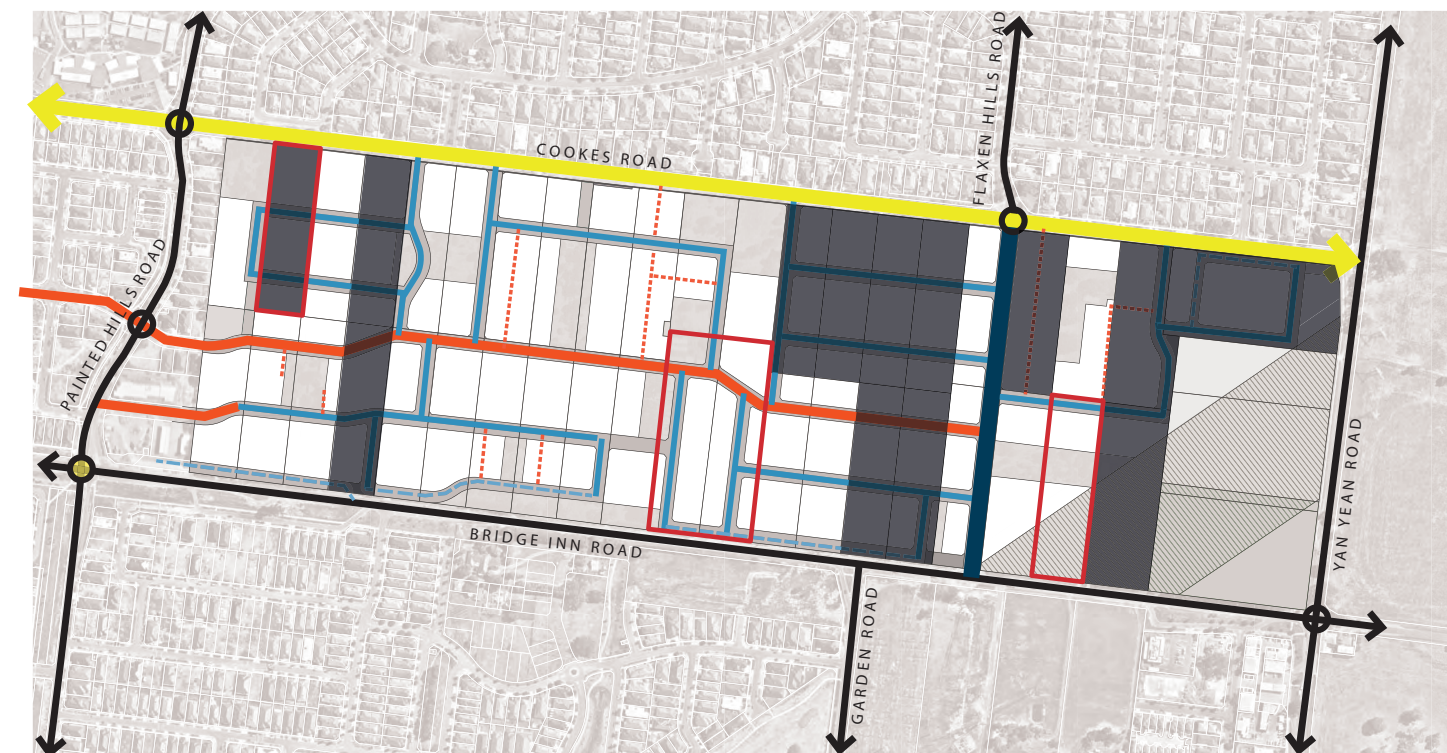
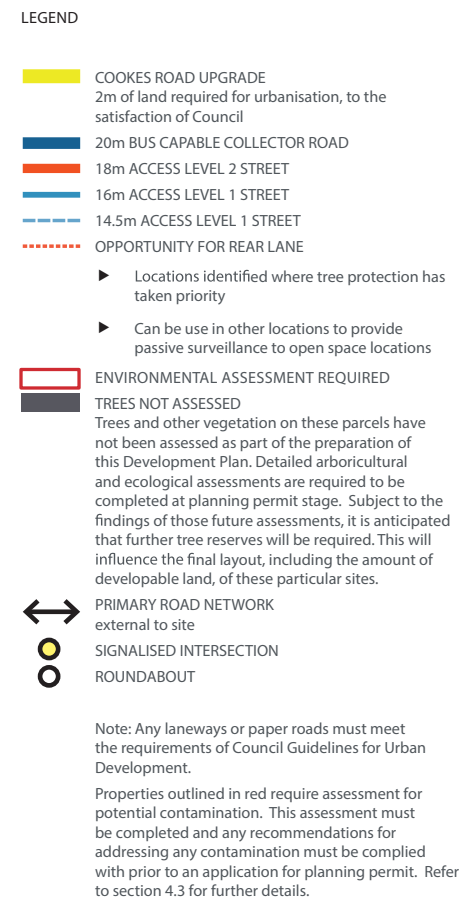
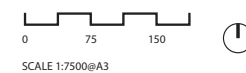


Figure 6. Road Network



4.7 OPEN SPACE PLAN - TREE RESERVES

The Development Plan seeks to provide a visually appealing network of public open spaces. The open space strategy is centred on the retention of existing high value trees within the public realm while including the existing encumbered open space in the south-east corner of the Development Plan. The high-value trees will be retained within public open space as tree reserves or 'pocket parks' and include off-road pedestrian linkages and added amenity for the surrounding residents. The distribution of the pocket parks allow for all residents to be within a 400m walkable catchment to an area of public open space for passive recreation purposes.

Doreen Recreation Reserve sits in the south-east corner of the site and is intersected by the transmission line easement.

A landscape masterplan has been prepared for the reserve to guide future development of the site. It includes the provision of accessible public toilets, new tennis courts, picnic facilities, shelters, a new playground, improved pathways and open space for sporting and community events. An off-road trail is located within the transmission line easement, as per the Mernda Strategy Plan, connecting the Development Plan to surrounding areas, including the Plenty Gorge Parklands.

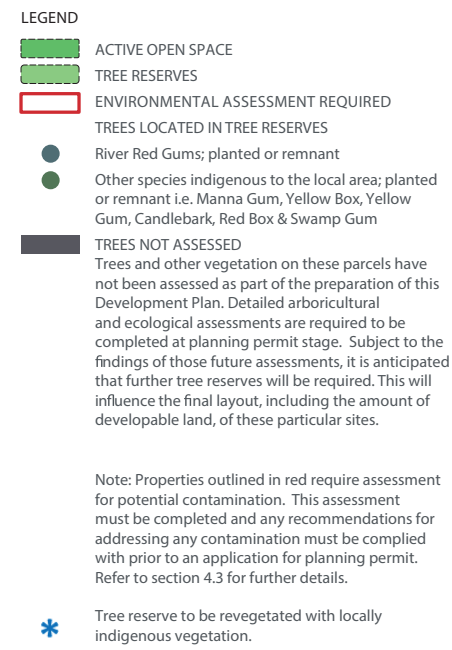
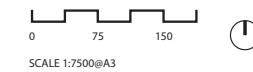


Figure 7. Open Space Plan - Tree Reserves



5. STAGING

Early delivery of the north-south sub-arterial road is desirable as this will provide permanent vehicle access to and from Bridge Inn Road thereby avoiding the need for any temporary, private, access arrangements. It follows on this basis that development should generally occur from east to west across the site.

It is noted, however, that land ownership within the Development Plan area is highly fragmented. Accordingly, it is expected that permit applications for subdivision, development and use within the Development Plan area will be made for individual sites as required and based on compliance with the development plan.

Interim or temporary access arrangements (ahead of delivery of the road network required to service a development lot) will not be supported.

6. IMPLEMENTATION

6.1 GENERAL

The details that are set out in this Development Plan are intended to guide and inform the preparation and assessment of future planning permit applications for the land.

The layout plans depicted in this Development Plan are indicative only and are subject to refinement as part of the future planning process and the findings and recommendations of further investigations, including the information noted in section 6.2 below.

6.2 POTENTIALLY CONTAMINATED LAND

For properties identified on the Potentially Contaminated Land plan (Figure 3) at Section 4.3, further contamination assessment is required as per the EPA advice for each respective property. Should the potential for contamination be confirmed via a Preliminary Site Investigation, an environmental auditor appointed under the Environment Protection Act 2017 must conduct a Preliminary Risk Screen Assessment in accordance with Part 8.3 of that Act, that is scoped according to the proposed use/development. The auditor must issue a Preliminary Risk Screen Assessment statement for the land in accordance with s. 205 of the Environment Protection Act 2017. This must be done before applying for a Planning Permit and details must be provided to Council.

For sites where the process above results in recommendations that an Environmental Audit is required, or alternative management measures are required, written confirmation of compliance must be provided by an environmental auditor or suitably qualified environmental consultant. Where there are recommendations for ongoing maintenance and monitoring, a S173 Agreement under the Planning and Environment Act 1987 may be required to be entered into prior to applying for a planning permit.

6.3 INFORMATION REQUIRED TO SUPPORT FUTURE PLANNING PERMIT APPLICATIONS

In addition to information otherwise required by the Whittlesea Planning Scheme, any planning permit application to subdivide or develop the site should include the following supporting information, prepared by a suitably qualified professional.

- ▶ On-site Ecological Assessment. While this Development Plan has been informed by a desktop ecological assessment, further on-site ecological investigations should be completed as part of the preparation of any future permit applications. Due to the potential removal of native vegetation, a Native Vegetation Removal Report responding to clause 52.17 will be required.
- ▶ Archaeological Survey and Heritage Assessment. The assessment should include recommendations for the protection, restoration and interpretation of significant individual sites and, where appropriate, design measures to sensitively integrate sites into the proposed open space network.
- ▶ Additional Arboricultural Assessment (selected properties only). This particular requirement only applies in relation to properties where existing trees weren't able to be fully assessed as part of this Development Plan (ie. the properties that are identified as 'Trees not assessed' on Figure 1).

The above assessments can be completed as a single, precinct-wide, exercise or on a property-by-property basis.

The findings of the above assessments should inform the layout and details of the permit application and may result in additional land being required for open space purposes and/or other updates or variations to the Development Plan.

In relation to trees that are identified in the arboricultural assessment, priority should be afforded to the retention of:

- ▶ River red gums; planted or remnant
- ▶ Other species Indigenous to the local area
- ▶ Diameter at breast height >60cm
- ▶ Arboricultural rating of Mod B or higher
- ▶ Useful life expectancy >20 years

7. CONCLUSION

The Development Plan provides ongoing guidance and support for proposed development within the site and provides a basis for the consideration of future subdivision applications. It has been developed from a detailed site analysis of the natural, physical and strategic context of the site, as well as the guiding principles and themes from the Mernda Strategy Plan 2004 and associated Precinct 2A Plan, Whittlesea Planning Scheme Policy, requirements of the General Residential Zone and Development Plan Overlay for the site. These elements were then used to inform a localised, site responsive Development Plan which takes into account the sites unique features.

Care has been taken to integrate the Development Plan into the neighbouring existing residential development. Appropriate road and pedestrian connections, open space networks and residential densities have been chosen to reflect the broader context, while the retention of a significant amount of high quality trees throughout the site provides a sense of place and character unique to this location. The development will provide a range of housing choices for future residents, a network of accessible open space and a legible street layout in and out of the area.

APPENDIX 1 - PROPERTY REFERENCE MAP FOR LAND BUDGET

TREES NOT ASSESSED
Trees and other vegetation on these parcels have not been assessed as part of the preparation of this Development Plan. Detailed arboricultural and ecological assessments are required to be completed at planning permit stage. Subject to the findings of those future assessments, it is anticipated that further tree reserves will be required. This will influence the final layout, including the amount of developable land, of these particular sites.



Figure 8. Property Reference Map
0 75 150
SCALE 1:7500@A3

APPENDIX 2 - PROPERTY SPECIFIC LAND BUDGET

Property specific land budget (properties 1-22).

Property	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22			
Site Area (Ha)	1.038	1.013	1.009	1.014	0.999	1.019	0.996	1.010	0.998	1.016	0.989	0.894	1.011	1.004	1.006	1.025	1.035	1.066	1.088	1.259	1.971	1.153	Total Site Area (Ha)	49.910	
Open Space																								Open Space	
Tree Reserves	0.356	0.000	0.000	0.045	0.197	0.199	0.000	0.351	0.197	0.000	0.506	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.040	0.000	Passive Open Space	4.786	
Active Open Space	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.005	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Active Open Space	0.930	
Sub Total	0.356	0.000	0.000	0.045	0.197	0.199	0.000	0.351	0.197	0.005	0.506	0.455	0.000	0.000	0.000	0.000	0.000	0.000	0.417	0.000	0.040	0.000	Sub Total	5.716	
Other																								Other	
Powerline Easement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.111	0.558	Powerline Easement	5.563	
Overland Flow Path (Service)	0.038	0.000	0.000	0.000	0.000	0.000	0.000	0.070	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Overland Flow Path	0.146	
2m Road Urbanisation (Cooles Road)	0.011	0.011	0.011	0.011	0.010	0.011	0.010	0.011	0.010	0.011	0.013	0.011	0.011	0.010	0.010	0.011	0.011	0.012	0.012	0.012	0.037	0.000	Road Urbanisation	0.257	
Sub Total	0.049	0.011	0.011	0.011	0.010	0.011	0.010	0.080	0.015	0.011	0.013	0.011	0.011	0.010	0.010	0.011	0.011	0.012	0.012	0.012	0.148	0.558	Sub Total	5.966	
Total	0.405	0.011	0.011	0.056	0.207	0.210	0.010	0.432	0.212	0.016	0.519	0.466	0.011	0.010	0.010	0.011	0.011	0.012	0.429	0.012	0.188	0.558	Total	11.822	
NDA	0.633	1.002	0.998	0.958	0.792	0.809	0.986	0.578	0.786	1.000	0.471	0.428	1.000	0.993	0.995	1.015	1.023	1.054	0.659	1.247	1.783	0.595	NDA	38.082	

Note: Where the powerline easement overlaps other land uses, the easement takes priority in reference to the land budget

The land areas in this Table are indicative only and do not account for the possible provision of additional tree reserves or other site layout changes that may be required following the completion of detailed arboricultural and ecological assessments.

Property specific land budget for properties 23-45 continues on next page.

APPENDIX 2 - PROPERTY SPECIFIC LAND BUDGET

Property specific land budget (properties 23-45)

Property	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	Total Site Area (Ha)		
Site Area (Ha)	1.902	0.202	2.049	1.591	1.224	1.212	1.159	1.045	1.021	1.014	1.022	1.311	1.358	1.040	0.996	1.017	1.004	1.029	1.009	1.021	1.001	1.032	1.038	49.910		
Open Space																									Open Space	
Tree Reserves	0.000	0.000	0.000	0.082	0.235	0.236	0.054	0.048	0.000	0.000	0.000	0.000	0.265	0.295	0.123	0.168	0.194	0.032	0.000	0.000	0.216	0.070	0.15	Passive Open Space	4.786	
Active Open Space	0.001	0.011	0.918	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Active Open Space	0.930	
Sub Total	0.001	0.011	0.918	0.000	0.000	0.236	0.054	0.048	0.000	0.000	0.000	0.000	0.265	0.295	0.123	0.168	0.194	0.032	0.000	0.000	0.216	0.070	0.015	Sub Total	5.716	
Other																									Other	
Powerline Easement	1.763	0.191	1.131	1.107	0.501	0.197	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Powerline Easement	5.563	
Overland Flow Path (Service)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.034	Overland Flow Path	0.146	
2m Road Urbanisation (Cooles Road)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Road Urbanisation	0.257	
Sub Total	1.763	0.191	1.131	1.107	0.501	0.197	0.004	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.034	Sub Total	5.966	
Total	1.763	0.202	2.049	1.107	0.501	0.433	0.058	0.048	0.000	0.000	0.000	0.000	0.265	0.295	0.123	0.168	0.194	0.032	0.000	0.000	0.216	0.070	0.0184	Total	11.822	
NDA	0.139	0.000	0.000	0.483	0.723	0.779	1.101	0.997	1.021	1.014	1.022	1.311	1.093	0.746	0.873	0.849	0.810	0.997	1.009	1.021	0.784	0.963	0.854	NDA	38.082	

Note: Where the powerline easement overlaps other land uses, the easement takes priority in reference to the land budget

The land areas in this Table are indicative only and do not account for the possible provision of additional tree reserves or other site layout changes that may be required following the completion of detailed arboricultural and ecological assessments.

APPENDIX 3 - INDICATIVE CROSS SECTIONS

Figure 9. 14.5m ACCESS LEVEL 1
Loop Road/Reserve Interface

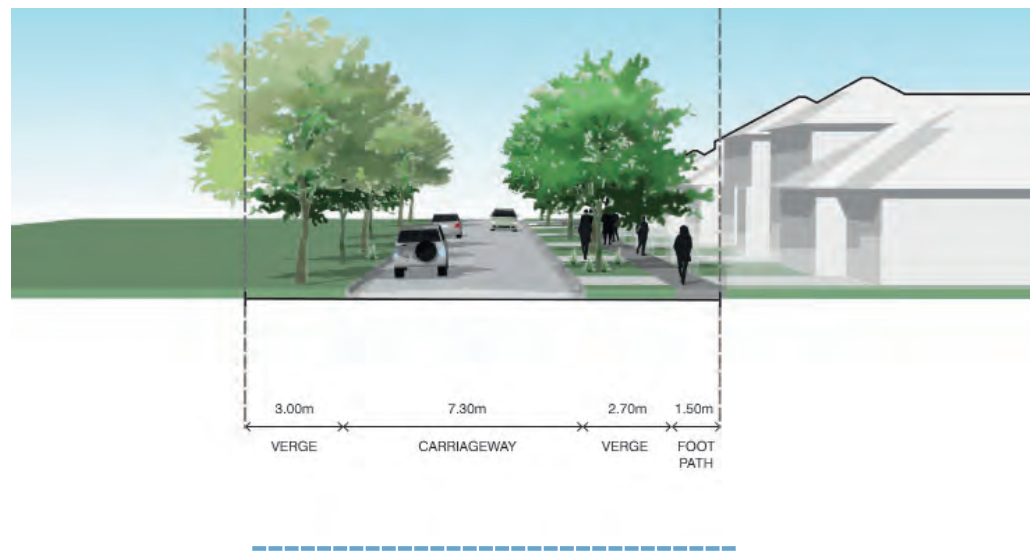


Figure 11. 18m ACCESS LEVEL 2 STREET

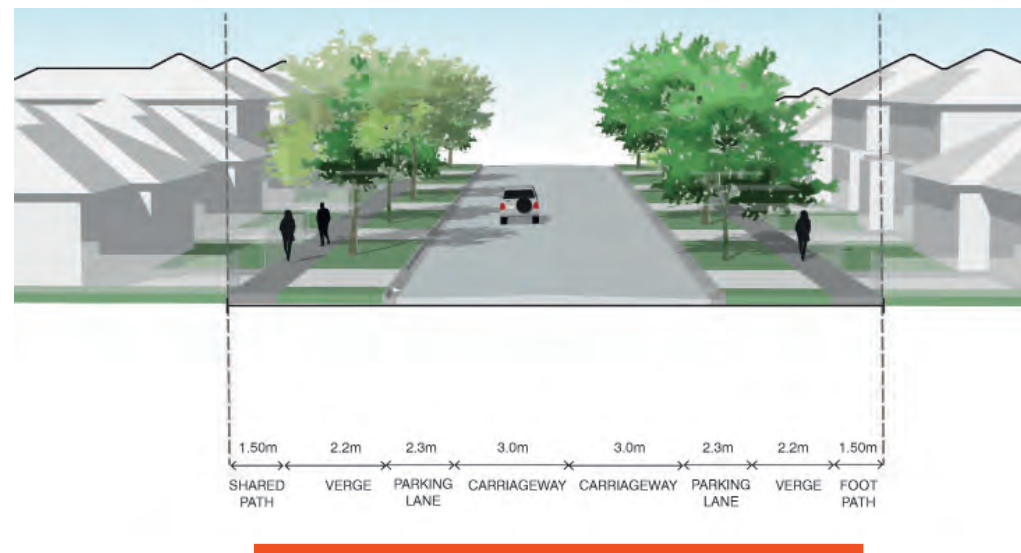


Figure 10. 16m ACCESS LEVEL 1

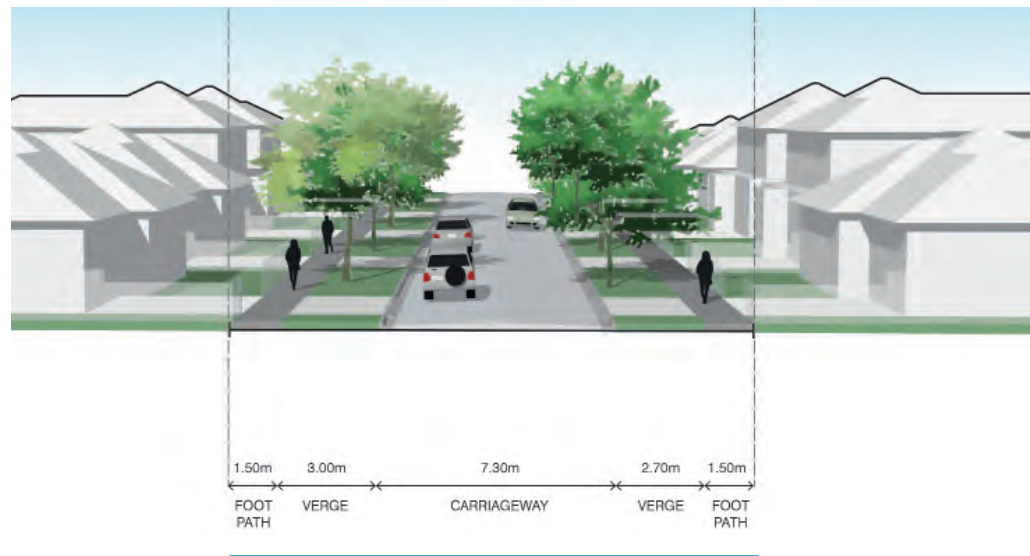


Figure 12. BUS CAPABLE COLLECTOR ROAD

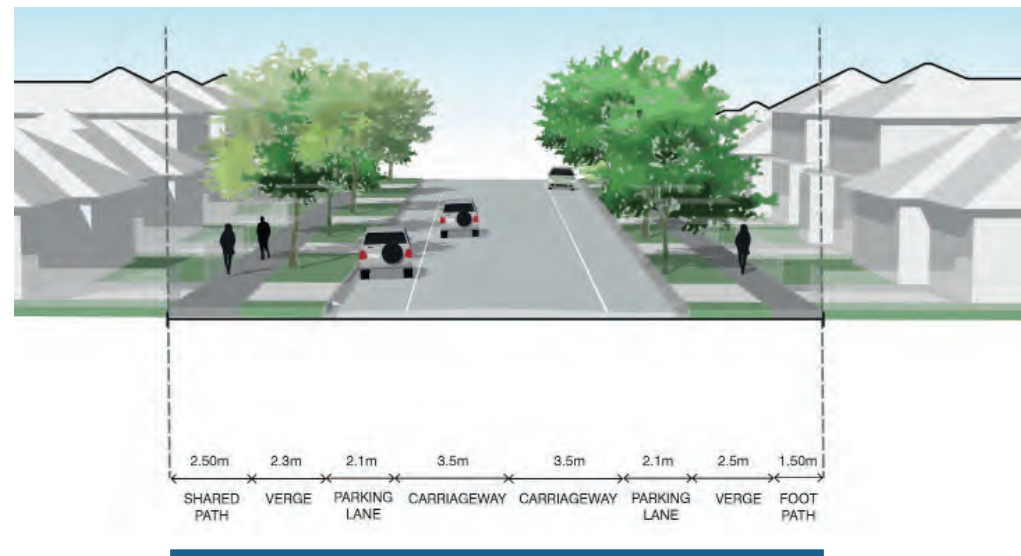
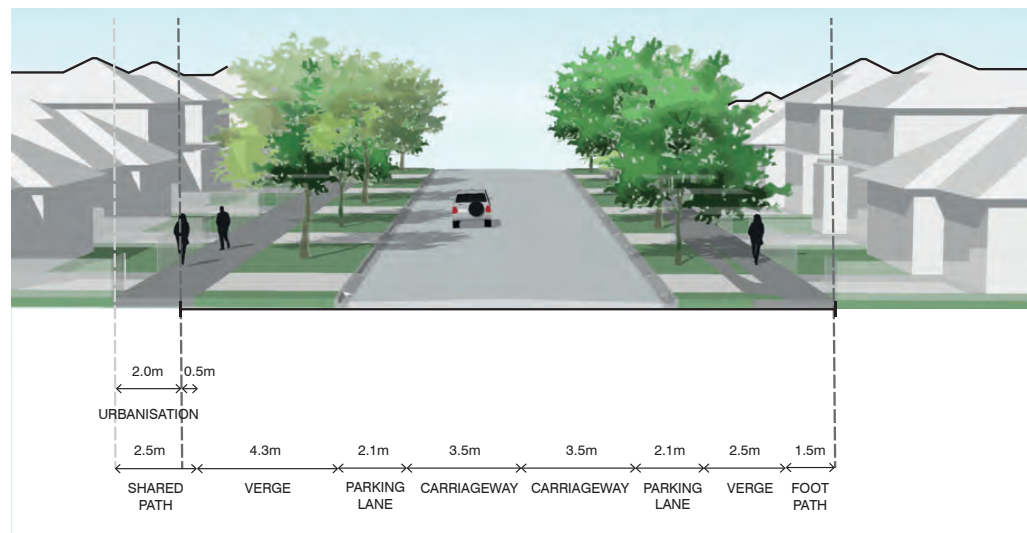


FIGURE 13. COOKES ROAD



APPENDIX 4 - TREE RESERVES

- LEGEND
- TREES LOCATED WITHIN TREE RESERVES

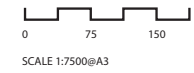
 - River Red Gums; planted or remnant
 - Other species indigenous to the local area; planted or remnant i.e. Manna Gum, Yellow Box, Yellow Gum, Candlebark, Red Box & Swamp Gum
 - NON-INDIGENOUS TREES WITHIN TREE RESERVES

 - Diameter at breast height >60cm
 - Arboricultural rating of Mod. B or higher
 - Useful Life Expectancy (ULE) >20 years
 - TREES NOT ASSESSED

 - Trees and other vegetation on these parcels have not been assessed as part of the preparation of this Development Plan. Detailed arboricultural and ecological assessments are required to be completed at planning permit stage. Subject to the findings of those future assessments, it is anticipated that further tree reserves will be required. This will influence the final layout, including the amount of developable land, of these particular sites.



Figure 14. Tree Retention/Removal Plan



Tree ID	Species	Common Name	Age Class	Origin/Type	DBH	Basal Ø	Height	Width N	Width	Width	Width	Health	Structure	Arb. Rating	ULE (yrs)	Comments	TPZ BS (m)	Property
					(cm)	(cm)	(m)	(m)	S (m)	E (m)	W (m)							
1	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	43	50	12	2	5	4	4	Fair	Fair to Poor	Mod.C	11-20 y	Past powerline clearance	6	174 Cookes
2	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	46	53	12	5	4	5	6	Fair	Fair	Mod.B	21-40 y		6	174 Cookes
3	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	42	48	12	3	4	3	4	Fair	Fair	Mod.C	11-20 y		6	174 Cookes
4	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	42	49	12	4	5	6	5	Fair	Fair	Mod.B	21-40 y		6	174 Cookes
5	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	45,31	58	9	4	4	3	4	Fair	Fair to Poor	Mod.C	11-20 y	Suppressed	4.5	174 Cookes
6	Callistemon viminalis	Weeping Bottlebrush	Maturing	Australian native	9,8,8,7	28	5	3	3	2	2	Fair	Fair	Low	11-20 y		3	174 Cookes
7	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	52	61	13	6	7	8	6	Fair	Fair	Mod.B	21-40 y	Acute forks	7	174 Cookes
8	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	44	58	14	4	3	5	5	Fair	Fair	Mod.B	21-40 y	Acute forks	7	174 Cookes
9	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	40	48	14	3	4	5	5	Fair	Fair	Mod.B	21-40 y		7	174 Cookes
10	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	30	37	12	1	3	6	5	Fair	Fair	Mod.B	21-40 y		6	174 Cookes
11	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	56	67	14	2	6	5	5	Fair	Fair	Mod.B	21-40 y		7	174 Cookes
12	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	106	123	24	8	10	8	8	Fair	Fair to Poor	Mod.A	11-20 y	Codominant stems; Previous failures; not ideally suited given size and adjacent houses	12	174 Cookes
13	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	47	59	17	4	8	8	4	Fair	Poor	Low	1-5 y	Lost main leader; Over-extended limbs; Suppressed	8.5	174 Cookes
14	Corymbia maculata	Spotted Gum	Maturing	Victorian native	42	49	13	5	3	4	3	Poor	Fair to Poor	Low	1-5 y		6.5	174 Cookes
15	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	38,37	68	12	5	4	4	4	Fair	Poor	Low	11-20 y	Acute forks	6	174 Cookes
16	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	44	53	9	3	6	4	5	Fair	Fair to Poor	Mod.C	11-20 y	Past stem failure; Previous	4.5	174 Cookes
17	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	41	50	15	5	5	5	5	Fair	Fair	Mod.B	>40 y		7.5	174 Cookes
18	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	43	51	13	6	7	5	5	Fair	Fair	Mod.B	21-40 y		6.5	174 Cookes
19	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	26,17	42	11	5	5	5	5	Fair	Fair	Mod.B	21-40 y		5.5	174 Cookes
20	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	50,21	59	11	4	4	3	5	Good	Fair	Mod.B	>40 y		5.5	174 Cookes
21	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	42,38	54	9	2	5	2	7	Fair	Poor	Low	11-20 y	Acute forks; Previous failures; Suppressed	4.5	174 Cookes
22	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	48	56	10	2	6	3	4	Fair	Poor	Low	6-10 y	Acute forks; Congested primary union; Included bark	5	174 Cookes
23	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	24,20,18	60	8	4	5	5	5	Fair	Poor	Low	6-10 y		5	174 Cookes
24	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	95	107	15	8	8	7	6	Fair	Fair	Mod.A	21-40 y	Over-extended limbs	8	174 Cookes
25	Cupressus macrocarpa	Monterey Cypress	Maturing	Exotic conifer	48,41	68	10	4	4	4	4	Fair	Fair	Mod.C	11-20 y		5	174 Cookes
26	Cupressus macrocarpa	Monterey Cypress	Maturing	Exotic conifer	45,33,0	73	10	4	4	4	4	Fair	Fair	Mod.C	11-20 y		5	174 Cookes
27	Schinus areira	Peppercorn Tree	Early-mature	Exotic evergreen	36	48	6	4	5	3	4	Fair	Fair	Mod.C	>40 y		4.5	174 Cookes
28	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	32,14	39	7	2	5	5	4	Fair	Fair to Poor	Mod.C	21-40 y	Suppressed	4.5	174 Cookes
29	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	67,35	38	8	6	6	4	4	Fair	Poor	Low	11-20 y	Codominant stems; Congested primary union; Included bark; Past stem failure	6	174 Cookes
30	Eucalyptus bicostata	Victorian Blue Gum	Over-mature	Victorian native	68,52	95	18	8	8	5	5	Fair to Poor	Very Poor	Very Low	1-5 y	Past stem failure	9	174 Cookes
31	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Early-mature	Australian native	41	45	9	7	1	2	4	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks; Suppressed	4.5	174 Cookes

68	Eucalyptus bicostata	Victorian Blue Gum	Semi-mature	Victorian native	21	25	12	3	3	3	3	Fair	Fair	Mod.C	>40 y		6	194 Cookes
69	Corymbia citriodora	Lemon-scented Gum	Maturing	Australian native	42	49	12	6	5	7	5	Fair	Fair	Mod.B	21-40 y		6	194 Cookes
70	Eucalyptus bicostata	Victorian Blue Gum	Semi-mature	Victorian native	18	22	8	2	2	2	2	Fair	Fair	Mod.C	>40 y		4	194 Cookes
71	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Victorian native	33	41	12	4	4	4	4	Fair	Fair	Mod.C	21-40 y		6	194 Cookes
72	Quercus robur	English Oak	Early-mature	Exotic deciduous	55	59	10	6	5	7	5	Fair	Fair	Mod.B	21-40 y		6	194 Cookes
73	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	45	53	10	4	7	5	4	Fair	Fair	Mod.B	21-40 y	Suppressed	5.5	194 Cookes
74	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	43,20	59	10	2	6	3	4	Fair	Poor	Low	6-10 y	Previous failures	5	194 Cookes
					25,22													194
75	Eucalyptus viminalis	Manna Gum	Over-mature	Planted Indigenous	,16,1	68	12	2	3	2	3	Poor	Fair to Poor	Very Low	<1 y	In irreversible decline	6	Cookes
					2													194
76	Cedrus atlantica f. glauca	Blue Atlas Cedar	Early-mature	Exotic conifer	26	35	12	2	2	2	2	Good	Fair	Mod.B	>40 y		6	194 Cookes
77	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	68	75	16	5	5	7	2	Fair to Poor	Fair to Poor	Mod.C	6-10 y	Main leader dead;Previous failures;Reduced foliage density	8	194 Cookes
78	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	55,36	88	17	5	3	5	6	Fair to Poor	Poor	Low	6-10 y	Borers;Trunk wounds	8.5	194 Cookes
79	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	112	128	18	8	6	8	5	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks;Cocodominant	9	194 Cookes
80	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	47,23	58	17	7	8	7	4	Fair	Fair to Poor	Mod.B	21-40 y	Over-extended limbs	8.5	194 Cookes
81	Cedrus atlantica f. glauca	Blue Atlas Cedar	Semi-mature	Exotic conifer	17	21	9	2	2	2	2	Fair	Fair	Mod.C	>40 y		4.5	194 Cookes
82	Quercus robur	English Oak	Semi-mature	Exotic deciduous	26	32	7	4	4	4	4	Fair to Poor	Fair	Mod.C	11-20 y	Reduced foliage density	4	194 Cookes
83	Eucalyptus sp.	Gum Tree	Over-mature	Australian native	74	79	16	5	6	7	5	Dead	Fair to Poor	Very Low	<1 y		8	194 Cookes
					26,20													194
					,19,1													194
84	Pistacia chinensis	Chinese Pistachio	Maturing	Exotic deciduous	6,13	68	6	6	4	5	5	Fair	Fair	Mod.B	21-40 y		5	194 Cookes
					21,13													194
					,12,1													194
85	Photinia serratifolia	Chinese Hawthorn	Early-mature	Exotic evergreen	0,10	42	6	4	4	4	4	Fair	Fair	Mod.C	11-20 y		4	194 Cookes
86	XCupressocyparis leylandii	Leyland Cypress	Early-mature	Exotic conifer	31	34	9	3	3	3	3	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	4.5	194 Cookes
87	XCupressocyparis leylandii	Leyland Cypress	Early-mature	Exotic conifer	24,12	34	9	3	3	3	3	Fair	Fair	Mod.C	11-20 y		4.5	194 Cookes
88	Quercus robur	English Oak	Early-mature	Exotic deciduous	41	47	11	6	5	7	5	Fair	Fair	Mod.B	>40 y		6	194 Cookes
89	Quercus robur	English Oak	Semi-mature	Exotic deciduous	27,19	34	8	4	4	2	4	Poor	Fair to Poor	Low	6-10 y	Reduced foliage density;Tip dieback;Trunk decay	4	194 Cookes
90	Quercus robur	English Oak	Semi-mature	Exotic deciduous	31	35	8	3	3	4	4	Poor	Fair to Poor	Low	6-10 y	Declining	4	194 Cookes
91	Quercus robur	English Oak	Semi-mature	Exotic deciduous	29	43	5	3	3	4	3	Poor	Very Poor	Very Low	<1 y	In irreversible decline	3.5	194 Cookes
92	Cupressus sp.	Cypress	Semi-mature	Exotic conifer	15	17	5	2	2	2	2	Fair to Poor	Poor	Low	6-10 y	Acute forks	2.5	194 Cookes
93	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	29,18	51	15	4	6	5	7	Fair	Fair	Mod.B	21-40 y		7.5	194 Cookes
94	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	45	54	16	6	6	8	6	Fair	Fair	Mod.B	21-40 y		8	194 Cookes
95	Quercus robur	English Oak	Early-mature	Exotic deciduous	36	40	9	5	5	5	4	Fair to Poor	Fair	Mod.B	21-40 y	Reduced foliage density	5	194 Cookes
96	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	26,21	41	12	3	3	3	3	Fair	Poor	Low	6-10 y	Acute forks	6	194 Cookes
97	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	52	57	14	5	5	5	5	Fair	Fair	Mod.B	11-20 y		7	194 Cookes
98	Eucalyptus gonicalyx	Long-leaved Box	Early-mature	Victorian native	31	38	9	5	6	4	4	Fair	Fair to Poor	Mod.B	11-20 y	Incipient decay; kino exudate	5.5	194 Cookes
99	Cupressus sp.	Cypress	Early-mature	Exotic conifer	36	46	0	3	4	5	5	Fair	Fair to Poor	Mod.C	11-20 y	Congested primary union	5	194 Cookes
100	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	45	50	18	6	6	6	6	Fair	Fair	Mod.B	11-20 y	Neighbour's tree	9	194 Cookes
101	Fraxinus angustifolia	Desert Ash	Semi-mature	Exotic deciduous	13,13	24	5	2	3	2	2	Fair	Fair to Poor	Low	6-10 y		2.5	194 Cookes
					,12													194
102	Fraxinus angustifolia	Desert Ash	Semi-mature	Exotic deciduous	27	31	6	4	4	4	4	Fair	Fair	Low	11-20 y		4	194 Cookes
103	Cupressus arizonica	Rough-barked Arizona Cypress	Early-mature	Exotic conifer	23	27	11	4	4	4	4	Good	Fair	Mod.B	21-40 y		5.5	194 Cookes
104	XCupressocyparis leylandii	Leyland Cypress	Maturing	Exotic conifer	45@b	45	15	4	4	4	4	Fair	Fair to Poor	Mod.B	11-20 y	Congested primary union	7.5	194 Cookes
					ase													194

105	Prunus sp.	Almond, Cherry, Peach, Plum	Early-mature	Exotic deciduous	25@b ase	25	5	4	4	4	4	Fair	Fair to Poor	Low	6-10 y		4	194 Cookes
106	Fraxinus angustifolia	Desert Ash	Semi-mature	Exotic deciduous	19	21	6	4	3	3	3	Fair	Fair to Poor	Low	6-10 y		3.5	194 Cookes
107	Cinnamomum camphora	Camphor Laurel	Early-mature	Exotic evergreen	39@b	39	5	3	3	3	3	Fair	Poor	Low	6-10 y		3	194 Cookes
108	Cupressus sempervirens	Italian Cypress	Early-mature	Exotic conifer	25	32	12	2	2	2	2	Fair	Fair	Mod.B	21-40 y		6	194 Cookes
109	Eucalyptus sp.	Gum Tree	Over-mature	Australian native	53	62	16	0	0	0	0	Dead	Poor	Very Low	<1 y		8	194 Cookes
110	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	30	34	13	6	3	5	5	Fair to Poor	Fair to Poor	Low	6-10 y	Previous failures;Trunk wounds	6.5	194 Cookes
111	Eucalyptus sp.	Gum Tree	Maturing	Australian native	60@b ase	60	13	5	5	5	5	Fair	Very Poor	Very Low	<1 y	multi-stemmed stump resprout	6.5	194 Cookes
112	Corymbia citriodora	Lemon-scented Gum	Semi-mature	Australian native	20,9	31	10	4	3	3	3	Fair to Poor	Fair	Low	11-20 y	Reduced foliage density;Suppressed	5	194 Cookes
113	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	65	71	0	5	7	6	5	Good	Poor	Low	6-10 y	Co-dominant forks;Trunk	6	194 Cookes
114	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Over-mature	Australian native	83@b ase	83	12	7	2	4	4	Fair to Poor	Poor	Low	1-5 y	Lost main leader;Trunk decay	6	194 Cookes
115	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	77	88	17	10	7	7	8	Fair	Fair to Poor	Mod.C	11-20 y	Bracket fungi;Deadwood >50mm;Previous failures	8.5	194 Cookes
116	Eucalyptus dives	Broad-leaved Peppermint	Early-mature	Planted Indigenous	37	44	11	7	5	6	7	Fair to Poor	Fair to Poor	Mod.C	11-20 y		6.5	194 Cookes
117	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	58,34	77	14	6	6	7	6	Fair to Poor	Fair to Poor	Mod.C	11-20 y	Co-dominant forks;Deadwood >50mm;Reduced foliage density	7	194 Cookes
118	Pyrus calleryana	Callery's Pear	Maturing	Exotic deciduous	9,9,9, g	21	6	4	3	1	3	Fair	Fair	Low	11-20 y		3.5	200 Cookes
119	Malus sylvestris	Wild Crabapple	Maturing	Exotic deciduous	4,4,4, 4,4	14	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	200 Cookes
120	Ulmus glabra 'Camperdownii'	Weeping Elm	Early-mature	Exotic deciduous	14	16	5	2	2	2	2	Fair	Fair	Mod.C	>40 y		2.5	200 Cookes
121	Ulmus parvifolia	Chinese Elm	Early-mature	Exotic deciduous	17,16	28	7	4	4	4	4	Fair	Fair	Mod.B	>40 y		4	200 Cookes
122	Ulmus Xhollandica	Dutch Elm	Semi-mature	Exotic deciduous	14,9, 6,6,6	24	6	3	2	3	3	Fair	Fair to Poor	Low	11-20 y		3	200 Cookes
123	Malus sylvestris	Wild Crabapple	Maturing	Exotic deciduous	7,6,6, 6,6	15	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	200 Cookes
124	Syzygium smithii	Lilly Pilly	Semi-mature	Victorian native	7,6,4	14	5	2	2	2	2	Fair to Poor	Fair	Low	6-10 y		2.5	200 Cookes
125	Ulmus glabra 'Lutescens'	Golden Wych Elm	Semi-mature	Exotic deciduous	13	16	5	2	2	2	2	Fair to Poor	Fair	Low	11-20 y		2.5	200 Cookes
126	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	10	13	3	3	2	2	2	Fair	Fair	Low	>40 y		2.5	200 Cookes
127	Ulmus parvifolia	Chinese Elm	Early-mature	Exotic deciduous	30	37	8	5	5	6	2	Fair	Fair	Mod.B	>40 y		5	200 Cookes
128	Eucalyptus mannifera	Brittle Gum	Semi-mature	Australian native	20	28	12	3	3	3	2	Fair	Fair	Mod.C	>40 y		6	200 Cookes
129	Fraxinus excelsior 'Aurea'	European Golden Ash	Semi-mature	Exotic deciduous	6	14	4	2	1	2	2	Fair	Fair	Low	>40 y	Suppressed	2	200 Cookes
130	Ulmus parvifolia	Chinese Elm	Early-mature	Exotic deciduous	26	35	7	5	5	5	5	Fair	Fair	Mod.B	>40 y		5	200 Cookes
131	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	39	44	12	5	6	6	2	Fair	Fair to Poor	Mod.C	21-40 y	Acute forks;Suppressed	6	200 Cookes
132	Liquidambar styraciflua	Liquidamber	Semi-mature	Exotic deciduous	14	21	7	2	2	2	2	Fair	Fair	Low	21-40 y		3.5	200 Cookes
133	Ulmus glabra 'Lutescens'	Golden Wych Elm	Early-mature	Exotic deciduous	30	35	8	5	5	5	5	Fair	Fair	Mod.B	>40 y		5	200 Cookes
134	Ulmus glabra 'Lutescens'	Golden Wych Elm	Semi-mature	Exotic deciduous	16	21	7	3	4	3	1	Fair	Fair	Mod.C	>40 y		3.5	200 Cookes
135	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	48	52	8	6	6	4	8	Fair	Fair	Mod.C	11-20 y		6	200 Cookes
136	Ulmus procera	English Elm	Early-mature	Exotic deciduous	23,21 22,21 .20,2	37	8	5	5	5	5	Fair	Fair	Mod.B	21-40 y		5	200 Cookes
137	Fraxinus angustifolia	Desert Ash	Maturing	Exotic deciduous	0,16 12,12	75	8	3	7	7	6	Good	Fair to Poor	Mod.C	21-40 y	Multi-stemmed; stems from common root system	6.5	200 Cookes
138	Photinia serratifolia	Chinese Hawthorn	Maturing	Exotic evergreen	.10,1 0	28	6	3	3	3	3	Fair	Fair	Low	11-20 y		3	200 Cookes
139	Salix sp.	Willow	Maturing	Exotic deciduous	45	50	10	5	5	3	3	Fair	Fair to Poor	Low	6-10 y		5	200 Cookes
					28,16								Poor					200 Cookes
													Fair to Poor					200 Cookes

140	Salix sp.	Willow	Maturing	Exotic deciduous	.16,1	50	10	5	5	3	3	Fair	Fair to Poor	Low	6-10 y		5	Cookes
					2													
141	Corymbia ficifolia	Red-flowering Gum	Early-mature	Australian native	20	24	5	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3	204 Cookes
142	Corymbia ficifolia	Red-flowering Gum	Early-mature	Australian native	17	22	5	3	3	3	3	Fair	Poor	Low	6-10 y	Bracket fungi;Past stem failure	3	204 Cookes
143	Corymbia eximia	Yellow Bloodwood	Early-mature	Australian native	30	36	7	2	5	4	4	Good	Fair to Poor	Mod.C	11-20 y	Congested primary union	4	204 Cookes
144	Eucalyptus robusta	Swamp Mahogany	Early-mature	Australian native	43	43	7	3	3	4	4	Fair to Poor	Poor	Low	1-5 y	Lost main leader;Previous	4	204 Cookes
145	Eucalyptus elata	River Peppermint	Maturing	Victorian native	49	58	9	3	6	6	4	Fair to Poor	Fair to Poor	Mod.C	11-20 y	Main leader dead	5	204 Cookes
146	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	41	45	7	2	2	4	2	Fair	Very Poor	Very Low	1-5 y	Lopped	3.5	204 Cookes
147	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	42	50	12	4	5	5	5	Fair	Fair	Mod.B	21-40 y		6	204 Cookes
148	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	48	54	10	4	4	6	5	Fair	Poor	Low	1-5 y	Borers	5.5	204 Cookes
149	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	48	53	13	4	6	5	6	Fair	Fair	Mod.B	21-40 y		6.5	204 Cookes
150	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	62	74	14	6	3	6	5	Fair	Fair	Mod.A	21-40 y		7	204 Cookes
151	Corymbia maculata	Spotted Gum	Semi-mature	Victorian native	15,12	27	8	1	6	6	1	Fair	Fair to Poor	Low	11-20 y	Acute forks;Codominant stems;Suppressed	4	204 Cookes
152	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	35	42	12	4	3	5	2	Fair	Fair	Mod.B	21-40 y		6	204 Cookes
153	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	35,34	51	12	3	5	5	5	Fair	Fair	Mod.B	21-40 y		6	204 Cookes
154	Corymbia maculata	Spotted Gum	Maturing	Victorian native	56	63	14	5	4	6	4	Fair	Poor	Low	1-5 y	Active split;Cavity;Codominant stems	7	204 Cookes
155	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	79	87	14	6	9	8	8	Fair	Fair to Poor	Mod.C	11-20 y	Previous failures;Trunk wounds	8	204 Cookes
156	Corymbia citriodora	Lemon-scented Gum	Semi-mature	Australian native	18	24	13	3	2	3	3	Fair	Fair	Mod.C	>40 y		6.5	204 Cookes
157	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	78	80	13	7	5	5	6	Fair	Fair to Poor	Mod.C	11-20 y	Past limb failure;Previous failures	6.5	204 Cookes
158	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Early-mature	Australian native	35	39	10	5	3	5	5	Fair	Fair	Mod.B	21-40 y		5	204 Cookes
159	Eucalyptus microcorys	Tallow Wood	Maturing	Victorian native	56	64	14	5	4	7	5	Good	Fair	Mod.B	21-40 y		7	204 Cookes
160	Corymbia citriodora	Lemon-scented Gum	Maturing	Australian native	38,33 .24	73	14	6	8	6	5	Fair	Poor	Low	6-10 y	Main leader dead;Trunk decay	7	204 Cookes
161	Melia azedarach	White Cedar	Early-mature	Australian native	35	41	7	5	5	5	5	Good	Fair	Mod.B	>40 y		5	204 Cookes
162	Corymbia maculata	Spotted Gum	Maturing	Victorian native	55	64	17	5	5	5	5	Good	Fair	Mod.A	>40 y		8.5	204 Cookes
					16,14													
163	Acacia mearnsii	Late Black Wattle	Maturing	Victorian native	.12,1 0	46	9	5	3	4	4	Fair	Fair	Low	6-10 y		4.5	204 Cookes
164	Corymbia maculata	Spotted Gum	Maturing	Victorian native	65	78	18	5	6	5	5	Good	Fair	Mod.A	21-40 y		9	204 Cookes
165	Grevillea robusta	Silky Oak	Maturing	Australian native	35	38	11	5	5	5	5	Fair	Fair	Mod.B	21-40 y		5.5	204 Cookes
166	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	42	59	10	7	1	4	5	Fair	Poor	Low	6-10 y	Trunk decay;Trunk wounds	5	210 Cookes
167	Robinia pseudoacacia	Locust	Maturing	Exotic deciduous	30	30	6	3	3	3	3	Fair	Fair	Mod.C	11-20 y		3	210 Cookes
168	Zelkova serrata	Japanese Zelkova	Early-mature	Exotic deciduous	22	23	7	4	4	4	3	Fair	Fair	Mod.C	21-40 y		4	210 Cookes
169	Pittosporum undulatum	Sweet Pittosporum	Early-mature	Victorian native	14,12 .8,8	25	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	210 Cookes
170	Pyrus calleryana	Callery's Pear	Early-mature	Exotic deciduous	24	28	5	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3	210 Cookes
171	Gleditsia triacanthos	Honey Locust	Early-mature	Exotic deciduous	16,15	23	5	3	4	4	3	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Basal decay;Basal wounds	3.5	210 Cookes
172	Pittosporum undulatum	Sweet Pittosporum	Early-mature	Victorian native	17,10	23	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	210 Cookes
173	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	18	22	7	2	2	2	2	Fair	Fair	Mod.C	>40 y		3.5	210 Cookes
174	Cupressus sempervirens	Italian Cypress	Early-mature	Exotic conifer	26	33	9	2	2	2	2	Fair	Fair	Mod.C	>40 y		4.5	210 Cookes
175	Cedrus atlantica f. glauca	Blue Atlas Cedar	Early-mature	Exotic conifer	22	26	8	3	3	3	3	Fair	Fair	Mod.C	>40 y		4	210 Cookes
176	Pittosporum undulatum	Sweet Pittosporum	Early-mature	Victorian native	20	26	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	210 Cookes
					12,10													Cookes 210

177	Photinia serratifolia	Chinese Hawthorn	Maturing	Exotic evergreen	9,9,8	36	5	3	4	3	3	Fair	Fair	Low	11-20 y		3.5	Cookes
178	Zelkova serrata	Japanese Zelkova	Early-mature	Exotic deciduous	17	25	7	4	4	4	3	Fair	Fair	Mod.C	21-40 y		4	Cookes
179	Ulmus Xhollandica	Dutch Elm	Early-mature	Exotic deciduous	22	27	9	4	4	4	4	Fair	Fair to Poor	Mod.C	21-40 y	Past stem failure	4.5	Cookes
180	Photinia serratifolia	Chinese Hawthorn	Maturing	Exotic evergreen	20,17,10	31	5	2	3	3	3	Fair	Fair	Low	11-20 y		3	Cookes
181	Corymbia ficifolia	Red-flowering Gum	Early-mature	Australian native	19	38	5	3	3	3	3	Fair to Poor	Fair to Poor	Low	6-10 y	past stem removals. epicormic basal shoots	3	210
182	Ulmus glabra 'Camperdownii'	Weeping Elm	Early-mature	Exotic deciduous	29	34	3	2	2	3	3	Fair	Fair	Mod.C	21-40 y	Trunk decay	3	Cookes
183	Gleditsia triacanthos	Honey Locust	Maturing	Exotic deciduous	27	34	8	4	5	6	5	Fair	Fair	Mod.B	21-40 y		5.5	Cookes
184	Gleditsia triacanthos	Honey Locust	Early-mature	Exotic deciduous	16	23	4	3	4	3	3	Fair	Fair	Mod.C	21-40 y		3.5	Cookes
185	Xcupressocyparis leylandii	Leyland Cypress	Early-mature	Exotic conifer	30	36	8	3	3	3	3	Fair	Fair	Mod.C	21-40 y		4	Cookes
186	Robinia pseudoacacia	Locust	Maturing	Exotic deciduous	35	40	6	3	3	3	3	Fair	Fair	Mod.C	11-20 y		3	Cookes
187	Robinia pseudoacacia	Locust	Maturing	Exotic deciduous	30	35	5	3	3	3	3	Fair	Fair	Mod.C	11-20 y		3	Cookes
188	Xcupressocyparis leylandii	Leyland Cypress	Early-mature	Exotic conifer	26	32	7	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3.5	Cookes
189	Eucalyptus robusta	Swamp Mahogany	Early-mature	Australian native	35	41	7	3	4	5	4	Fair to Poor	Fair to Poor	Low	6-10 y		4.5	Cookes
190	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	82	95	16	8	9	9	8	Fair	Fair	Mod.A	>40 y	cockatoo damage primary union. possibly remnant.	8.5	210
191	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	67	78	16	6	8	5	8	Fair to Poor	Fair	Mod.B	21-40 y	Deadwood;Tip dieback; possibly remnant.	8	210
192	Xcupressocyparis leylandii	Leyland Cypress	Maturing	Exotic conifer	51	62	14	3	4	4	5	Fair	Fair	Mod.B	21-40 y		7	Cookes
193	Cupressus macrocarpa 'Saligna Aurea'	Weeping Golden Monterey Cypress	Maturing	Exotic conifer	39	46	10	4	3	6	3	Fair	Fair	Mod.B	21-40 y	weeping variety	5	Cookes
194	Cupressus torulosa	Bhutan Cypress	Maturing	Exotic conifer	45	50	12	4	4	4	4	Good	Fair	Mod.B	>40 y		6	Cookes
195	Xcupressocyparis leylandii	Leyland Cypress	Maturing	Exotic conifer	52	54	14	4	4	4	4	Good	Fair	Mod.B	21-40 y		7	Cookes
196	Cupressus macrocarpa 'Saligna Aurea'	Weeping Golden Monterey Cypress	Maturing	Exotic conifer	41	49	11	5	6	5	5	Fair	Fair	Mod.B	21-40 y	weeping variety	5.5	Cookes
197	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	30	38	12	4	6	2	3	Fair	Fair	Mod.C	>40 y	possibly remnant	6	Cookes
198	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	60	70	14	6	7	6	7	Fair	Fair	Mod.A	21-40 y		7	Cookes
199	Pyrus calleryana	Callery's Pear	Maturing	Exotic deciduous	34	38	6	4	5	4	5	Good	Fair	Mod.C	11-20 y		4.5	Cookes
200	Pyrus calleryana	Callery's Pear	Maturing	Exotic deciduous	14,8,8	38	6	4	4	4	4	Fair	Fair to Poor	Low	11-20 y		4	Cookes
201	Robinia pseudoacacia	Locust	Over-mature	Exotic deciduous	21,19,6	45	5	4	4	4	4	Fair to Poor	Fair to Poor	Low	1-5 y		4	Cookes
202	Ulmus procera	English Elm	Early-mature	Exotic deciduous	17,5,5,4,4	26	5	4	4	4	4	Fair	Fair to Poor	Mod.C	21-40 y		4	Cookes
203	Cedrus deodara	Deodar	Early-mature	Exotic conifer	20	26	9	3	3	3	3	Good	Fair	Mod.B	>40 y		4.5	Cookes
204	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	104	120	17	8	6	8	9	Fair	Fair	Mod.A	21-40 y	Deadwood >50mm	8.5	Cookes
205	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Victorian native	34	38	17	1	2	6	5	Fair	Fair	Mod.B	>40 y		8.5	Cookes
206	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	56	68	16	3	8	7	8	Fair	Fair to Poor	Mod.B	21-40 y	Previous failures	8	Cookes
207	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	52	64	12	3	6	7	4	Fair to Poor	Fair to Poor	Mod.C	11-20 y	suppressed	6	Cookes
208	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	38	45	16	3	5	4	5	Fair	Fair to Poor	Mod.C	21-40 y	Acute forks;Codominant	8	Cookes
209	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	19,18,12,6	45	7	2	4	4	6	Poor	Fair to Poor	Low	1-5 y		5	Cookes
210	Eucalyptus bicostata	Victorian Blue Gum	Semi-mature	Victorian native	35	42	13	3	3	3	3	Fair	Fair	Mod.C	>40 y		6.5	Cookes
211	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	85	102	18	8	8	8	7	Fair	Fair	Mod.A	21-40 y		9	Cookes
212	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	60	72	14	5	4	7	4	Fair to Poor	Fair to Poor	Mod.C	6-10 y		7	Cookes
213	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	47	57	14	2	7	5	7	Fair to Poor	Fair to Poor	Mod.C	11-20 y	suppressed	7	Cookes

214	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	49	55	10	2	4	5	4	Fair to Poor	Fair to Poor	Mod.C	11-20 y		5	210 Cookees
215	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	69	83	18	6	6	7	6	Fair	Fair	Mod.A	21-40 y		9	210 Cookees
216	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	54	76	16	4	4	6	8	Fair	Fair	Mod.A	21-40 y		8	210 Cookees
217	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	34	39	10	2	5	4	7	Fair	Fair	Mod.B	21-40 y	suppressed	5.5	210 Cookees
218	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	96	116	18	7	8	8	7	Fair	Fair	Mod.A	21-40 y		9	210 Cookees
219	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	54	63	12	2	5	4	4	Fair	Poor	Low	6-10 y	Lost main leader	6	210 Cookees
220	Eucalyptus polyanthemos	Red Box	Maturing	Planted Indigenous	41	48	14	3	6	7	7	Fair	Fair	Mod.B	21-40 y		7	210 Cookees
221	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	96	117	18	7	7	8	7	Fair	Fair	Mod.A	21-40 y	Deadwood >50mm	9	210 Cookees
222	Fraxinus angustifolia	Desert Ash	Early-mature	Exotic deciduous	21,18 .12	73	7	5	4	6	1	Fair	Fair to Poor	Low	11-20 y		4.5	210 Cookees
223	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	80	87	14	5	8	6	8	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	7	214 Cookees
224	Eucalyptus botryoides	Southern Mahogany	Semi-mature	Victorian native	20	24	9	2	2	2	2	Fair	Fair	Mod.C	21-40 y		4.5	214 Cookees
225	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	24,13	39	7	4	4	4	3	Fair	Poor	Low	6-10 y		4	214 Cookees
226	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	48,10	59	8	5	6	5	4	Fair	Fair to Poor	Mod.C	11-20 y	Canker wounds;Deadwood >50mm	5.5	214 Cookees
227	Eucalyptus melliodora	Yellow Box	Maturing	Planted Indigenous	65	73	19	6	6	6	5	Fair	Fair	Mod.B	21-40 y	Acute forks;Codominant	9.5	214 Cookees
228	Eucalyptus viminalis	Manna Gum	Semi-mature	Planted Indigenous	25	32	8	2	2	2	2	Fair	Fair	Mod.C	>40 y		4	214 Cookees
229	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	41	52	8	2	2	2	2	Fair	Very Poor	Very Low	1-5 y	Lost main leader	4	214 Cookees
230	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	70	77	17	7	9	6	6	Fair	Fair	Mod.A	21-40 y		8.5	214 Cookees
231	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	38,33	76	14	5	7	3	5	Fair to Poor	Fair to Poor	Low	6-10 y	Main leader dead	7	214 Cookees
232	Melaleuca armillaris	Bracelet Honey-myrtle	Over-mature	Victorian native	15,12 .8	68	5	8	1	4	4	Fair	Very Poor	Very Low	1-5 y	Subsiding limbs	4.5	214 Cookees
233	Olea europaea	Olive	Semi-mature	Exotic evergreen	10,9	28	5	2	2	2	2	Fair	Fair	Low	21-40 y		2.5	214 Cookees
234	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	26	29	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	214 Cookees
235	Eucalyptus ovata	Swamp Gum	Maturing	Planted Indigenous	21,20 .20	70	9	3	7	4	7	Fair	Very Poor	Very Low	1-5 y	Subsiding limbs; stump resprout	5.5	214 Cookees
236	Eucalyptus aff.ovata	Swamp Gum	Early-mature	Planted Indigenous	39	46	18	6	4	5	4	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	9	214 Cookees
237	Melaleuca linariifolia	Snow in Summer	Maturing	Australian native	10,10 .10,9 .9	35	4	3	1	2	3	Fair	Fair	Mod.C	11-20 y		2.5	214 Cookees
238	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	43	51	8	4	3	4	4	Fair	Poor	Low	6-10 y	Previous failures	4	214 Cookees
239	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	43	51	7	6	1	3	3	Fair	Fair to Poor	Mod.C	11-20 y		3.5	214 Cookees
240	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	25,18 .18	48	6	2	5	2	6	Fair	Fair to Poor	Low	6-10 y	Acute forks;Suppressed	4	214 Cookees
241	Grevillea robusta	Silky Oak	Early-mature	Australian native	21,15	35	8	3	2	4	4	Fair	Fair	Mod.C	21-40 y		4	214 Cookees
242	Grevillea robusta	Silky Oak	Maturing	Australian native	19,9	37	6	2	3	3	3	Poor	Fair to Poor	Low	1-5 y		3	214 Cookees
243	Eucalyptus sideroxyton	Red Ironbark	Maturing	Australian native	56	69	17	6	7	5	6	Fair	Poor	Low	6-10 y	Acute forks;Codominant stems;Included bark;Previous failures	8.5	214 Cookees
244	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	60	71	21	9	4	5	5	Fair	Fair to Poor	Mod.C	11-20 y	Borers;Canker wounds;Deadwood >50mm	10.5	214 Cookees
245	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	34	40	5	3	4	3	3	Fair	Fair to Poor	Low	6-10 y		3.5	214 Cookees
246	Grevillea robusta	Silky Oak	Early-mature	Australian native	29	32	7	4	3	3	3	Fair to Poor	Fair	Mod.C	11-20 y	Tip dieback	3.5	214 Cookees
247	Melaleuca linariifolia	Snow in Summer	Semi-mature	Australian native	34@base 28,25	34	4	2	2	2	2	Fair	Fair	Low	>40 y		2	214 Cookees
248	Eucalyptus cladocalyx	Sugar Gum	Early-mature	Australian native	.22,2	62	13	5	6	6	6	Fair	Fair to Poor	Mod.C	11-20 y	Multi-stemmed	6.5	214 Cookees
249	Melaleuca armillaris	Bracelet Honey-myrtle	Semi-mature	Victorian native	0 17,13 .11	26	5	3	4	2	4	Fair	Fair to Poor	Low	11-20 y		3.5	214 Cookees

250	Eucalyptus viridis	Green Mallee	Maturing	Victorian native	27,24 .19	44	14	5	6	4	5	Fair	Poor	Low	1-5 y	Included bark forks;Trunk wounds	7	214 Cookes
251	Melaleuca styphelioides	Prickly-leaved Paperbark	Semi-mature	Australian native	14,13 .13	27	5	1	2	2	2	Fair to Poor	Fair to Poor	Low	11-20 y	Suppressed	2.5	214 Cookes
		Prickly-leaved Paperbark			21,16 .14,1													214 Cookes
252	Melaleuca styphelioides		Early-mature	Australian native	4,12	51	8	3	3	3	3	Fair	Fair	Mod.B	21-40 y		4	214 Cookes
					15,15													214 Cookes
253	Melaleuca styphelioides	Prickly-leaved Paperbark	Semi-mature	Australian native	.12,1 2	32	7	2	3	3	3	Fair	Fair to Poor	Mod.C	11-20 y		3.5	214 Cookes
254	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	32,21 .16	43	8	6	3	5	7	Fair to Poor	Poor	Low	6-10 y	Basal wounds;Tip dieback	6	214 Cookes
255	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	38	52	10	6	5	7	4	Fair	Fair to Poor	Mod.C	11-20 y	Trunk wounds; over extended epicormic branches developing	5.5	214 Cookes
256	Eucalyptus sideroxyton	Red Ironbark	Semi-mature	Australian native	32	36	12	2	3	2	3	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Deadwood;Past branch failure	6	214 Cookes
257	Grevillea robusta	Silky Oak	Early-mature	Australian native	30	36	9	3	2	2	2	Fair to Poor	Fair	Mod.C	11-20 y	Tip dieback	4.5	214 Cookes
258	Casuarina glauca	Swamp She-oak	Maturing	Australian native	41	50	14	5	5	5	5	Fair	Fair	Mod.C	11-20 y		7	214 Cookes
259	Grevillea robusta	Silky Oak	Early-mature	Australian native	32	37	8	3	3	3	3	Fair	Fair	Mod.B	11-20 y		4	214 Cookes
					15,14 .14,1													214 Cookes
260	Melaleuca armillaris	Bracelet Honey- myrtle	Early-mature	Victorian native	1,10	41	5	4	3	2	4	Fair	Fair to Poor	Low	6-10 y		3.5	214 Cookes
261	Grevillea robusta	Silky Oak	Early-mature	Australian native	24	30	9	3	3	3	3	Fair to Poor	Fair to Poor	Low	11-20 y	Acute forks;Reduced foliage density	4.5	214 Cookes
					15,13													214 Cookes
262	Prunus cerasifera 'Nigra'	Purple Leaf Cherry Plum	Early-mature	Exotic deciduous	.11,9	18	5	2	3	4	3	Fair to Poor	Fair to Poor	Low	6-10 y		3.5	214 Cookes
263	Eucalyptus sp.	Gum Tree	Semi-mature	Australian native	13	16	7	2	2	2	2	Fair	Fair	Low	21-40 y		3.5	214 Cookes
264	Eucalyptus aff.Botryoides	Southern Mahogany	Maturing	Victorian native	73	82	18	7	7	8	6	Fair	Fair to Poor	Mod.A	21-40 y	Acute forks	9	214 Cookes
265	Eucalyptus sp.	Gum Tree	Semi-mature	Australian native	23	33	7	2	2	4	1	Fair to Poor	Fair to Poor	Low	11-20 y		3.5	214 Cookes
266	Pittosporum undulatum	Sweet Pittosporum	Early-mature	Victorian native	18,18	26	6	4	4	4	4	Fair	Fair	Low	6-10 y	Woody weed sp.	4	214 Cookes
267	Casuarina glauca	Swamp She-oak	Early-mature	Australian native	31	35	12	4	4	4	3	Fair	Fair to Poor	Mod.B	11-20 y	Included bark	6	214 Cookes
268	Eucalyptus melliodora	Yellow Box	Maturing	Planted Indigenous	57,37	73	18	8	8	7	8	Fair	Fair	Mod.A	21-40 y		9	214 Cookes
269	Corymbia ficifolia	Red-flowering Gum	Maturing	Australian native	19,19	34	3	2	3	3	2	Fair	Fair	Mod.C	21-40 y		2.5	220 Cookes
270	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	73	82	18	6	7	5	7	Fair	Fair	Mod.B	21-40 y		9	220 Cookes
271	Pinus pinaster	Maritime Pine	Early-mature	Exotic conifer	26	32	12	2	1	3	3	Fair	Fair	Low	21-40 y	Suppressed	6	220 Cookes
272	Pinus pinaster	Maritime Pine	Maturing	Exotic conifer	42	49	15	4	3	3	5	Fair	Fair	Mod.B	21-40 y		7.5	220 Cookes
273	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	43	50	15	2	5	2	5	Fair	Fair	Mod.C	11-20 y		7.5	220 Cookes
274	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	37	43	14	2	2	2	4	Poor	Fair to Poor	Low	1-5 y		7	220 Cookes
275	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	63	71	15	8	3	8	7	Fair	Fair	Mod.B	21-40 y		7.5	220 Cookes
					26,22 0													220 Cookes
276	Melaleuca styphelioides	Prickly-leaved Paperbark	Maturing	Australian native	.12,1	47	8	4	3	3	3	Fair	Fair	Mod.B	21-40 y		4	220 Cookes
277	Salix sp.	Willow	Maturing	Exotic deciduous	37	43	8	5	5	5	5	Fair	Fair	Mod.C	11-20 y	Deadwood; centre of dam	5	220 Cookes
278	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Early-mature	Exotic conifer	24	33	6	3	3	3	3	Fair to Poor	Fair	Low	6-10 y	cypress canker	3	220 Cookes
279	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Maturing	Exotic conifer	35	43	6	4	4	4	4	Fair	Fair	Mod.C	11-20 y	minor dieback	4	220 Cookes
280	Ulmus glabra 'Lutescens'	Golden Wych Elm	Semi-mature	Exotic deciduous	10,10 .9,9	30	5	4	3	4	3	Fair	Fair	Mod.C	21-40 y		3.5	220 Cookes
281	Corymbia maculata	Spotted Gum	Maturing	Victorian native	55	66	17	6	6	6	5	Good	Fair	Mod.A	21-40 y	Excess end weight	8.5	220 Cookes
282	Acer negundo	Box Elder	Maturing	Exotic deciduous	34,28 .18	61	7	6	7	5	7	Fair to Poor	Fair to Poor	Mod.C	11-20 y	Borers;Limb wounds;Tip dieback;Trunk	6.5	220 Cookes

283	Quercus robur	English Oak	Maturing	Exotic deciduous	51	62	12	7	6	6	7	Fair	Good	Mod.A	>40 y		6.5	220 Cookes
284	Quercus robur	English Oak	Semi-mature	Exotic deciduous	24	29	6	3	3	4	4	Fair	Fair	Mod.C	>40 y		4	220 Cookes
285	Casuarina cunninghamiana	River She-oak	Semi-mature	Australian native	12,11 .10,1 0,9	48	8	4	4	4	4	Fair	Poor	Low	11-20 y	Multi-stemmed	4	220 Cookes
286	Cupressus macrocarpa	Monterey Cypress	Semi-mature	Exotic conifer	19	23	7	3	3	3	3	Fair	Fair	Mod.C	>40 y		3.5	220 Cookes
287	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	69	68	14	4	7	5	4	Fair to Poor	Fair	Mod.C	11-20 y	Main leader dead	7	220 Cookes
288	Melaleuca linariifolia	Snow in Summer	Maturing	Australian native	33,20	41	6	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3	220 Cookes
289	Corymbia maculata	Spotted Gum	Semi-mature	Victorian native	22	27	12	2	2	2	2	Poor	Fair	Low	1-5 y		6	220 Cookes
290	Angophora costata	Smooth-barked Apple	Early-mature	Australian native	32	36	9	4	4	4	4	Fair	Fair	Mod.B	>40 y		4.5	220 Cookes
291	XCupressocyparis leylandii	Leyland Cypress	Semi-mature	Exotic conifer	22	26	9	3	3	3	3	Fair	Fair	Mod.C	21-40 y		4.5	220 Cookes
292	XCupressocyparis leylandii	Leyland Cypress	Semi-mature	Exotic conifer	22	26	9	3	3	3	3	Fair	Fair	Mod.C	21-40 y		4.5	220 Cookes
293	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	65,53	92	15	8	7	6	6	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Codominant	7.5	220 Cookes
294	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	84	96	16	8	7	7	6	Good	Fair	Mod.A	21-40 y	Basal wounds	8	220 Cookes
295	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Over-mature	Exotic conifer	30	34	5	2	2	2	2	Fair to Poor	Very Poor	Very Low	<1 y	extensive trunk decay	2.5	220 Cookes
296	Cupressus sp.	Cypress	Early-mature	Exotic conifer	28	33	6	3	3	3	3	Fair	Fair	Mod.C	11-20 y		3	220 Cookes
297	Eucalyptus spathulata	Swamp Mallet	Early-mature	Australian native	35,30 .23	57	14	3	7	5	7	Good	Fair	Mod.A	21-40 y	Excess end weight	7	220 Cookes
298	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	44	53	14	6	5	6	5	Fair	Fair	Mod.A	21-40 y		7	220 Cookes
299	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	38	47	11	7	5	7	8	Fair	Fair	Mod.B	21-40 y		7.5	220 Cookes
300	Melaleuca styphelioides	Prickly-leaved Paperbark	Semi-mature	Australian native	14,13 .13	26	6	2	2	2	2	Fair	Fair	Low	21-40 y		3	220 Cookes
301	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	39	46	13	4	5	5	4	Fair	Fair	Mod.B	21-40 y		6.5	224 Cookes
302	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	46	52	18	5	5	5	5	Fair	Fair	Mod.B	21-40 y		9	224 Cookes
303	Eucalyptus sideroxylon	Red Ironbark	Early-mature	Australian native	33	39	11	4	5	5	4	Fair	Fair	Mod.B	21-40 y		5.5	224 Cookes
304	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	36	42	12	4	6	5	4	Fair	Fair	Mod.B	>40 y		6	224 Cookes
305	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	43	48	14	4	7	6	6	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Past stem failure	7	224 Cookes
306	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	43	48	13	5	6	5	5	Good	Fair	Mod.B	21-40 y	Acute forks	6.5	224 Cookes
307	Eucalyptus aff.viridis	Green Mallee	Maturing	Victorian native	33,20	53	11	6	6	4	5	Fair to Poor	Fair	Mod.C	6-10 y		6	224 Cookes
	Allocasuarina torulosa	Rose She-oak	Maturing	Australian native	19,18 .16	37	9	4	3	2	3	Fair	Fair	Mod.C	21-40 y		4.5	224 Cookes
309	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	38	45	14	5	5	6	5	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Included bark	7	224 Cookes
310	Ulmus glabra 'Lutescens'	Golden Wych Elm	Early-mature	Exotic deciduous	35,22	50	7	5	5	5	5	Fair	Fair	Mod.B	21-40 y		5	224 Cookes
311	Ulmus minor 'Variegata'	Silver Elm	Early-mature	Exotic deciduous	40	52	13	6	7	6	6	Good	Fair	Mod.A	>40 y		6.5	224 Cookes
					14,14 .12,1													224
312	Ulmus glabra 'Lutescens'	Golden Wych Elm	Early-mature	Exotic deciduous	0,10	35	7	4	4	3	4	Fair	Fair	Mod.B	21-40 y		4	224 Cookes
313	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	37	43	11	5	3	2	6	Fair	Poor	Low	6-10 y	Past stem failure	5.5	224 Cookes
314	Corymbia maculata	Spotted Gum	Maturing	Victorian native	42	48	15	4	5	5	5	Fair	Fair	Mod.B	21-40 y		7.5	224 Cookes
315	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	86	95	13	9	7	8	8	Fair	Poor	Low	6-10 y	Past stem failure	8	224 Cookes
316	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	31	42	9	5	5	7	2	Fair	Fair	Mod.B	21-40 y		5	224 Cookes
317	Grevillea robusta	Silky Oak	Maturing	Australian native	26,24	42	13	4	3	3	3	Good	Fair to Poor	Mod.B	11-20 y	Acute forks;Codominant	6.5	224 Cookes
318	Grevillea robusta	Silky Oak	Maturing	Australian native	28	36	13	3	3	3	3	Good	Fair	Mod.B	21-40 y		6.5	224 Cookes
319	Grevillea robusta	Silky Oak	Maturing	Australian native	25	31	11	3	3	3	3	Good	Fair	Mod.B	21-40 y		5.5	224 Cookes
					24,23													224
320	Eucalyptus bancroftii	Bancroft's Red Gum	Early-mature	Australian native	.13,1 2	37	10	3	5	4	3	Fair	Poor	Mod.C	6-10 y	Included bark forks	5	224 Cookes
321	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	50	57	13	6	6	7	5	Fair	Fair to Poor	Mod.C	11-20 y	Codominant stems;Included bark	6.5	224 Cookes
322	Eucalyptus ovata	Swamp Gum	Over-mature	Planted Indigenous	89	92	18	7	4	5	7	Fair to Poor	Poor	Low	1-5 y		9	224
												Poor						Cookes

323	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	21,12	36	8	5	3	4	4	Fair	Fair	Mod.C	21-40 y		4	224 Cookes
324	Eucalyptus bancroftii	Bancroft's Red Gum	Early-mature	Australian native	28	33	9	4	5	5	4	Good	Fair	Mod.B	>40 y		4.5	224 Cookes
325	Grevillea robusta	Silky Oak	Maturing	Australian native	29	34	7	4	3	3	3	Fair	Fair	Mod.C	21-40 y		3.5	224 Cookes
326	Grevillea robusta	Silky Oak	Maturing	Australian native	33	38	8	4	3	4	3	Good	Fair	Mod.B	21-40 y		4	224 Cookes
327	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	26	32	8	3	2	4	3	Fair	Fair to Poor	Low	11-20 y		4	224 Cookes
328	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	23,20	33	5	2	3	1	4	Fair	Poor	Low	6-10 y		2.5	224 Cookes
329	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	27	33	8	4	5	4	3	Fair to Poor	Fair	Mod.C	11-20 y		4.5	224 Cookes
330	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	27	33	21	4	7	7	7	Fair	Fair	Mod.B	21-40 y	Acute forks	10.5	224 Cookes
331	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	44	47	11	4	4	6	5	Fair to Poor	Fair	Mod.C	11-20 y		5.5	224 Cookes
332	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	28	34	8	2	3	5	4	Fair to Poor	Fair	Mod.C	11-20 y		4.5	224 Cookes
333	Grevillea robusta	Silky Oak	Early-mature	Australian native	29	33	8	4	4	3	3	Fair	Fair	Mod.B	21-40 y		4	224 Cookes
334	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	37	44	14	5	4	6	4	Fair	Fair	Mod.B	21-40 y		7	224 Cookes
335	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	71	83	16	6	6	7	5	Good	Fair	Mod.A	>40 y		8	224 Cookes
336	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	23	25	5	3	3	6	1	Fair	Fair to Poor	Low	11-20 y		3.5	224 Cookes
337	XCupressocyparis leylandii	Leyland Cypress	Maturing	Exotic conifer	35	40	15	5	5	5	5	Fair	Fair	Mod.B	21-40 y		7.5	230 Cookes
338	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	25,33	48	14	4	4	4	4	Fair	Fair to Poor	Mod.C	11-20 y	Codominant stems	7	230 Cookes
339	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	51	62	16	4	7	5	7	Fair	Fair	Mod.B	21-40 y		8	230 Cookes
340	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	18,16 .14	36	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	230 Cookes
341	Melaleuca armillaris	Bracelet Honey-myrtle	Maturing	Victorian native	18,14 .10	34	4	4	1	3	4	Fair	Fair	Low	11-20 y		3.5	230 Cookes
342	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	58	68	16	3	9	4	7	Fair	Fair	Mod.B	21-40 y		8	230 Cookes
343	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	52	60	15	5	4	3	4	Fair	Fair	Mod.B	21-40 y		7.5	230 Cookes
344	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Australian native	50	58	12	6	5	5	3	Fair	Poor	Low	6-10 y	Bracket fungi; Congested primary union	6	230 Cookes
345	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	60	68	16	3	6	4	5	Good	Fair	Mod.B	21-40 y		8	230 Cookes
346	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	21	27	10	1	6	3	3	Fair	Fair	Mod.C	21-40 y	Suppressed	5	230 Cookes
347	Eucalyptus saligna	Sydney Blue Gum	Early-mature	Australian native	42	50	16	4	5	6	4	Fair	Fair	Mod.B	21-40 y		8	230 Cookes
348	XCupressocyparis leylandii	Leyland Cypress	Maturing	Exotic conifer	40	52	12	4	5	4	4	Fair	Fair	Mod.B	21-40 y		6	260 Cookes
349	Eucalyptus botryoides	Southern Mahogany	Over-mature	Victorian native	50	58	15	4	3	6	4	Poor	Fair to Poor	Low	1-5 y	Declining	7.5	260 Cookes
350	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	18	24	9	2	3	3	3	Fair	Fair	Mod.C	>40 y		4.5	260 Cookes
351	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	12	17	7	2	2	2	2	Fair	Fair	Mod.C	>40 y		3.5	260 Cookes
352	Ulmus procera	English Elm	Semi-mature	Exotic deciduous	25,21 18,16	34	8	4	4	4	4	Fair	Fair	Mod.C	21-40 y	Suckering; elm leaf beetle	4	260 Cookes
353	Pittosporum undulatum	Sweet Pittosporum	Maturing	Victorian native	.16,1 4	38	8	3	3	1	4	Fair	Fair	Low	1-5 y	Woody weed sp.	4	260 Cookes
354	Cupressus macrocarpa	Monterey Cypress	Early-mature	Exotic conifer	33 79,45 .48,3	44	11	3	4	3	3	Fair	Fair	Mod.C	21-40 y		5.5	260 Cookes
355	Cupressus macrocarpa	Monterey Cypress	Over-mature	Exotic conifer	5,21	115	14	4	7	7	7	Poor	Fair to Poor	Low	6-10 y	Declining	7	260 Cookes
356	XCupressocyparis leylandii	Leyland Cypress	Early-mature	Exotic conifer	34	43	9	4	4	3	3	Poor	Fair to Poor	Low	1-5 y	cypress canker	4.5	260 Cookes
357	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Maturing	Exotic conifer	66	78	16	7	7	7	7	Fair	Fair	Mod.A	21-40 y	Hangers; surface roots	8	260 Cookes
358	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Maturing	Exotic conifer	85,40 .20,2 0	107	16	7	7	7	7	Fair	Fair	Mod.A	21-40 y		8	260 Cookes
359	Ulmus glabra 'Lutescens'	Golden Wych Elm	Maturing	Exotic deciduous	32,29 .28,2	90	10	6	7	7	7	Fair	Fair	Mod.A	21-40 y	elm leaf beetle	7	260 Cookes

360	Cupressus macrocarpa	Monterey Cypress	Early-mature	Exotic conifer	33	40	8	3	3	1	4	Fair	Fair to Poor	Low	11-20 y	Suppressed	4	260 Cookes
361	Cupressus torulosa	Bhutan Cypress	Early-mature	Exotic conifer	32	34	9	3	2	3	3	Fair	Fair	Mod.C	21-40 y		4.5	260 Cookes
362	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Early-mature	Exotic conifer	14,12	25	7	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3.5	260 Cookes
363	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Early-mature	Exotic conifer	16,10	28	7	3	3	2	2	Fair	Fair	Mod.C	21-40 y		3.5	260 Cookes
364	Corymbia maculata	Spotted Gum	Semi-mature	Victorian native	12,10	23	10	2	2	2	2	Fair	Poor	Low	6-10 y	Codominant stems;Included bark	5	260 Cookes
365	Quercus canariensis	Algerian Oak	Early-mature	Exotic deciduous	54	63	11	4	6	5	5	Fair to Poor	Fair	Mod.C	11-20 y	Reduced foliage density	5.5	260 Cookes
366	Quercus robur	English Oak	Semi-mature	Exotic deciduous	20,18	37	8	3	4	3	2	Fair	Fair	Mod.C	21-40 y		4	260 Cookes
367	Ulmus minor 'Variegata'	Silver Elm	Semi-mature	Exotic deciduous	17	23	7	3	3	2	3	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	3.5	260 Cookes
368	Cupressus macrocarpa	Monterey Cypress	Semi-mature	Exotic conifer	23	35	6	4	4	2	3	Fair	Fair	Mod.C	21-40 y		4	260 Cookes
369	Ulmus procera	English Elm	Early-mature	Exotic deciduous	27,22 ,21	49	11	6	5	5	5	Fair	Fair	Mod.C	21-40 y	Suckering	5.5	260 Cookes
370	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Semi-mature	Exotic conifer	20	24	7	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3.5	260 Cookes
371	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	70	78	15	8	2	7	7	Fair	Fair	Mod.B	21-40 y		7.5	260 Cookes
372	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	42	47	13	2	6	4	5	Fair	Fair	Mod.B	21-40 y		6.5	260 Cookes
373	Cupressus macrocarpa	Monterey Cypress	Over-mature	Exotic conifer	50	60	12	4	6	6	5	Poor	Poor	Very Low	1-5 y	In irreversible decline	6	260 Cookes
374	Cupressus macrocarpa	Monterey Cypress	Maturing	Exotic conifer	55	63	14	5	6	6	6	Fair to Poor	Fair to Poor	Low	6-10 y	Declining	7	260 Cookes
375	Salix sp.	Willow	Over-mature	Exotic deciduous	43	54	7	5	5	5	5	Fair	Poor	Low	6-10 y	Basal wounds	5	260 Cookes
376	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	35	43	12	7	3	3	5	Fair	Fair to Poor	Mod.C	11-20 y		6	260 Cookes
377	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	35	42	14	4	3	3	4	Fair	Poor	Low	6-10 y	Borers	7	260 Cookes
378	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	44	50	11	2	4	3	4	Fair	Fair to Poor	Mod.C	11-20 y		5.5	260 Cookes
379	Eucalyptus cladocalyx	Sugar Gum	Early-mature	Australian native	25	29	9	5	3	3	5	Fair	Fair to Poor	Mod.C	11-20 y		4.5	260 Cookes
380	Eucalyptus cladocalyx	Sugar Gum	Semi-mature	Australian native	16	22	8	0	5	3	2	Fair	Fair to Poor	Mod.C	11-20 y		4	260 Cookes
381	Eucalyptus cladocalyx	Sugar Gum	Semi-mature	Australian native	17	22	8	5	2	1	3	Fair	Fair to Poor	Mod.C	11-20 y		4	260 Cookes
382	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	61	68	13	6	6	6	6	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks;Codominant	6.5	274 Cookes
383	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	38	42	13	3	6	2	5	Fair	Fair	Mod.B	11-20 y	Past powerline clearance	6.5	274 Cookes
384	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	38	43	13	3	5	6	3	Fair	Fair	Mod.B	21-40 y	Past powerline clearance	6.5	274 Cookes
385	Schinus areira	Peppercorn Tree	Early-mature	Exotic evergreen	22,16 ,10	43	7	4	3	4	2	Fair	Fair	Mod.C	11-20 y	Past powerline clearance	3.5	274 Cookes
386	Melaleuca armillaris	Bracelet Honey- myrtle	Maturing	Victorian native	36,18 ,16	67	7	5	4	4	4	Fair	Fair to Poor	Low	6-10 y		4.5	274 Cookes
387	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	65	76	15	6	5	6	5	Fair	Fair to Poor	Mod.A	>40 y	Acute forks	7.5	274 Cookes
388	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	153	176	22	12	10	12	13	Fair	Fair	High	>40 y	past southern stem removal. sweet pittosporum at base.	12.5	274 Cookes
389	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	128	145	19	8	10	8	11	Fair	Fair	High	>40 y		9.5	274 Cookes
390	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	116	127	21	11	9	8	12	Fair	Fair	High	21-40 y	Deadwood >50mm;Previous failures; pruning wounds	10.5	274 Cookes
391	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	75	87	20	6	7	4	13	Fair	Fair	Mod.A	21-40 y	Previous failures;Suppressed; group of three possibly planted	10	274 Cookes
392	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	96	111	20	3	12	9	13	Fair to Poor	Fair to Poor	Mod.A	21-40 y	Past stem failure;Suppressed;Tip dieback; failure(s)	11	274 Cookes
393	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	69	78	14	4	9	8	5	Fair	Poor	Mod.C	11-20 y	Past stem failure;Previous failures;Suppressed	7	274 Cookes
394	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	117	132	20	11	14	11	12	Fair	Fair	High	>40 y		12.5	274 Cookes
395	Eucalyptus sideroxylo	Red Ironbark	Early-mature	Australian native	24,23	36	8	4	4	5	5	Fair	Poor	Low	11-20 y	Acute	5	274 Cookes
																forks;Codominant		Cookes

396	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	52	61	15	4	6	3	3	Fair	Poor	Mod.C	11-20 y	Past powerline clearance	7.5	811 Bridge Inn
397	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	51	58	18	4	3	6	6	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	9	811 Bridge Inn
398	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	54	60	18	3	2	6	5	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	9	811 Bridge Inn
399	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	43	51	15	4	3	5	4	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	7.5	811 Bridge Inn
400	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	49	56	17	4	4	6	4	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	8.5	811 Bridge Inn
401	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	46	51	17	4	3	6	5	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	8.5	811 Bridge Inn
402	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	54	58	9	6	5	6	6	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Past stem failure	6	811 Bridge Inn
403	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	94	113	21	7	7	7	8	Fair	Fair	High	21-40 y	Acute forks; possibly remnant	10.5	811 Bridge Inn
404	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	77	95	10	5	5	5	5	Fair	Poor	Mod.C	11-20 y	Lopped; epicormic leaders	5	811 Bridge Inn
405	Agonis flexuosa	Willow Myrtle	Maturing	Australian native	033,2 2	41	6	4	4	4	4	Fair	Fair to Poor	Mod.C	11-20 y		4	811 Bridge Inn
406	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	72	96	18	7	9	6	7	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	9	811 Bridge Inn
407	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	65	74	12	4	7	3	7	Fair	Fair to Poor	Mod.B	11-20 y	Basal wounds;Previous failures;Trunk wounds	6	811 Bridge Inn
408	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Over-mature	Australian native	58	64	8	6	1	4	4	Poor	Poor	Low	1-5 y		4	811 Bridge Inn
409	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Indigenous	16,12 .7,6	35	8	3	3	3	3	Fair	Fair to Poor	Low	21-40 y		4	811 Bridge Inn
410	Agonis flexuosa	Willow Myrtle	Early-mature	Australian native	14,12 .8,8	43	6	3	4	4	5	Fair	Fair to Poor	Mod.C	21-40 y		4.5	811 Bridge Inn
411	Gleditsia triacanthos	Honey Locust	Early-mature	Exotic deciduous	12	19	5	3	4	4	5	Fair	Fair	Mod.C	21-40 y		4.5	811 Bridge Inn
412	Acacia melanoxylon	Blackwood	Maturing	Victorian native	20	24	6	4	3	3	3	Fair to Poor	Fair to Poor	Low	6-10 y		3.5	811 Bridge Inn
413	Eucalyptus elata	River Peppermint	Maturing	Victorian native	35	41	13	4	4	5	4	Fair	Poor	Mod.C	11-20 y	Lopped	6.5	811 Bridge Inn
414	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	39	46	15	4	4	5	4	Good	Fair	Mod.B	21-40 y	Codominant stems	7.5	811 Bridge Inn
415	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	31	40	13	4	4	3	3	Fair	Fair	Mod.B	21-40 y		6.5	811 Bridge Inn
416	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	33	40	13	3	5	4	4	Fair	Fair	Mod.B	21-40 y		6.5	811 Bridge Inn
417	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	44	47	15	4	4	4	4	Fair	Fair	Mod.B	21-40 y		7.5	811 Bridge Inn
418	Quercus robur	English Oak	Early-mature	Exotic deciduous	34	42	8	5	6	5	5	Fair	Fair	Mod.B	21-40 y		5.5	811 Bridge Inn
419	Eucalyptus elata	River Peppermint	Early-mature	Victorian native	32,25 .14	52	9	4	4	5	4	Fair	Poor	Low	11-20 y	Codominant stems;Included bark	4.5	811 Bridge Inn
420	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	93,49	140	16	8	8	8	10	Good	Poor	Mod.C	21-40 y	two past stem failures. several smaller branch/limb failures.	9	811 Bridge Inn
421	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	45	52	18	5	5	5	5	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Codominant stems;Previous failures	9	811 Bridge Inn

422	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	39	45	16	4	2	7	6	Fair	Poor	Low	1-5 y	Active split;Codominant stems	8	811 Bridge Inn
423	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	33,30	62	13	1	6	6	6	Fair	Fair to Poor	Low	11-20 y	Suppressed	6.5	811 Bridge Inn
424	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	36	42	9	4	5	7	0	Fair	Fair to Poor	Low	11-20 y		4.5	811 Bridge Inn
425	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	73,66	130	21	8	9	7	8	Fair	Fair to Poor	Mod.A	21-40 y	split developing in eastern stem	10.5	811 Bridge Inn
426	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	21,18							Fair	Poor	Low	6-10 y		3.5	811 Bridge Inn
427	Fraxinus 'Raywood'	Claret Ash	Early-mature	Exotic deciduous	12,8,6	19	6	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3	811 Bridge Inn
428	Eucalyptus elata	River Peppermint	Over-mature	Victorian native	40	45	10	5	5	5	5	Dead	Fair to Poor	Very Low	<1 y		5	811 Bridge Inn
429	Eucalyptus bancroftii	Bancroft's Red Gum	Early-mature	Australian native	36	44	9	4	4	4	4	Fair	Fair	Mod.B	>40 y		4.5	815 Bridge Inn
430	Grevillea robusta	Silky Oak	Early-mature	Australian native	33	45	9	4	5	4	4	Fair	Fair to Poor	Mod.C	11-20 y	Past stem failure	4.5	815 Bridge Inn
431	Cupressus macrocarpa 'Goldcrest'	Golden Monterey Cypress	Early-mature	Exotic conifer	33	45	14	7	6	6	7	Fair	Fair to Poor	Mod.C	11-20 y	Basal wounds;Past stem failure	7	815 Bridge Inn
432	Eucalyptus bancroftii	Bancroft's Red Gum	Early-mature	Australian native	31	34	8	4	5	4	4	Fair	Fair	Mod.B	>40 y		4.5	815 Bridge Inn
433	Eucalyptus bancroftii	Bancroft's Red Gum	Maturing	Australian native	51	59	10	5	5	5	5	Fair	Fair	Mod.B	21-40 y	Acute forks;Codominant stems	5	815 Bridge Inn
434	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	59	64	13	6	7	6	6	Fair	Fair	Mod.B	11-20 y	Deadwood	6.5	815 Bridge Inn
435	Grevillea robusta	Silky Oak	Early-mature	Australian native	28,24	40	11	4	4	4	4	Fair	Poor	Low	6-10 y	Codominant stems;Past stem failure;Trunk decay	5.5	815 Bridge Inn
436	Quercus robur	English Oak	Semi-mature	Exotic deciduous	26	29	8	3	4	4	4	Fair	Fair	Mod.C	>40 y		4	815 Bridge Inn
437	Eucalyptus bicostata	Victorian Blue Gum	Over-mature	Australian native	113	121	15	7	7	7	7	Fair to Poor	Poor	Low	1-5 y	Borers;Congested primary union;Main leader dead	7.5	821 Bridge Inn
438	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Australian native	114	128	19	8	8	8	7	Fair	Fair to Poor	Mod.C	6-10 y	Bracket fungi;Congested primary union	9.5	821 Bridge Inn
439	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	46	53	15	4	4	7	3	Fair	Fair	Mod.B	11-20 y	Suppressed	7.5	821 Bridge Inn
440	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Australian native	47	53	15	5	3	2	6	Fair	Fair	Mod.B	21-40 y	Suppressed	7.5	821 Bridge Inn
441	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	47	53	11	7	3	7	7	Fair	Poor	Low	6-10 y	Over-extended limbs;Previous failures;Suppressed	7	821 Bridge Inn
442	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	38	46	15	4	4	6	5	Fair to Poor	Fair	Mod.C	11-20 y		7.5	821 Bridge Inn
443	Eucalyptus bicostata	Victorian Blue Gum	Over-mature	Australian native	84	115	17	7	5	5	6	Poor	Fair to Poor	Low	1-5 y	Borers;Declining;Main leader dead	8.5	821 Bridge Inn
444	Eucalyptus viminalis	Manna Gum	Over-mature	Planted Indigenous	62	81	16	7	2	7	5	Fair to Poor	Fair to Poor	Low	6-10 y	Declining;Main leader dead	8	821 Bridge Inn
445	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Semi-mature	Australian native	14,14,14	43	6	5	3	4	4	Fair	Fair to Poor	Mod.C	11-20 y		4	821 Bridge Inn
446	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	78	94	21	6	7	5	8	Fair	Fair to Poor	Mod.C	11-20 y	Basal wounds;Borers;Main leader dead;Trunk wounds	10.5	821 Bridge Inn
447	Quercus robur	English Oak	Early-mature	Exotic deciduous	42,41	72	16	7	7	7	7	Fair	Fair	Mod.A	>40 y		8	821 Bridge Inn
					50,14													

448	Ulmus Xhollandica	Dutch Elm	Maturing	Exotic deciduous	,14,1	63	16	7	7	6	7	Fair	Fair	Mod.A	21-40 y	Codominant stems; elm leaf beetle	8	821 Bridge Inn
					2													821 Bridge Inn
449	Eucalyptus sp.	Gum Tree	Maturing	Australian native	40	49	10	4	5	6	4	Poor	Fair	Low	6-10 y	Declining	5	821 Bridge Inn
450	Corymbia maculata	Spotted Gum	Maturing	Victorian native	58	67	20	4	9	6	8	Fair	Fair	Mod.B	21-40 y		10	821 Bridge Inn
451	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	49	58	18	3	8	6	8	Fair	Fair to Poor	Mod.C	11-20 y	Past stem failure	9	821 Bridge Inn
452	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	66	82	21	7	7	6	8	Fair	Fair	Mod.A	>40 y	Codominant stems	10.5	821 Bridge Inn
453	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	52	58	18	6	3	5	8	Fair	Poor	Low	6-10 y	Lost main leader; Previous failures	9	821 Bridge Inn
454	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	57	65	13	6	5	4	6	Fair	Fair	Mod.B	11-20 y	Suppressed	6.5	821 Bridge Inn
455	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	97	114	21	8	6	8	6	Fair	Fair	High	>40 y	possibly naturally occurring	10.5	821 Bridge Inn
456	Fraxinus angustifolia	Desert Ash	Early-mature	Exotic deciduous	23	29	6	4	4	4	4	Good	Fair	Mod.C	21-40 y		4	821 Bridge Inn
457	Fraxinus 'Raywood'	Claret Ash	Maturing	Exotic deciduous	36,18	43	12	6	5	6	5	Good	Fair	Mod.B	21-40 y		6	821 Bridge Inn
458	Eucalyptus polyanthemos	Red Box	Maturing	Planted Indigenous	41	47	13	3	5	4	4	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks; Codominant stems	6.5	821 Bridge Inn
459	Eucalyptus robusta	Swamp Mahogany	Early-mature	Australian native	29,28	45	14	3	4	4	3	Fair	Fair to Poor	Mod.C	11-20 y		7	821 Bridge Inn
460	Eucalyptus sideroxylon	Red Ironbark	Early-mature	Australian native	39	45	14	5	5	6	4	Fair	Fair	Mod.B	21-40 y		7	821 Bridge Inn
					32,30													
					,28,2													821 Bridge Inn
461	Eucalyptus rubida	Candlebark	Maturing	Planted Indigenous	3,21	74	10	6	6	6	7	Fair to Poor	Fair to Poor	Mod.C	11-20 y		6.5	
462	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	34,12,6	42	7	7	3	5	3	Good	Fair to Poor	Mod.C	11-20 y		5	821 Bridge Inn
463	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	39	44	9	5	5	5	5	Fair	Fair	Mod.B	21-40 y		5	821 Bridge Inn
464	Eucalyptus melliodora	Yellow Box	Early-mature	Planted Indigenous	39	42	14	4	4	4	6	Fair	Fair	Mod.B	21-40 y		7	821 Bridge Inn
465	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	35	40	14	4	5	5	5	Fair	Fair	Mod.B	21-40 y		7	821 Bridge Inn
466	Eucalyptus melliodora	Yellow Box	Early-mature	Planted Indigenous	37,12	49	14	5	5	5	5	Fair	Fair	Mod.B	21-40 y		7	821 Bridge Inn
467	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Early-mature	Australian native	33	40	8	5	5	4	5	Fair	Fair to Poor	Mod.C	11-20 y		5	821 Bridge Inn
468	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	37	42	12	4	4	4	4	Fair	Fair	Mod.B	21-40 y		6	821 Bridge Inn
469	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Early-mature	Australian native	34	40	10	4	4	4	5	Fair	Fair to Poor	Mod.C	11-20 y		5	821 Bridge Inn
470	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	32	38	10	4	2	4	7	Fair	Fair to Poor	Mod.C	11-20 y		5.5	821 Bridge Inn
471	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	35	40	10	3	4	4	4	Fair	Fair	Mod.B	21-40 y		5	821 Bridge Inn
472	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	38	43	7	7	4	5	6	Fair	Fair to Poor	Mod.C	11-20 y		5.5	821 Bridge Inn
473	Eucalyptus cinerea	Argyle Apple	Maturing	Australian native	59	68	17	8	3	5	5	Fair	Fair	Mod.B	21-40 y		8.5	821 Bridge Inn
474	Eucalyptus aff. bancroftii	Bancroft's Red	Maturing	Australian native	71	87	18	4	7	11	7	Fair to Poor	Fair to Poor	Mod.C	6-10 y	Bracket fungi; Trunk wounds	9	821 Bridge Inn

475	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	25	29	9	2	2	3	1	Fair	Fair	Mod.C	21-40 y	Partly suppressed - crown bias	4.5	845 Bridge Inn
476	Corymbia citriodora	Lemon-scented Gum	Maturing	Australian native	57@base	57	15	6	5	7	7	Fair	Fair	Mod.A	21-40 y		7.5	845 Bridge Inn
477	Casuarina glauca	Swamp She-oak	Maturing	Australian native	36	43	14	4	3	4	4	Fair	Fair	Mod.B	11-20 y		7	845 Bridge Inn
478	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	93@base	93	17	5	7	7	7	Fair	Fair to Poor	Mod.B	11-20 y	Basal decay	8.5	845 Bridge Inn
479	Eucalyptus leucoxyton	Yellow Gum	Early-mature	Victorian native	22,18	40	13	3	5	7	3	Fair	Fair	Mod.B	21-40 y		6.5	845 Bridge Inn
480	Eucalyptus sp.	Gum Tree	Early-mature	Australian native	43@base	43	15	4	5	5	6	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	7.5	845 Bridge Inn
481	Casuarina cunninghamiana	River She-oak	Early-mature	Australian native	25	32	8	3	2	2	3	Fair to Poor	Fair	Mod.C	11-20 y	Tip dieback	4	845 Bridge Inn
482	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Victorian native	46@base	46	15	5	4	5	6	Fair	Fair to Poor	Mod.B	11-20 y		7.5	845 Bridge Inn
483	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	33	38	14	4	4	3	4	Fair	Fair	Mod.B	21-40 y		7	845 Bridge Inn
484	Eucalyptus cladocalyx	Sugar Gum	Early-mature	Australian native	31	35	13	3	3	3	7	Fair to Poor	Fair to Poor	Low	11-20 y	Epicormic shoots	6.5	845 Bridge Inn
485	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	23	28	12	1	1	1	1	Fair	Fair to Poor	Low	21-40 y	Llcr	6	845 Bridge Inn
486	Eucalyptus sideroxyton	Red Ironbark	Early-mature	Australian native	35	42	14	5	1	3	2	Fair	Fair to Poor	Mod.B	11-20 y	Included bark forks	7	845 Bridge Inn
487	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	30,17	51	13	6	3	4	4	Fair to Poor	Fair to Poor	Low	6-10 y	Codominant stems;Epicormic shoots	6.5	845 Bridge Inn
488	Eucalyptus leucoxyton	Yellow Gum	Early-mature	Victorian native	31	35	13	4	3	3	4	Fair	Fair	Mod.B	21-40 y		6.5	845 Bridge Inn
489	Eucalyptus sideroxyton	Red Ironbark	Early-mature	Australian native	35	39	15	3	7	4	6	Fair	Fair	Mod.B	11-20 y	Deadwood >50mm	7.5	845 Bridge Inn
490	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	31	35	15	3	3	3	4	Fair	Fair	Mod.B	21-40 y		7.5	845 Bridge Inn
491	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	41	51	15	3	3	3	4	Fair	Fair	Mod.B	21-40 y		7.5	845 Bridge Inn
492	Eucalyptus sideroxyton	Red Ironbark	Early-mature	Australian native	36	40	13	4	6	4	6	Fair	Poor	Low	6-10 y	Epicormic shoots;Past limb failure;Past stem failure	6.5	845 Bridge Inn
493	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	29	32	14	5	8	6	8	Fair	Fair	Mod.B	21-40 y		7	845 Bridge Inn
494	Eucalyptus saligna	Sydney Blue Gum	Early-mature	Australian native	42	50	17	4	6	6	5	Fair	Fair to Poor	Mod.B	11-20 y	Co-dominant forks	8.5	845 Bridge Inn
495	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	36,33	48	15	4	5	5	3	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	7.5	845 Bridge Inn
496	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	56	63	21	7	6	9	4	Fair	Fair	Mod.A	21-40 y	Deadwood >50mm	10.5	845 Bridge Inn
497	Grevillea robusta	Silky Oak	Early-mature	Australian native	27	33	12	1	3	3	3	Fair	Fair	Mod.B	11-20 y	Partly suppressed - crown bias	6	845 Bridge Inn
498	Pinus radiata	Monterey Pine	Over-mature	Exotic conifer	56	64	22	7	7	7	6	Poor	Fair to Poor	Very Low	<1 y	In irreversible decline; giant pine scale infested	11	845 Bridge Inn
499	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	26,21,17	70	14	6	5	3	6	Fair	Very Poor	Very Low	<1 y	Stump resprout	7	845 Bridge Inn
500	Melaleuca styphelioides	Prickly-leaved Paperbark	Early-mature	Australian native	28,22	40	11	3	3	3	3	Fair	Fair	Mod.B	21-40 y		5.5	845 Bridge Inn
501	Eucalyptus melliodora	Yellow Box	Maturing	Planted Indigenous	63	74	18	5	7	7	7	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks;Codominant stems	9	845 Bridge Inn

502	Eucalyptus melliodora	Yellow Box	Maturing	Planted Indigenous	44,42	72	18	8	4	7	7	Fair	Fair	Mod.A	21-40 y		9	845 Bridge Inn
503	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	48	56	15	7	7	5	5	Fair	Fair	Mod.A	21-40 y		7.5	845 Bridge Inn
504	Angophora costata	Smooth-barked Apple	Early-mature	Australian native	37	44	10	5	5	5	5	Fair	Fair	Mod.B	>40 y		5	845 Bridge Inn
505	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	55	4	16	5	8	7	7	Fair	Fair	Mod.A	21-40 y		8	845 Bridge Inn
506	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	47	56	17	6	5	6	7	Fair	Fair	Mod.A	21-40 y		8.5	845 Bridge Inn
507	Eucalyptus rubida	Candlebark	Maturing	Planted Indigenous	60	78	16	4	7	8	8	Fair	Fair to Poor	Mod.C	11-20 y	Bracket fungi;Deadwood >50mm;Trunk wounds	8	845 Bridge Inn
508	Eucalyptus sp.	Gum Tree	Early-mature	Australian native	29	35	13	3	4	3	2	Fair to Poor	Fair to Poor	Low	6-10 y		6.5	845 Bridge Inn
509	Eucalyptus obliqua	Messmate Stringybark	Early-mature	Victorian native	32,14	39	11	5	1	4	4	Fair	Fair	Mod.C	21-40 y		5.5	845 Bridge Inn
510	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	50	61	15	6	5	7	7	Fair	Fair	Mod.A	21-40 y		7.5	845 Bridge Inn
511	Corymbia maculata	Spotted Gum	Maturing	Victorian native	41	48	15	4	5	3	6	Fair	Fair	Mod.B	21-40 y		7.5	845 Bridge Inn
512	Corymbia maculata	Spotted Gum	Maturing	Victorian native	45	53	15	4	5	4	6	Fair	Fair	Mod.A	21-40 y		7.5	845 Bridge Inn
513	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	76	89	15	5	6	7	5	Fair	Poor	Mod.C	11-20 y	Active split;Codominant stems;Congested primary union	7.5	845 Bridge Inn
514	Corymbia maculata	Spotted Gum	Maturing	Victorian native	56	67	16	6	8	7	7	Fair	Fair	Mod.A	21-40 y		8	845 Bridge Inn
515	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	70	83	19	7	9	10	9	Fair	Fair	High	21-40 y	Acute forks;Past limb failure	9.5	845 Bridge Inn
516	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	35,35 34	79	10	8	7	7	7	Fair	Fair to Poor	Mod.C	11-20 y	Basal wounds;Multi-stemmed;Past stem failure	7.5	845 Bridge Inn
517	Angophora costata	Smooth-barked Apple	Early-mature	Australian native	48	52	10	6	6	5	5	Fair	Fair	Mod.B	21-40 y		6	845 Bridge Inn
518	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	35,16	43	6	7	6	2	3	Fair	Poor	Low	6-10 y	Lopped;Previous failures	6.5	845 Bridge Inn
519	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	35,30	60	10	5	6	5	6	Fair to Poor	Fair to Poor	Mod.C	11-20 y	Acute forks;Reduced foliage density	5.5	845 Bridge Inn
520	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	64	68	10	8	5	5	5	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Past limb failure; surface roots	6.5	845 Bridge Inn
521	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	43	50	10	7	4	4	4	Fair	Poor	Low	6-10 y	Past stem failure	5.5	845 Bridge Inn
522	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	33	45	10	4	4	4	7	Fair	Fair to Poor	Mod.C	11-20 y	epicormic leader	5.5	845 Bridge Inn
523	Corymbia citriodora	Lemon-scented Gum	Maturing	Australian native	83	87	16	5	9	7	6	Fair	Fair	Mod.A	21-40 y	Codominant stems;Crossing branches	8	845 Bridge Inn
524	Acacia melanoxylon	Blackwood	Maturing	Indigenous	15	19	8	3	2	1	3	Fair	Fair	Low	21-40 y		4	845 Bridge Inn
525	Acacia melanoxylon	Blackwood	Over-mature	Indigenous	41	45	7	4	2	1	5	Fair to Poor	Very Poor	Very Low	1-5 y	Declining;Lost main leader; several suckers in area	3.5	845 Bridge Inn
526	Melaleuca styphelioides	Prickly-leaved Paperbark	Early-mature	Australian native	32	37	7	4	5	4	3	Fair	Fair	Mod.B	21-40 y		4.5	845 Bridge Inn
527	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	67@base	67	14	5	5	5	5	Fair to Poor	Fair to Poor	Mod.C	11-20 y	Tip dieback; Acute codominant stems	7	851 Bridge Inn

528	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	77@b ase	77	13	7	7	6	8	Fair to Poor	Fair	Mod.B	11-20 y	Deadwood >50mm	7	851 Bridge Inn
529	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	17,15	38	6	7	3	5	1	Fair	Fair to Poor	Low	11-20 y		5	851 Bridge Inn
530	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	18,15	31	6	3	4	4	4	Fair	Fair	Mod.C	11-20 y		4	851 Bridge Inn
531	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	43,27	52	12	7	3	6	7	Fair	Fair	Mod.B	21-40 y		6.5	851 Bridge Inn
532	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	41	50	12	4	3	7	4	Fair	Poor	Low	6-10 y	Bracket fungi;Suppressed;Tru nk wounds	6	851 Bridge Inn
533	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	41@b ase	41	15	4	6	7	7	Fair	Fair	Mod.B	21-40 y		7.5	851 Bridge Inn
534	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	55	61	15	5	7	8	7	Fair to Poor	Fair	Mod.B	11-20 y	Deadwood >50mm	7.5	851 Bridge Inn
535	Eucalyptus cladocalyx	Sugar Gum	Semi-mature	Australian native	19	22	11	2	4	4	5	Fair to Poor	Poor	Low	6-10 y	Suppressed	5.5	851 Bridge Inn
536	Eucalyptus pulchella	White Peppermint	Early-mature	Australian native	31	38	13	3	4	5	5	Fair to Poor	Fair	Mod.B	11-20 y	Deadwood >50mm	6.5	851 Bridge Inn
537	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	52@b ase	52	16	4	8	4	6	Fair	Fair to Poor	Mod.C	11-20 y	Bracket fungi;Incipient decay	8	851 Bridge Inn
538	Eucalyptus melliodora	Yellow Box	Early-mature	Planted Indigenous	38	44	11	6	3	6	5	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	5.5	851 Bridge Inn
539	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	46	52	16	5	7	7	6	Good	Fair	Mod.A	21-40 y		8	851 Bridge Inn
540	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	39	44	11	5	5	7	3	Fair	Fair	Mod.B	21-40 y	Past powerline clearance	5.5	851 Bridge Inn
541	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	67	77	15	7	3	6	8	Fair	Fair	Mod.A	21-40 y	Past powerline clearance	7.5	851 Bridge Inn
542	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	55	57	14	4	5	5	5	Fair	Fair	Mod.B	21-40 y		7	851 Bridge Inn
543	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	39	43	13	3	5	5	3	Fair	Fair	Mod.B	21-40 y		6.5	851 Bridge Inn
544	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	52	60	15	5	7	7	6	Fair	Fair	Mod.B	21-40 y	Acute forks;Codominant stems; possibly naturally occurring. subordination pruning if retained.	7.5	851 Bridge Inn
545	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	38	42	16	5	5	6	5	Fair	Fair	Mod.B	21-40 y		8	851 Bridge Inn
546	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	39	43	13	6	6	6	6	Fair	Fair	Mod.B	21-40 y		6.5	851 Bridge Inn
547	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Over-mature	Australian native	42	48	11	4	5	5	5	Fair to Poor	Fair to Poor	Low	6-10 y	Declining	5.5	851 Bridge Inn
548	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	60	67	15	6	6	7	7	Fair	Fair	Mod.B	21-40 y	Acute forks	7.5	851 Bridge Inn
549	Corymbia ficifolia	Red-flowering Gum	Semi-mature	Australian native	15	18	7	2	2	4	3	Fair	Fair	Low	21-40 y	Suppressed	3.5	851 Bridge Inn
550	Eucalyptus sideroxylon	Red Ironbark	Early-mature	Australian native	28,17	38	7	2	3	4	4	Fair	Fair	Mod.C	21-40 y		4	851 Bridge Inn
551	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	48,42	69	14	4	4	5	5	Fair	Fair to Poor	Mod.C	11-20 y	Active split;Codominant stems	7	851 Bridge Inn
552	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Early-mature	Australian native	37	43	16	4	3	4	4	Fair	Fair	Mod.B	21-40 y		8	851 Bridge Inn
553	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	52	56	16	6	4	4	5	Fair to Poor	Fair to Poor	Mod.C	11-20 y		8	851 Bridge Inn
554	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	54	61	12	7	4	7	3	Fair	Fair	Mod.B	21-40 y		6	851 Bridge Inn

555	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	74	83	15	7	5	7	8	Fair	Fair	Mod.A	21-40 y	Crossing branches;Over-extended limbs;Previous	7.5	851 Bridge Inn
556	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	37	43	14	6	5	7	5	Fair	Poor	Low	6-10 y	Congested primary union;Multi-stemmed	7	851 Bridge Inn
557	Corymbia maculata	Spotted Gum	Maturing	Victorian native	44	49	14	6	6	6	6	Good	Fair	Mod.A	>40 y		7	851 Bridge Inn
558	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Over-mature	Australian native	44	49	7	4	4	6	5	Fair to Poor	Poor	Low	1-5 y	Lost main leader	5.5	851 Bridge Inn
559	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	29	36	11	5	4	5	2	Fair	Fair	Mod.C	11-20 y		5.5	851 Bridge Inn
560	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	39	45	15	4	5	5	4	Fair	Fair	Mod.B	21-40 y		7.5	851 Bridge Inn
561	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	41	44	15	6	3	6	5	Fair	Fair	Mod.B	21-40 y		7.5	851 Bridge Inn
562	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	35	41	12	4	3	3	3	Fair	Fair	Mod.C	21-40 y		6	851 Bridge Inn
563	Eucalyptus spathulata	Swamp Mallet	Early-mature	Australian native	18,18	27	9	5	2	5	5	Fair	Fair	Mod.C	11-20 y	Past powerline clearance	5	851 Bridge Inn
564	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	81	97	18	7	7	7	8	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Basal wounds;Borers;Trunk wounds	9	861 Bridge Inn
565	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	88	104	18	9	9	9	9	Fair	Fair	High	>40 y		9	861 Bridge Inn
566	Corymbia maculata	Spotted Gum	Maturing	Victorian native	48	56	18	5	5	5	5	Fair	Fair	Mod.A	21-40 y		9	861 Bridge Inn
	Eucalyptus viminalis	Manna Gum	Early-mature	Planted Indigenous	37	44	17	4	4	2	4	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	8.5	861 Bridge Inn
568	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	41	48	17	3	5	1	6	Fair	Fair	Mod.B	21-40 y		8.5	861 Bridge Inn
569	Eucalyptus pulchella	White Peppermint	Early-mature	Australian native	17,16	43	9	3	3	2	3	Fair	Fair	Mod.C	11-20 y	Codominant stems	4.5	861 Bridge Inn
570	Eucalyptus polyanthemos	Red Box	Maturing	Planted Indigenous	53	59	15	5	6	6	5	Good	Poor	Mod.C	11-20 y	Active split;Codominant stems; requires subordination pruning if retained.	7.5	861 Bridge Inn
571	Eucalyptus polyanthemos	Red Box	Early-mature	Planted Indigenous	34	40	11	4	2	2	3	Fair to Poor	Fair to Poor	Low	6-10 y		5.5	861 Bridge Inn
572	Eucalyptus leucoxydon	Yellow Gum	Early-mature	Victorian native	17,16	38	7	6	3	3	6	Fair	Fair	Mod.C	11-20 y		4.5	861 Bridge Inn
573	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	35	42	14	3	5	5	3	Fair to Poor	Fair to Poor	Mod.C	11-20 y		7	861 Bridge Inn
574	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	96	110	24	11	9	9	8	Fair	Fair to Poor	Mod.A	21-40 y	Acute forks;Bracket fungi;Limb wounds;Past limb failure	12	861 Bridge Inn
575	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	89	110	24	10	5	10	6	Fair	Fair	High	21-40 y		12	861 Bridge Inn
576	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	59	72	19	6	5	4	6	Fair	Fair	Mod.A	21-40 y	Deadwood >50mm; damaged surface roots	9.5	861 Bridge Inn
577	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	36	44	16	3	5	2	5	Fair	Fair	Mod.B	21-40 y		8	861 Bridge Inn
578	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	34	40	15	5	5	2	5	Fair	Fair	Mod.B	21-40 y		7.5	861 Bridge Inn
579	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	43	51	17	5	5	5	5	Fair	Fair	Mod.B	21-40 y		8.5	861 Bridge Inn

580	Eucalyptus camaldulensis	River Red Gum	Maturing	Indigenous	58,46 ,44	119	23	5	11	10	8	Fair	Fair to Poor	Mod.A	21-40 y	Codominant stems;Congested primary union;Included bark	11.5	861 Bridge Inn
581	Eucalyptus sargentii	Salt River Gum	Maturing	Australian native	53	60	17	5	6	9	6	Fair	Poor	Low	6-10 y	Bracket fungi;Included bark	8.5	861 Bridge Inn
582	Eucalyptus sargentii	Salt River Gum	Maturing	Australian native	44	48	12	6	4	3	4	Fair	Fair to Poor	Mod.C	11-20 y	Suppressed;Trunk wounds	6	861 Bridge Inn
583	Eucalyptus leucoxyton	Yellow Gum	Early-mature	Victorian native	27	34	12	2	6	1	5	Fair	Fair to Poor	Mod.C	11-20 y	Limb wounds	6	861 Bridge Inn
584	Eucalyptus sideroxyton	Red Ironbark	Maturing	Australian native	36	43	14	4	4	8	3	Fair	Fair	Mod.B	21-40 y		7	861 Bridge Inn
585	Eucalyptus sideroxyton	Red Ironbark	Maturing	Australian native	36	42	14	4	3	7	3	Fair	Fair	Mod.B	21-40 y		7	861 Bridge Inn
586	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	33	39	14	3	5	2	5	Fair	Fair	Mod.B	21-40 y		7	861 Bridge Inn
587	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	36	44	17	3	4	5	5	Fair to Poor	Fair	Mod.B	11-20 y		8.5	861 Bridge Inn
588	Melaleuca styphelioides	Prickly-leaved Paperbark	Early-mature	Australian native	28	34	9	4	4	4	4	Fair	Fair	Mod.B	21-40 y		4.5	861 Bridge Inn
589	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	50	61	16	8	8	4	7	Fair	Fair	Mod.A	21-40 y		8	861 Bridge Inn
590	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	76	89	23	9	11	11	6	Fair	Fair to Poor	Mod.C	11-20 y	Bracket fungi;Trunk wounds	11.5	861 Bridge Inn
591	Corymbia citriodora	Lemon-scented Gum	Semi-mature	Australian native	14	17	12	3	3	3	3	Fair	Poor	Low	6-10 y		6	861 Bridge Inn
592	Angophora costata	Smooth-barked Apple	Semi-mature	Australian native	25	29	9	4	3	4	4	Fair	Fair	Mod.C	>40 y		4.5	861 Bridge Inn
593	Angophora costata	Smooth-barked Apple	Semi-mature	Australian native	16,9, 9,9	38	7	3	3	3	4	Fair to Poor	Fair to Poor	Low	6-10 y		3.5	861 Bridge Inn
594	Eucalyptus viminalis	Manna Gum	Early-mature	Planted Indigenous	66	82	18	7	8	6	7	Fair	Fair	Mod.B	21-40 y	Acute forks	9	861 Bridge Inn
595	Eucalyptus cladocalyx	Sugar Gum	Maturing	Australian native	50	59	20	7	6	6	6	Fair	Fair	Mod.B	11-20 y	Canker wounds	10	861 Bridge Inn
596	Eucalyptus sideroxyton	Red Ironbark	Early-mature	Australian native	32,12	36	12	3	3	3	3	Fair	Fair	Mod.C	21-40 y		6	861 Bridge Inn
597	Acacia baileyana	Cootamundra Wattle	Over-mature	Australian native	26	34	7	5	5	5	5	Fair to Poor	Fair to Poor	Low	1-5 y		5	861 Bridge Inn
598	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	65	73	16	9	6	8	7	Fair	Fair	Mod.B	21-40 y	Past stem failure;Trunk wounds	8	861 Bridge Inn
599	Corymbia maculata	Spotted Gum	Maturing	Victorian native	50	56	16	5	6	6	7	Fair	Fair	Mod.B	21-40 y	Codominant stems;Previous failures	8	861 Bridge Inn
600	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	21	23	6	2	2	2	2	Poor	Fair to Poor	Low	6-10 y		3	861 Bridge Inn
601	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	70	79	16	7	9	7	8	Fair to Poor	Fair to Poor	Mod.B	11-20 y		8	861 Bridge Inn
602	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	8	11	5	1	1	1	1	Poor	Fair to Poor	Very Low	1-5 y		2.5	861 Bridge Inn
603	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	10	11	5	1	2	1	2	Poor	Fair to Poor	Very Low	1-5 y		2.5	861 Bridge Inn
604	Eucalyptus scoparia	Wallangarra White Gum	Early-mature	Australian native	31	37	12	5	2	2	5	Fair	Fair to Poor	Mod.C	11-20 y		6	861 Bridge Inn
605	Eucalyptus sargentii	Salt River Gum	Maturing	Australian native	78	78	12	3	8	7	7	Fair	Poor	Low	6-10 y	Previous failures	7	861 Bridge Inn
606	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	93,35	120	15	8	9	9	8	Fair	Fair to Poor	Mod.A	11-20 y	Bracket fungi	8.5	861 Bridge Inn
607	Eucalyptus pulchella	White Peppermint	Early-mature	Australian native	23	28	10	4	3	5	7	Fair	Fair	Mod.C	21-40 y		6	861 Bridge

608	Eucalyptus leucoxylon	Yellow Gum	Maturing	Victorian native	55	61	12	6	6	6	6	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	6	861 Bridge Inn
609	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	70	83	20	6	9	7	7	Fair	Fair	Mod.B	21-40 y	Acute forks;Codominant stems	10	861 Bridge Inn
610	Eucalyptus pulchella	White Peppermint	Semi-mature	Australian native	14	19	12	2	2	2	3	Fair	Fair	Mod.C	21-40 y		6	861 Bridge Inn
611	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	31,22	51	16	4	4	5	6	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks;Codominant stems;Past powerline clearance	8	861 Bridge Inn
612	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	55	62	11	2	7	1	4	Fair	Poor	Low	1-5 y	Basal decay;Trunk decay	5.5	861 Bridge Inn
613	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	42	47	12	5	6	5	5	Good	Fair	Mod.A	21-40 y		6	861 Bridge Inn
614	Melia azedarach	White Cedar	Semi-mature	Australian native	15	18	5	3	3	3	3	Fair	Fair	Low	11-20 y		3	861 Bridge Inn
615	Melia azedarach	White Cedar	Semi-mature	Australian native	18	20	6	3	3	2	4	Fair	Fair	Low	11-20 y		3	861 Bridge Inn
616	Melia azedarach	White Cedar	Semi-mature	Australian native	21@base	21	6	2	2	2	3	Fair to Poor	Fair	Low	11-20 y		3	861 Bridge Inn
617	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	33	39	11	3	4	5	3	Fair	Fair to Poor	Mod.B	21-40 y	Acute forks	5.5	861 Bridge Inn
618	Eucalyptus sp.	Gum Tree	Early-mature	Australian native	30	32	7	3	5	5	4	Fair	Poor	Low	6-10 y	Basal decay;Trunk decay	4.5	861 Bridge Inn
619	Eucalyptus mannifera	Brittle Gum	Early-mature	Australian native	29	36	9	4	3	2	4	Fair	Fair to Poor	Mod.B	11-20 y		4.5	861 Bridge Inn
620	Eucalyptus gomphocephala	Tuart	Early-mature	Planted Indigenous	35	41	11	3	2	2	2	Fair to Poor	Fair to Poor	Low	6-10 y	Co-dominant forks; one leader dead	5.5	861 Bridge Inn
621	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	35	42	12	4	5	8	5	Fair	Fair to Poor	Mod.B	11-20 y	Co-dominant forks	6.5	861 Bridge Inn
622	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	25	29	9	4	4	4	5	Fair	Fair to Poor	Mod.C	11-20 y		4.5	861 Bridge Inn
623	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	67@base	67	14	5	4	7	5	Fair	Fair to Poor	Mod.B	11-20 y	Codominant stems	7	861 Bridge Inn
624	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	62	75	18	6	8	8	6	Fair	Fair to Poor	High	21-40 y	Acute forks	9	861 Bridge Inn
625	Eucalyptus viminalis	Manna Gum	Early-mature	Planted Indigenous	40	45	10	2	2	2	2	Fair to Poor	Poor	Low	6-10 y	Lost main leader	5	861 Bridge Inn
626	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	58	67	14	4	4	4	4	Fair	Poor	Low	6-10 y	Acute forks;Bracket fungi;Included bark	7	861 Bridge Inn
627	Eucalyptus melliodora	Yellow Box	Semi-mature	Planted Indigenous	22	26	12	2	2	2	2	Fair	Poor	Low	6-10 y	Acute forks	6	861 Bridge Inn
628	Eucalyptus mannifera	Brittle Gum	Semi-mature	Australian native	22	28	10	3	2	3	3	Fair	Fair	Mod.C	21-40 y		5	861 Bridge Inn
629	Eucalyptus melliodora	Yellow Box	Semi-mature	Planted Indigenous	25	30	13	2	2	2	2	Fair	Fair	Mod.B	21-40 y		6.5	861 Bridge Inn
630	Eucalyptus melliodora	Yellow Box	Semi-mature	Planted Indigenous	24,20	38	13	3	3	3	2	Fair	Fair to Poor	Mod.B	21-40 y		6.5	861 Bridge Inn
631	Eucalyptus viminalis	Manna Gum	Early-mature	Planted Indigenous	32	36	12	2	2	2	3	Poor	Poor	Very Low	1-5 y	In irreversible decline;Trunk decay	6	861 Bridge Inn
632	Eucalyptus melliodora	Yellow Box	Semi-mature	Planted Indigenous	30	33	13	2	3	2	3	Fair	Fair	Mod.B	21-40 y		6.5	861 Bridge Inn
633	Eucalyptus melliodora	Yellow Box	Early-mature	Planted Indigenous	33,22	58	13	4	2	3	6	Fair	Fair	Mod.B	21-40 y		6.5	861 Bridge Inn
634	Eucalyptus cinerea	Argyle Apple	Early-mature	Australian native	55@base	55	15	3	8	5	4	Good	Fair to Poor	Mod.A	21-40 y	Codominant stems	7.5	861 Bridge Inn

635	Eucalyptus viminalis	Manna Gum	Early-mature	Planted Indigenous	21,18	55	0	1	3	1	3	Fair	Poor	Low	11-20 y	Codominant stems	2	861 Bridge Inn
636	Eucalyptus mannifera	Brittle Gum	Semi-mature	Australian native	29	34	11	4	4	2	5	Fair	Fair	Mod.B	21-40 y		5.5	861 Bridge Inn
637	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	54	63	13	3	3	5	4	Poor	Fair to Poor	Low	1-5 y	Deadwood >50mm;In irreversible decline	6.5	861 Bridge Inn
638	Eucalyptus bancroftii	Bancroft's Red Gum	Early-mature	Australian native	39	47	12	4	5	6	3	Fair	Fair	Mod.B	11-20 y		6	861 Bridge Inn
639	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	71@b ase	71	10	6	6	6	7	Fair to Poor	Fair to Poor	Mod.B	11-20 y	Epicormic shoots;Multi- stemmed	6.5	861 Bridge Inn
640	Eucalyptus sideroxyton	Red Ironbark	Early-mature	Australian native	31	39	14	3	4	2	5	Fair	Fair	Mod.B	11-20 y		7	861 Bridge Inn
641	Quercus robur	English Oak	Early-mature	Exotic deciduous	36	42	8	5	5	5	6	Fair	Fair	Mod.B	21-40 y	Past powerline clearance	5.5	875 Bridge Inn
642	Cupressus macrocarpa	Monterey Cypress	Maturing	Exotic conifer	36	42	14	7	5	7	7	Fair	Fair	Mod.B	21-40 y		7	875 Bridge Inn
643	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	75	100	16	7	7	7	7	Fair	Poor	Mod.C	6-10 y	Multi-stemmed	8	875 Bridge Inn
644	Eucalyptus bicostata	Victorian Blue Gum	Over-mature	Victorian native	65,20	100	16	7	7	7	7	Fair to Poor	Poor	Low	1-5 y	Borers;Main leader dead;Trunk decay;Trunk wounds	8	875 Bridge Inn
645	Quercus robur	English Oak	Maturing	Exotic deciduous	60	71	14	5	9	10	9	Fair	Fair	Mod.A	21-40 y	Deadwood >50mm	9.5	875 Bridge Inn
646	Quercus robur	English Oak	Maturing	Exotic deciduous	58	68	14	10	4	7	9	Fair	Fair	Mod.A	21-40 y	Deadwood >50mm	8	875 Bridge Inn
647	Eucalyptus camaldulensis	River Red Gum	Over-mature	Indigenous	211	200	30	10	5	16	15	Dead	Fair to Poor	Very Low	<1 y	habitat prune.	15.5	881 Bridge Inn
648	Eucalyptus camaldulensis	River Red Gum	Over-mature	Indigenous	29,21 ,11	45	14	4	4	4	6	Dead	Fair to Poor	Very Low	<1 y		7	881 Bridge Inn
649	Eucalyptus ovata	Swamp Gum	Early-mature	Planted Indigenous	31,22	37	8	6	3	0	6	Fair to Poor	Fair to Poor	Low	1-5 y		4.5	881 Bridge Inn
650	Eucalyptus aff.ovata	Swamp Gum	Early-mature	Planted Indigenous	42,15 ,11	60	12	6	5	3	6	Fair	Fair	Mod.C	11-20 y		6	881 Bridge Inn
651	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	32,31	48	12	5	3	2	6	Fair	Fair	Mod.C	21-40 y		6	881 Bridge Inn
652	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	24	30	12	2	2	2	2	Fair to Poor	Fair to Poor	Low	6-10 y	Past stem failure	6	881 Bridge Inn
653	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	24	28	10	2	2	0	4	Fair	Fair	Mod.C	21-40 y		5	881 Bridge Inn
654	Eucalyptus camaldulensis	River Red Gum	Over-mature	Planted Indigenous	34	37	14	4	4	4	4	Dead	Fair to Poor	Very Low	<1 y		7	881 Bridge Inn
655	Eucalyptus camaldulensis	River Red Gum	Over-mature	Planted Indigenous	55	63	14	6	5	6	6	Dead	Fair to Poor	Very Low	<1 y		7	881 Bridge Inn
656	Eucalyptus camaldulensis	River Red Gum	Early-mature	Indigenous	40	52	14	3	5	3	5	Fair	Fair to Poor	Mod.C	11-20 y		7	881 Bridge Inn
657	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Indigenous	18	24	7	2	2	2	2	Fair	Fair	Low	21-40 y	close to powerlines	3.5	881 Bridge Inn
658	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	58,21	67	18	6	6	6	6	Fair to Poor	Fair	Mod.B	11-20 y		9	881 Bridge Inn
659	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Victorian native	31	38	12	3	3	3	3	Fair to Poor	Fair to Poor	Low	6-10 y		6	881 Bridge Inn
660	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	75	88	15	7	5	7	7	Fair	Fair	Mod.B	21-40 y		7.5	881 Bridge Inn
661	Cupressus macrocarpa	Monterey Cypress	Over-mature	Exotic conifer	55	67	9	6	7	8	6	Poor	Fair	Low	6-10 y		7	881 Bridge Inn
662	Eucalyptus rubida	Candlebark	Maturing	Planted Indigenous	80	95	18	11	7	10	7	Fair	Fair	High	>40 y	possibly remnant	9	881 Bridge

663	Fraxinus angustifolia	Desert Ash	Early-mature	Exotic deciduous	26,12	41	7	5	1	5	2	Fair	Fair	Mod.C	21-40 y	Suppressed	3.5	Inn 881 Bridge Inn
					28,16													
664	Melaleuca styphelioides	Prickly-leaved Paperbark	Maturing	Australian native	,14,1	45	8	4	4	4	4	Fair	Fair	Mod.C	21-40 y		4	881 Bridge Inn
					2													
665	XCupressocyparis leylandii	Leyland Cypress	Early-mature	Exotic conifer	25	33	10	4	4	4	4	Fair	Fair	Mod.C	21-40 y		5	881 Bridge Inn
					24,21													
666	Melaleuca styphelioides	Prickly-leaved Paperbark	Maturing	Australian native	,19,1	52	8	4	4	4	4	Fair	Fair	Mod.C	21-40 y		4	881 Bridge Inn
					8													
667	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	93	106	19	8	8	7	8	Good	Fair	Mod.A	21-40 y		9.5	881 Bridge Inn
668	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	48	56	14	7	2	5	5	Fair	Fair to Poor	Mod.C	11-20 y		7	881 Bridge Inn
669	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	26,22	36	12	4	1	6	6	Fair	Fair to Poor	Mod.C	11-20 y		6	881 Bridge Inn
670	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	31	37	7	7	1	4	5	Fair	Fair to Poor	Mod.C	11-20 y		4.5	881 Bridge Inn
671	Eucalyptus leucoxydon	Yellow Gum	Over-mature	Victorian native	22	33	5	3	2	0	4	Poor	Poor	Very Low	1-5 y		2.5	881 Bridge Inn
672	Eucalyptus leucoxydon	Yellow Gum	Maturing	Victorian native	25,9	36	7	4	2	3	4	Fair to Poor	Fair to Poor	Low	6-10 y		3.5	881 Bridge Inn
673	Eucalyptus robusta	Swamp Mahogany	Early-mature	Australian native	45	53	6	3	4	3	4	Fair	Fair to Poor	Mod.C	11-20 y	Suppressed	3.5	901 Bridge Inn
674	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	65	78	18	6	6	6	6	Fair	Fair	Mod.A	21-40 y		9	901 Bridge Inn
675	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	60	6	9	1	7	4	5	Fair	Poor	Low	6-10 y	Lopped	4.5	901 Bridge Inn
676	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	76,34	93	16	8	8	7	6	Fair	Fair	Mod.B	11-20 y	Over-extended limbs	8	901 Bridge Inn
677	Eucalyptus spathulata	Swamp Mallet	Early-mature	Australian native	36	42	11	7	2	4	5	Fair	Fair to Poor	Mod.C	11-20 y	Past powerline clearance;Previous failures	5.5	901 Bridge Inn
678	Eucalyptus saligna	Sydney Blue Gum	Maturing	Australian native	49	58	17	7	8	8	8	Fair	Fair to Poor	Mod.C	11-20 y	Basal wounds;Borers	8.5	901 Bridge Inn
679	Corymbia maculata	Spotted Gum	Early-mature	Victorian native	35	43	15	4	4	4	4	Fair	Very Poor	Very Low	1-5 y	Active split;Acute forks	7.5	901 Bridge Inn
680	Angophora costata	Smooth-barked Apple	Maturing	Australian native	37	45	11	6	6	6	6	Good	Fair	Mod.A	>40 y		6	901 Bridge Inn
681	Corymbia maculata	Spotted Gum	Maturing	Victorian native	65	79	18	6	6	6	6	Fair	Fair	Mod.A	21-40 y		9	901 Bridge Inn
682	Eucalyptus bicostata	Victorian Blue Gum	Over-mature	Australian native	92	113	17	7	4	6	5	Fair to Poor	Poor	Low	1-5 y	Declining;Main leader dead	8.5	901 Bridge Inn
683	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	43	52	14	4	5	5	4	Fair	Fair	Mod.B	21-40 y	Past limb failure	7	901 Bridge Inn
684	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	27	34	12	1	6	4	2	Fair	Fair	Mod.C	21-40 y		6	901 Bridge Inn
685	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	36	46	16	3	7	3	3	Fair	Fair to Poor	Mod.C	21-40 y	Acute forks	8	901 Bridge Inn
686	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	31	39	15	2	3	2	4	Fair	Fair	Mod.C	21-40 y		7.5	901 Bridge Inn
687	Eucalyptus ovata	Swamp Gum	Early-mature	Planted Indigenous	21	27	14	4	4	3	4	Fair	Fair	Mod.C	21-40 y		7	901 Bridge Inn
688	Eucalyptus bicostata	Victorian Blue Gum	Over-mature	Victorian native	102	115	16	6	6	7	7	Fair to Poor	Poor	Low	1-5 y	Declining;Past stem failure;Previous failures	8	901 Bridge Inn
689	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	87	106	16	8	8	7	8	Fair	Fair to Poor	Mod.C	11-20 y	Basal wounds;Borers;Trunk	8	901 Bridge

690	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Victorian native	39	44	16	7	1	4	4	Fair	Fair	Mod.C	21-40 y	Suppressed	8	901 Bridge Inn
691	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	46	55	16	8	2	3	8	Fair	Fair	Mod.B	21-40 y		8	901 Bridge Inn
692	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	32,14	41	10	2	3	6	6	Fair	Poor	Low	6-10 y	Bracket fungi;Trunk wounds	6	901 Bridge Inn
693	Eucalyptus cladocalyx 'Nana'	Bushy Sugar Gum	Maturing	Australian native	41	48	10	5	6	5	5	Fair	Fair	Mod.C	11-20 y	Borers;Wounds	5.5	901 Bridge Inn
694	Corymbia citriodora	Lemon-scented Gum	Early-mature	Australian native	36	43	14	6	6	4	6	Fair	Fair	Mod.B	>40 y		7	901 Bridge Inn
695	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	73	84	17	6	6	6	6	Fair	Fair to Poor	Mod.B	21-40 y	Acute forks	8.5	901 Bridge Inn
696	Fraxinus excelsior 'Aurea'	European Golden Ash	Maturing	Exotic deciduous	18,18	37	8	5	5	5	5	Fair	Fair	Mod.B	21-40 y		5	901 Bridge Inn
697	Eucalyptus mannifera	Brittle Gum	Maturing	Australian native	38,34	55	9	5	5	6	6	Fair	Fair to Poor	Mod.B	11-20 y	Acute forks	6	901 Bridge Inn
698	Schinus areira	Peppercorn Tree	Early-mature	Exotic evergreen	19,18 ,16	38	7	5	5	5	5	Fair	Fair to Poor	Mod.C	11-20 y	Lopped	5	901 Bridge Inn
699	Melia azedarach	White Cedar	Semi-mature	Australian native	16,15 ,8,7	35	7	5	4	4	4	Fair	Fair to Poor	Low	11-20 y		4.5	901 Bridge Inn
700	Eucalyptus camaldulensis	River Red Gum	Maturing	Planted Indigenous	64	78	24	4	5	4	5	Fair	Fair to Poor	Mod.C	11-20 y	Past stem failure; long lever arms	12	905 Bridge Inn
					58,49													
					,38,3													905 Bridge Inn
701	Casuarina glauca	Swamp She-oak	Maturing	Australian native	7,22	104	17	7	7	7	8	Fair	Fair to Poor	Mod.B	21-40 y	Multi- stemmed;Suckering	8.5	
702	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	77	86	12	8	7	7	8	Fair	Fair	Mod.B	21-40 y		7.5	905 Bridge Inn
703	Angophora costata	Smooth-barked Apple	Early-mature	Australian native	42	48	11	4	4	4	4	Fair	Fair	Mod.B	21-40 y		5.5	905 Bridge Inn
					34,22													
704	Eucalyptus sideroxylo	Red Ironbark	Early-mature	Australian native	,21,1 3	75	10	5	5	5	5	Fair	Poor	Low	6-10 y	stump resprout	5	905 Bridge Inn
705	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	53	64	16	6	6	6	6	Fair	Fair	Mod.B	21-40 y		8	905 Bridge Inn
706	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	29	35	12	2	2	3	4	Fair	Fair	Mod.C	21-40 y		6	905 Bridge Inn
707	Fraxinus angustifolia	Desert Ash	Maturing	Exotic deciduous	32	39	10	5	5	5	5	Fair	Fair	Mod.B	21-40 y	Woody weed sp.	5	905 Bridge Inn
708	Eucalyptus conferruminata	Bald Island Marlock	Maturing	Australian native	29,28	35	8	5	6	6	6	Fair	Fair to Poor	Mod.C	11-20 y	Previous failures;Tip dieback	6	905 Bridge Inn
709	Fraxinus angustifolia	Desert Ash	Early-mature	Exotic deciduous	27,17	39	8	5	5	5	5	Fair	Fair	Mod.C	21-40 y	Woody weed sp.	5	905 Bridge Inn
					44,33													
					,20,1													905 Bridge Inn
710	Cupressus macrocarpa	Monterey Cypress	Maturing	Exotic conifer	4,12	95	13	6	7	6	6	Fair	Poor	Low	6-10 y	Congested primary union;Past stem failure	6.5	
711	Allocasuarina torulosa	Rose She-oak	Maturing	Australian native	38,12 ,10	47	8	4	4	4	4	Good	Fair	Mod.B	21-40 y		4	905 Bridge Inn
712	Grevillea robusta	Silky Oak	Early-mature	Australian native	18	29	8	4	4	4	4	Fair to Poor	Fair	Mod.C	11-20 y	Suppressed;Tip dieback	4	905 Bridge Inn
713	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	52	61	18	5	4	5	6	Fair	Fair to Poor	Mod.C	11-20 y	Past stem failure;Trunk decay;Trunk wounds	9	905 Bridge Inn
714	Eucalyptus sargentii	Salt River Gum	Maturing	Australian native	21,11	33	6	2	6	4	3	Fair	Poor	Low	1-5 y	Basal decay;Basal wounds	4	905 Bridge

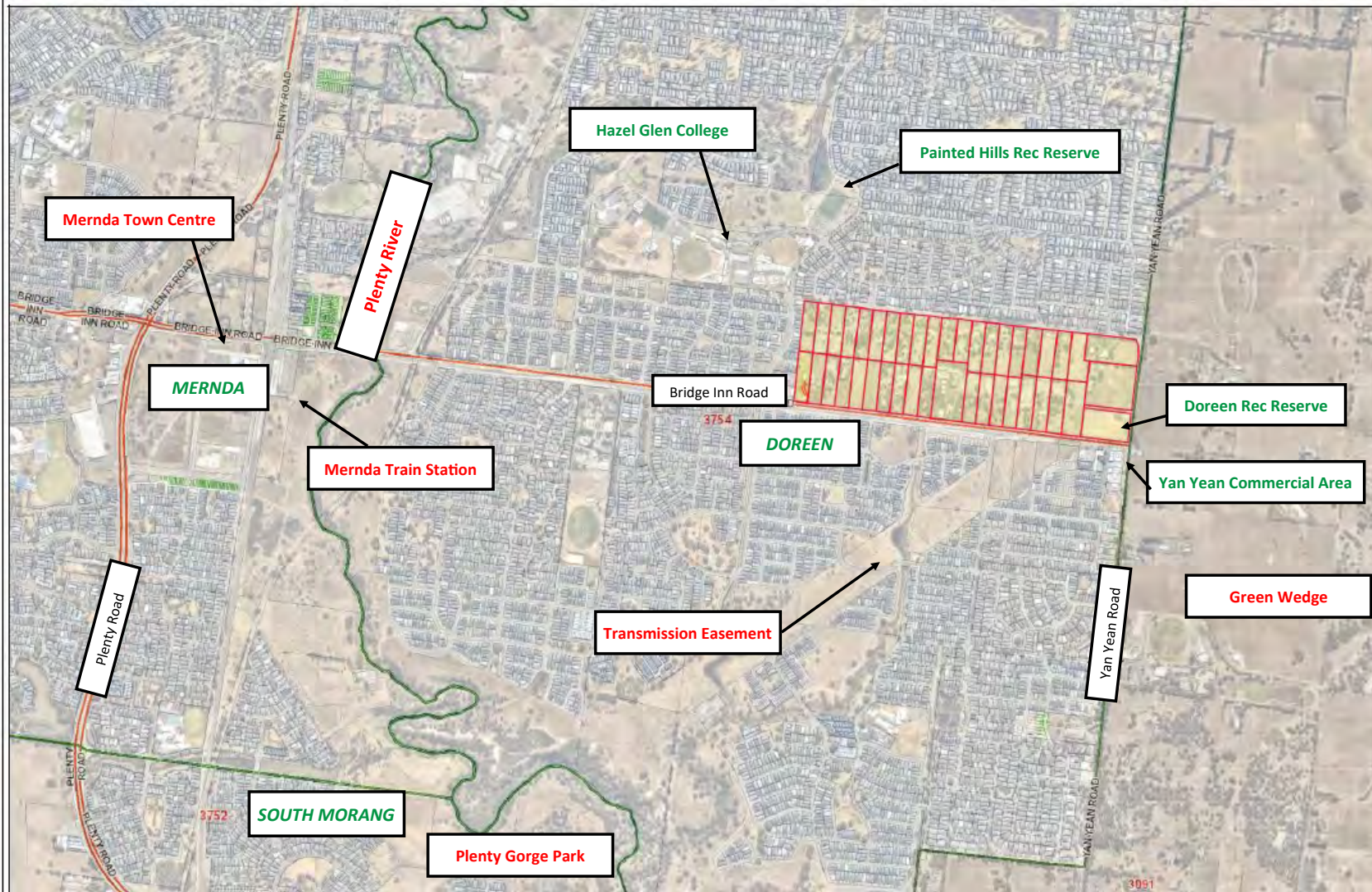
715	Eucalyptus sp.	Gum Tree	Maturing	Australian native	32,12	36	9	3	5	6	5	Fair	Fair	Mod.B	21-40 y	Suppressed	5.5	905 Bridge Inn
					46,37													
716	Eucalyptus microcarpa	Grey Box	Maturing	Victorian native	,36,3	94	18	6	6	6	6	Fair	Poor	Mod.C	11-20 y	Acute forks;Codominant stems	9	905 Bridge Inn
					5													
717	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	40	5	12	4	3	3	4	Fair	Fair	Mod.B	21-40 y		6	911 Bridge Inn
718	Corymbia citriodora	Lemon-scented Gum	Semi-mature	Australian native	14	18	8	2	2	2	2	Fair	Fair	Mod.C	>40 y		4	911 Bridge Inn
719	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Semi-mature	Australian native	14	16	6	2	2	2	2	Fair to Poor	Fair to Poor	Low	6-10 y		3	911 Bridge Inn
720	Eucalyptus leucoxylon	Yellow Gum	Early-mature	Victorian native	35	42	10	4	4	3	5	Fair	Fair to Poor	Mod.C	11-20 y	Acute forks	5	911 Bridge Inn
721	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	55	66	17	5	6	6	3	Fair	Fair	Mod.A	21-40 y		8.5	911 Bridge Inn
722	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	51	60	17	4	6	2	4	Fair	Fair	Mod.B	21-40 y	Acute forks; possibly naturally occurring. tall upright form.	8.5	911 Bridge Inn
723	Quercus robur	English Oak	Semi-mature	Exotic deciduous	14	17	7	2	3	4	3	Fair	Fair	Mod.C	>40 y		3.5	911 Bridge Inn
724	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	13	15	5	3	3	3	3	Fair to Poor	Fair	Low	6-10 y	dieback	3	911 Bridge Inn
725	Eucalyptus camaldulensis	River Red Gum	Semi-mature	Planted Indigenous	10	14	5	2	2	2	2	Fair to Poor	Fair	Low	6-10 y	dieback	2.5	911 Bridge Inn
726	Acacia implexa	Lightwood	Semi-mature	Indigenous	14	16	5	2	2	2	2	Fair	Fair	Low	11-20 y		2.5	911 Bridge Inn
727	Eucalyptus scoparia	Wallangarra White Gum	Maturing	Australian native	33,24	45	12	5	5	4	5	Fair	Fair	Mod.B	21-40 y		6	911 Bridge Inn
728	Eucalyptus botryoides	Southern Mahogany	Early-mature	Victorian native	34,25	44	8	6	6	6	5	Good	Poor	Low	6-10 y	Over-extended limbs;Previous failures	6	911 Bridge Inn
729	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	34	41	9	3	3	3	4	Fair	Fair	Mod.C	21-40 y		4.5	911 Bridge Inn
730	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	66	75	14	7	7	7	7	Fair	Fair	Mod.A	21-40 y		7	911 Bridge Inn
					40,38													
					,37,2													911 Bridge Inn
731	Eucalyptus viminalis	Manna Gum	Maturing	Planted Indigenous	8,14	83	16	7	7	7	5	Fair to Poor	Fair	Mod.B	11-20 y		8	
732	Eucalyptus bicostata	Victorian Blue Gum	Maturing	Victorian native	58	74	16	7	6	7	7	Fair	Fair	Mod.A	21-40 y		8	911 Bridge Inn
733	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	44,43 ,32	89	16	6	7	6	7	Fair	Poor	Low	6-10 y	Acute forks;Basal wounds;Codominant stems;Past stem failure	8	911 Bridge Inn
734	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	49	54	16	3	4	2	4	Fair	Fair to Poor	Mod.C	11-20 y	Past stem failure;Trunk wounds	8	911 Bridge Inn
735	Eucalyptus melliodora	Yellow Box	Maturing	Planted Indigenous	48	56	14	4	8	7	7	Fair	Fair	Mod.B	21-40 y	Acute forks	7	911 Bridge Inn
736	Eucalyptus melliodora	Yellow Box	Maturing	Planted Indigenous	45	54	16	5	5	4	5	Fair	Poor	Low	6-10 y	Lopped; trunk obscured	8	911 Bridge Inn
737	Acacia implexa	Lightwood	Maturing	Indigenous	21	27	12	4	4	4	3	Fair	Fair	Mod.C	11-20 y		6	911 Bridge Inn
738	Fraxinus angustifolia	Desert Ash	Maturing	Exotic deciduous	40	48	9	6	7	7	7	Poor	Fair	Low	6-10 y	Declining	7	911 Bridge Inn
739	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	48,33	55	7	4	6	5	3	Fair	Poor	Low	6-10 y	Basal decay;Basal wounds;Lost main leader	5	911 Bridge Inn

740	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	53	60	8	6	4	5	6	Fair	Fair	Mod.B	21-40 y		5.5	911 Bridge Inn
741	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	28	34	10	4	2	1	2	Fair	Fair	Mod.C	11-20 y	Suppressed	5	911 Bridge Inn
742	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	52	58	12	6	6	6	5	Fair	Fair	Mod.B	21-40 y		6	911 Bridge Inn
743	Eucalyptus sideroxylon	Red Ironbark	Maturing	Australian native	41	47	9	5	6	1	4	Fair	Poor	Low	6-10 y	Acute forks;Suppressed	5.5	911 Bridge Inn
744	Eucalyptus cladocalyx	Sugar Gum	Early-mature	Australian native	38	43	9	2	5	1	8	Poor	Fair to Poor	Low	1-5 y	Main leader dead;Suppressed	4.5	911 Bridge Inn
745	Pinus radiata	Monterey Pine	Maturing	Exotic conifer	47	54	10	4	4	4	4	Fair	Fair	Mod.B	11-20 y		5	911 Bridge Inn
746	Fraxinus angustifolia	Desert Ash	Semi-mature	Exotic deciduous	35@b ase	35	5	4	4	4	4	Fair	Fair	Low	11-20 y		4	911 Bridge Inn
747	Casuarina cunninghamiana	River She-oak	Early-mature	Australian native	40	48	6	4	4	4	5	Good	Fair to Poor	Mod.B	21-40 y	Past powerline clearance	4.5	911 Bridge Inn
748	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	48	55	8	4	2	3	4	Fair	Poor	Low	6-10 y	Basal decay;Trunk decay	4	911 Bridge Inn
749	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	40	47	13	3	3	3	3	Fair	Fair	Mod.B	21-40 y		6.5	911 Bridge Inn
750	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	44	50	9	2	2	5	3	Fair	Poor	Low	1-5 y	Lost main leader	4.5	911 Bridge Inn
751	Quercus palustris	Pin Oak	Semi-mature	Exotic deciduous	21	26	7	4	4	4	4	Fair	Fair	Mod.B	>40 y		4	911 Bridge Inn
752	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	42,35	57	10	4	5	5	5	Fair to Poor	Poor	Low	6-10 y	Deadwood;Lopped;R educed foliage density	5	911 Bridge Inn
753	Grevillea robusta	Silky Oak	Maturing	Australian native	35	41	10	5	4	4	4	Fair	Very Poor	Low	1-5 y	Lost main leader	5	911 Bridge Inn
754	Syzygium sp.	Lilly Pilly	Early-mature	Australian native	18,17	32	9	4	3	4	3	Fair	Fair to Poor	Mod.C	11-20 y	Codominant stems	4.5	911 Bridge Inn
755	Cedrus deodara	Deodar	Early-mature	Exotic conifer	41	45	15	9	6	8	7	Fair	Fair to Poor	Mod.A	21-40 y	Over extended limbs developing	7.5	911 Bridge Inn
756	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	26	30	13	4	4	4	4	Fair	Fair	Mod.B	>40 y		6.5	911 Bridge Inn
757	Cedrus deodara	Deodar	Semi-mature	Exotic conifer	28	34	10	3	4	3	3	Fair	Fair	Mod.B	>40 y		5	911 Bridge Inn
758	Cupressus sp.	Cypress	Early-mature	Exotic conifer	45@b ase	45	14	4	4	4	4	Fair	Fair to Poor	Mod.C	11-20 y	Codominant stems	7	911 Bridge Inn
759	Casuarina cunninghamiana	River She-oak	Maturing	Australian native	67@b ase	67	15	8	4	4	4	Fair	Fair to Poor	Mod.B	11-20 y	tri-dominant leaders	7.5	911 Bridge Inn
760	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	52	55	10	5	5	5	3	Fair	Fair to Poor	Mod.B	11-20 y	Deadwood >50mm;Previous failures	5	911 Bridge Inn
761	Pinus radiata	Monterey Pine	Early-mature	Exotic conifer	40	44	13	3	4	3	4	Fair	Fair	Mod.B	21-40 y		6.5	911 Bridge Inn
762	Eucalyptus ovata	Swamp Gum	Semi-mature	Planted Indigenous	17	23	9	4	3	3	3	Fair	Fair	Mod.C	21-40 y		4.5	915 Bridge Inn
763	Quercus palustris	Pin Oak	Semi-mature	Exotic deciduous	20	27	7	3	3	4	4	Fair	Fair	Mod.C	21-40 y	powerlines overhead	4	945 Yan Yean
764	Eucalyptus camaldulensis	River Red Gum	Early-mature	Planted Indigenous	37,37	51	9	4	4	5	4	Fair	Fair to Poor	Mod.C	21-40 y	Past powerline clearance	4.5	945 Yan Yean
765	Eucalyptus bicostata	Victorian Blue Gum	Early-mature	Victorian native	38	43	9	4	4	4	4	Fair	Fair	Mod.C	21-40 y		4.5	945 Yan Yean
766	Eucalyptus nicholii	Narrow-leaved Black Peppermint	Maturing	Australian native	60	68	12	5	5	6	4	Fair to Poor	Fair	Mod.B	11-20 y		6	945 Yan Yean
767	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	67,33	79	12	7	6	6	7	Fair	Fair	Mod.B	21-40 y		6.5	945 Yan Yean
					18,12													
		Prickly-leaved Paperbark			,12,1													945 Yan Yean
768	Melaleuca styphelioides		Early-mature	Australian native	0,20	55	7	3	3	4	4	Fair	Fair	Mod.C	21-40 y	Suppressed	4	

769	Eucalyptus botryoides	Southern Mahogany	Maturing	Victorian native	69	78	18	5	5	7	5	Fair	Fair	Mod.A	21-40 y		9	945 Yan
		Narrow-leaved Black Peppermint																Yean
770	Eucalyptus nicholii		Maturing	Australian native	56	63	13	5	4	3	4	Fair	Fair	Mod.B	21-40 y	Acute forks	6.5	945 Yan
																		Yean
771	Quercus coccinea	Scarlet Oak	Semi-mature	Exotic deciduous	32	38	6	3	3	4	4	Fair	Fair	Mod.C	>40 y		4	945 Yan
					16,14													Yean
					,12,1													945 Yan
772	Melaleuca linariifolia	Snow in Summer	Maturing	Australian native	2,12	72	6	4	4	4	4	Fair	Fair	Mod.B	21-40 y		4	945 Yan
773	Ulmus procera	English Elm	Over-mature	Exotic deciduous	107	123	18	7	6	6	8	Fair to Poor	Poor	Low	1-5 y	Basal decay;Basal wounds;Cavity;Dead wood >50mm;Decay;Previous failures;Suckering	9	945 Yan
																		Yean
774	Eucalyptus pulchella	White Peppermint	Maturing	Australian native	71	78	16	6	6	6	6	Fair	Fair	Mod.B	21-40 y		8	945 Yan
																		Yean
775	Eucalyptus sp.	Gum Tree	Semi-mature	Australian native	6,6,6,6,6	35	5	2	2	2	2	Good	Poor	Very Low	1-5 y	stump resprout	2.5	945 Yan
																		Yean
776	Eucalyptus sp.	Gum Tree	Semi-mature	Australian native	7,7,7,7	35	5	2	2	2	2	Good	Poor	Very Low	1-5 y	stump resprout	2.5	945 Yan
																		Yean
777	Grevillea robusta	Silky Oak	Early-mature	Australian native	30	34	9	3	3	3	3	Fair to Poor	Fair to Poor	Low	6-10 y	Lost main leader;Tip dieback	4.5	945 Yan
																		Yean
778	Fraxinus angustifolia	Desert Ash	Early-mature	Exotic deciduous	30	35	8	1	4	3	3	Fair to Poor	Fair to Poor	Low	11-20 y	Suppressed	4	945 Yan
																		Yean
779	Eucalyptus polyanthemos	Red Box	Early-mature	Planted Indigenous	58	68	13	6	7	6	7	Fair	Fair	Mod.A	>40 y		6.5	reserve
780	Acacia baileyana	Cootamundra Wattle	Over-mature	Australian native	16,12	55	6	3	3	3	5	Fair	Fair to Poor	Low	6-10 y		4	reserve
781	Acacia mearnsii	Late Black Wattle	Over-mature	Victorian native	40	49	5	5	5	5	5	Fair to Poor	Poor	Low	1-5 y		5	reserve
782	Acacia mearnsii	Late Black Wattle	Over-mature	Victorian native	40	49	5	5	5	5	5	Fair	Poor	Low	1-5 y		5	reserve
					22,20													
783	Melaleuca linariifolia	Snow in Summer	Over-mature	Australian native	,18,1	49	5	3	3	3	3	Fair	Fair	Mod.C	21-40 y		3	reserve
					8													
					40,35													
784	Melaleuca armillans	Bracelet Honey- myrtle	Over-mature	Victorian native	,35,3	85	5	5	5	5	5	Fair	Poor	Low	1-5 y		5	reserve
					0													



Attachment 3: Precinct 2A Context Plan

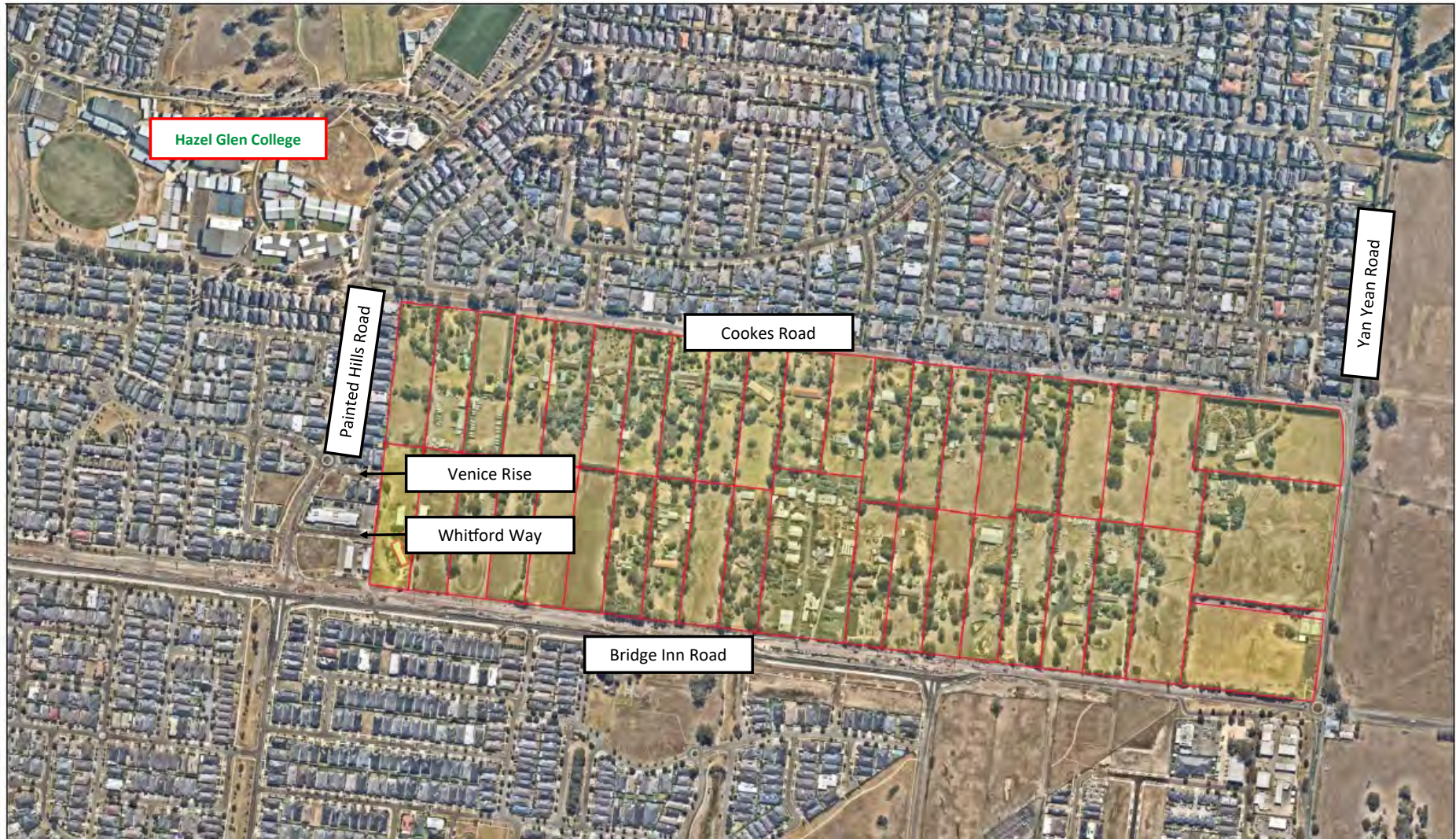


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N Map Scale: 1 : 15000
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Attachment 3: Precinct 2A Site Plan



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Map Scale: 1 : 5000
Date: 28/05/2024
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Attachment 4 – Precinct 2A Development Plan Submissions Summary and Officer Response Table

Submission	Officer response	Officer position (where relevant)
Adjacent Neighbour A (outside Development Plan area)		
The submitter finds the amount of medium density proposed for the site (28%) does not fit with the surrounding residential development pattern.	The medium density proposed is co-located with open space to provide for amenity and a transition to the surrounding standard density residential.	Not supported
The submission notes that existing lots on Cookes Road (north of the DP area) are of a large frontage and larger than the average size lots.	There is minimal medium density proposed for Cookes Road frontage. Any character impact will be minimal, noting Cookes Road is to be urbanised along the frontage as properties develop and there is significant tree retention proposed as part of the development outcome.	Noted, no change recommended
The submission also raises concern about the additional traffic development will push onto Cookes Road.	The traffic report submitted with the development plan anticipates only 6% of inbound and outbound trips to/from the precinct will be via Cookes Road. The development plan proposes an upgrade to Cookes Road.	Not supported, no change recommended
Medium density will lower the value of the existing properties.	Property values are not a planning matter which can be considered as part of this assessment process. There is no evidence to suggest medium density, if done well, will have any negative impact on property values.	Noted, no change recommended
The submission requests further information on parking location for the medium density lots.	This matter will be determined at the planning permit stage.	Noted
The submission asks how Council will ensure the safety of residents and children on Cookes Road with the increased traffic and recommend installation of speed humps.	In response to concerns about pedestrian and cyclist safety on Cookes Road, the development plan now requires 2m from the Cookes Road properties to enable the delivery of a 2.5m shared path separated from traffic lanes by a nature strip. Refer Council Report in relation to the upgrade of Cookes Road for more detail.	Supported

<p>The submission also asks for the details on the proposed widening of Cookes Road.</p>	<p>In response to concerns about pedestrian and cyclist safety on Cookes Road, the development plan now requires 2m from the Cookes Road properties to enable the delivery of a 2.5m shared path separated from traffic lanes by a nature strip.</p> <p>Refer Council Report in relation to the upgrade of Cookes Road for more detail.</p>	<p>Supported</p>
<p>Adjacent Neighbour B (outside Development Plan area)</p>		
<p>The submitter opposes the development as construction will cause noise pollution. They already struggle with the noise from the Bridge Inn Road works.</p>	<p>This is outside the scope of the exhibition and Development Plan considerations. Construction noise is managed by noise regulations and construction management plans which are approved as part of planning permit applications.</p>	<p>Not supported</p>
<p>The submitter would like to see the nature preserved on site instead of development.</p>	<p>The Mernda Strategy Plan designates this area for development. The updated Development Plan includes retention of a significant amount of existing vegetation.</p>	<p>Not supported</p>
<p>Adjacent Neighbour C (outside Development Plan area)</p>		
<p>The submitter is enthusiastic about development of the precinct but feel Cookes Road upgrade is inadequate.</p>	<p>This is noted. The updated Development Plan proposed to enhance the proposed upgrade to Cookes Road.</p>	<p>Noted</p>
<p>The submission states the proposed widening of Cookes Road by only 1m is inadequate.</p>	<p>In response to concerns about pedestrian and cyclist safety on Cookes Road, the development plan now requires 2m from the Cookes Road properties to enable the delivery of a 2.5m shared path separated from traffic lanes by a nature strip.</p> <p>Refer Council Report in relation to the upgrade of Cookes Road for more detail.</p>	<p>Supported</p>
<p>The submitter believes a dedicated parking lane will be needed to service the new dwellings directly fronting Cookes Road</p>	<p>Parking matters will be determined at the planning permit stage.</p>	<p>Supported</p>

<p>The submitter suggests Cookes Road be upgraded to either a 20m bus capable collector road or 18m Access level 2 street.</p>	<p>This is noted and formed part of the review of Cookes Road.</p>	<p>Not supported</p>
<p>The submitter advises the existing footpath on the north side of Cookes Road is inadequate and unsafe in sections as there is no separation from the road and a mountable kerb.</p>	<p>In response to concerns about pedestrian and cyclist safety on Cookes Road, the development plan now requires 2m from the Cookes Road properties to enable the delivery of a 2.5m shared path separated from traffic lanes by a nature strip.</p> <p>Refer Council Report in relation to the upgrade of Cookes Road for more detail.</p>	<p>Supported</p>
<p>A large part of the traffic and usage of the road and paths is by students, parents and staff at Hazel Glen College.</p>	<p>This is noted and has been considered as part of the review.</p>	<p>Noted</p>
<p>Regarding the proposed place of worship, they ask where will the entrance be? And where will off street parking be provided?</p>	<p>This matter will be determined at the planning permit stage. There have been previous enquiries about the potential to use the area covered by the transmission easement for parking. Ausnet, the managers of the easement, will ultimately determine if this is allowed at the permit stage.</p>	<p>Noted, no change recommended</p>
<p>They commend the extension of Flaxen Hills Road and ask how the volume of traffic turning into and from Flaxen Hills Road to/from Bridge Inn Road be managed without signalisation?</p>	<p>This is a left-in/left-out intersection, so there is no need for signalisation.</p>	<p>Noted.</p>
<p>Adjacent Neighbour D (outside Development Plan area)</p>		
<p>The submitter objects to the medium density fronting Cookes Road as not fitting in with the existing dwellings on Cookes Road, single dwellings.</p>	<p>There is minimal medium density proposed for Cookes Road frontage. Any character impact will be minimal noting that that majority of medium density will be located within the proposed development.</p>	<p>Not supported</p>

<p>The submitter proposes an increase of open space on Cookes Road rather than dwellings.</p>	<p>A number of properties along Cookes Road require arboricultural assessment at the planning permit stage. This may result in additional tree reserves fronting Cookes Road.</p>	<p>Partially supported</p>
<p>The submitter feels they are disadvantaged by the majority of the medium density proposed to front Cookes Road being opposite their property.</p>	<p>There is minimal medium density proposed for Cookes Road frontage. Any character impact will be minimal noting that that majority of medium density will be located within the proposed development.</p>	<p>Not supported</p>
<p>The submitter anticipates increased traffic on Cookes Road as the majority of entrances and exits to the development area is via Cookes Road. They feel this will make the road a hazard.</p>	<p>The traffic report submitted with the development plan anticipates only 6% of inbound and outbound trips to/from the precinct will be via Cookes Road. This is considered acceptable noting that the Development Plan proposes an upgrade to Cookes Road to improve the condition of the road.</p>	<p>Not supported</p>
<p>The submitter advises of concerns about still being able to use the public parking spot out the front of their house. They suggest a permit system for existing residents only.</p>	<p>This is outside the scope of the Development Plan. Council's traffic and parking management teams have been notified of this submission.</p>	<p>Not supported</p>
<p>They request the plans or details on the Cookes Road widening.</p>	<p>The Development Plan has been updated to include the Cookes Road cross section.</p>	<p>Supported</p>
<p>Adjacent Neighbour E (outside Development Plan area)</p>		
<p>The submitter considers the proposal is overdevelopment of the site and above the suggested density for the area.</p>	<p>Most of the sites identified for medium density lots are located internal to the site, which allows for the creation of a distinct neighbourhood character while not impacting on the established character of adjacent precincts.</p> <p>See Council Report for further detail in relation to the inclusion of medium density development.</p>	<p>Not supported</p>

The submitter notes there is only one entry point from Bridge inn Road.	Access from Bridge Road is limited to ensure the continued performance of the arterial road. This is supported by the Department of Transport and Planning (Transport) and is consistent with the MSP.	Noted
The submitter asks if there are speed humps planned, don't specify where they are needed.	The safety of the road network has been considered in the assessment of the Development Plan including Cookes Road.	Noted, no changes recommended
The submitter notes the existing high amount of development and traffic in the area which affects parking. They predict this to increase and worsen if this development is approved.	Parking matters will be determined at the planning permit stage. New dwellings will be required to provide on site parking. There will be additional parking within the cross sections of new and upgraded roads in the precinct.	Noted
Adjacent Neighbour F (outside Development Plan area)		
The submitter requests the trees in the front of 240, 244 and 250 Cookes Road be retained in tree reserves. They note the visual impact, and biodiversity value as these house a number of birds and animals.	These properties have not yet undergone arboriculture assessment. The Development Plan has been updated to identify properties not yet assessed and to note tree protection and retention may be required.	Partially supported
They also note they understand assessment of these properties has not yet occurred.	This is noted.	Noted
They provide a number of photos of the trees noting the condition and value.	This is noted.	Noted
Adjacent Neighbour G (outside Development Plan area)		
The submitter advises Cookes Road is busy, congested, and unsafe, and find this development will only worsen the conditions.	Traffic Impact report shows majority of traffic will be filtered to the west and south, not onto Cookes Road. Only 6% of inbound trips would be distributed from Cookes Road and 6% outbound to Cookes Road. The Development Plan proposes an upgrade to Cookes Road.	Partially supported

<p>The submitter notes current speeding at all hours on the road.</p>	<p>This is outside the scope of the Development Plan. The upgrade of Cookes Road and the development of its southern edge will create a more urbanised environment which may lessen the amount of speeding.</p>	<p>Noted</p>
<p>The submitter notes the development will be unsightly.</p>	<p>Built form matters will be resolved at the planning permit stage. It is anticipated that future development including landscaping will be of a quality standard in accordance with planning scheme requirements.</p>	<p>Not supported</p>
<p>The submitter suggest the number of access points from Cookes Road be reduced and access points to Bridge Inn Road be increased. Intersection of Yan Yean and Bridge Inn Road should be signalised.</p>	<p>Access from Bridge Road is deliberately limited to ensure the continued performance of the road. This is supported by the Department of Transport and Planning (Transport). The intersection of Yan Yean and Bridge Inn Road is being signalised as part of Yan Yean Road upgrade project.</p>	<p>Not supported</p>
<p>The submitter believes the development should only go ahead if the safety of the existing residents is guaranteed (this is regarding Cookes Road).</p>	<p>This is outside the scope of the Development Plan. The development plan proposes an upgrade to Cookes Road to improve safety particularly for pedestrians.</p>	<p>Not supported</p>
<p>Adjacent Neighbour H (outside Development Plan area)</p>		
<p>The submitter finds a significant lack of green space and wildlife corridors in the plan area.</p>	<p>A significant amount of native vegetation is proposed to be retained within the precinct, with more retention provided in response to submissions.</p>	<p>Partially supported</p>
<p>The submitter advises of the existing strain on Cookes Road and surrounding roads from traffic and worry this new development will only make that worse. There is to be a proper traffic impact assessment and modelling done prior to development.</p>	<p>Traffic Impact report shows majority of traffic will be filtered to the west and south, not onto Cookes Road. Only 6% of inbound trips would be distributed from Cookes Road and 6% outbound to Cookes Road. The Development Plan proposes an upgrade to Cookes Road.</p>	<p>Not supported</p>
<p>The submitter believes a number of valuable species inhabit the trees, particularly at the front of 234-250</p>	<p>A number of properties along Cookes Road require arboricultural assessment at the planning permit stage. This may result in tree reserves fronting Cookes Road.</p>	<p>Partially supported</p>

Cookes Road. They would like to see far greater tree retention.		
They attach photos of Gang Gang Cockatoo and nests	This is noted.	Noted
Adjacent Neighbour J (outside Development Plan area)		
The submitter believes the one metre widening of Cookes Road is inadequate and should be widened to a 20m or 18m road to ensure a dedicated parking lane is provided. They cite the current busy state of the road.	This has informed our review of Cookes Road upgrade. Further detail on the final cross section is provided below.	Supported
The submitter also proposes current lack of pedestrian safety as justification for the widening.	In response to concerns about pedestrian and cyclist safety on Cookes Road, the development plan now requires 2m from the Cookes Road properties to enable the delivery of a 2.5m shared path separated from traffic lanes by a nature strip. Refer Council Report in relation to the upgrade of Cookes Road for more detail.	Supported
The submitter commends the extension of Flaxen Hills Road and ask how will the volume of traffic turning into and off of Flaxen Hills to/from Bridge Inn Road be managed without signalisation?	This is a left-in/left-out intersection, so there is no need for signalisation.	Noted
Precinct Landowner A		
The submitter states 75% of their site has been designated tree reserve. They find this to be an unfair burden placed on their property versus the rest of the precinct.	The tree reserve on this site has been reduced in response to this submission.	Supported
The submitter also advise they were not consulted during the production of this plan and consider it violates local planning laws and guidelines. They find	Council advertised the Development Plan as part of a non-statutory exhibition process in which the Development Plan was referred to potentially affected property owners and occupiers and relevant	Not supported

<p>this to lack transparency and makes them question the fairness of decision making.</p>	<p>Government Agencies. Any submissions made during this period are considered in the assessment and decision making in relation to the Development Plan.</p>	
<p>Precinct Landowner B</p>		
<p>The submitter notes the 16m Local Access Street (LAS) through their property. They request the road be split across their property and their neighbours either 8m from each side or straighten the road alignment and have the southern section in their property and northern section in the neighbours.</p>	<p>This request, to split road alignments across property boundaries, does not provide for orderly development of the road network and risks only partial delivery of roads or an inability for development to occur should only one of the properties be willing to develop. See Council Report in relation to the extension of Flaxen Hills Road for further detail.</p>	<p>Not supported</p>
<p>The submitter believes the split of medium and standard density at the Cookes Road end of the property makes for an awkward subdivision outcome or layout. They would like all of the frontage to be medium density.</p>	<p>Medium density development is located in proximity to tree reserves. There are no proposed tree reserves on their Cookes Road frontage. The proposed tree reserve is on the neighbouring property, so not all of their frontage is provided with the amenity to support medium density.</p>	<p>Not supported</p>
<p>The submitter asks how medium density lots fronting Cookes Road will be accessed?</p>	<p>Lots fronting Cookes Road may have direct access from Cookes Road. Though this is to be determined at the planning permit stage.</p>	<p>Noted</p>
<p>The submitter asks how the proposed laneway shown in the neighbouring property will work and if lots will have access? If not, how is access envisaged?</p>	<p>Laneways are only indicative and will be determined at planning permit stage. Lot access can be via rear laneways.</p>	<p>Noted</p>
<p>The submitter request a number of background reports: Melbourne Water drainage plan, stormwater drainage plan, internal road network, electrical and NBN plan.</p>	<p>These reports were provided.</p>	<p>Noted</p>
<p>Precinct Landowner C</p>		

<p>The submitter requests the current area shown as tree reserve be reduced with the front half removed and replaced by medium density housing.</p>	<p>The location of tree reserves is informed by the location of the existing vegetation. Retention was prioritised for trees with the highest arboricultural values. Equity for retention of trees is a key issue and informed re-evaluation of the arboricultural assessment in response to submissions. The approach has been taken, in an effort to even the responsibility across the precinct, to increase tree retention on other properties, rather than reduce retention on the properties already nominated for retention.</p>	<p>Not supported</p>
<p>They have provided a plan showing this new configuration</p>	<p>This is noted.</p>	<p>Noted</p>
<p>Precinct Landowner D</p>		
<p>The submitter is not satisfied with the amount of their site used as tree reserve and roads, advising this is close to half.</p>	<p>Shared responsibility for roads and tree retention is a key element in the production and assessment of the Development Plan. Following submissions Council Officers re-evaluated assessments to address equity issues. See the Council Report for further detail on roads and tree retention.</p>	<p>Partially supported</p>
<p>The submitter requests the open space on the Bridge Inn Road frontage be removed and the loop road lowered to the southern boundary.</p>	<p>The redesign of the road network is not supported.</p>	<p>Not supported</p>
<p>The submitter suggests that the burden of open space provision is unequal across the precinct.</p>	<p>Equity for retention of trees is a key issue and informed re-evaluation of the arboricultural assessment in response to submissions. The approach has been taken, in an effort to even the responsibility across the precinct, to increase tree retention on other properties, rather than reduce retention on the properties already nominated for retention.</p>	<p>Supported</p>
<p>The submitter advise they do not want their home to be subdivided.</p>	<p>The approval of a Development Plan does not compel landowners to develop their site.</p>	<p>Noted</p>

Precinct Landowner E		
The submitter objects to half their land being used as open space and without compensation.	The Mernda Strategy Plan requires the retention of existing native vegetation as a priority, with its removal only as a last resort. It advises these are best retained in public open space. This is treated as a design response and is not funded by any infrastructure funding plan.	Not supported
The submitter find the burden to be unjust and unequal.	Equity for retention of trees is a key issue and informed re-evaluation of the arboricultural assessment in response to submissions. The approach has been taken, in an effort to even the responsibility across the precinct, to increase tree retention on other properties, rather than reduce retention on the properties already nominated for retention.	Partially supported
They advise they have engaged lawyers and no further action is to occur until Council officers have been contacted by them.	This is noted.	Noted
Precinct Landowner F		
The submitter would like to be kept in the loop on the process and provided with updates.	This is noted	Noted
Will be submitting an arborist report for their site and hope it will be considered in our assessment.	This is to be submitted with the planning permit application.	Noted
Precinct Landowner G		
The submitter requests that the southern half of their property be designated medium density, supported by the area of open space on the Bridge Inn Road boundary.	There is no vegetation on this site. Medium density has been co-located with tree reserves or open space that provides amenity for the increased density. The small area of open space shown on their site is to support tree retention on the neighbouring site and for road alignment.	Not supported

<p>The submitter feels this would be consistent with the allocation of medium density in the rest of the precinct and consistent with the Mernda Strategy Plan.</p>	<p>Please see above.</p>	<p>Not supported</p>
<p>The submission provided a plan showing the new proposed land use.</p>	<p>This is noted</p>	<p>Noted</p>
<p>Precinct Landowner H</p>		
<p>The submitter asks for the removal of two river red gums on their property to allow for the fair and equitable development of the site when compared to other properties in the precinct.</p>	<p>See Council Report in relation to the provision of tree reserves. Development plans and subsequent planning permit applications must follow a three step approach to native vegetation management and net-gain: To avoid adverse impacts, particularly through vegetation clearance. If impacts cannot be avoided, to minimise impacts through appropriate consideration in planning processes and expert input to project design or management. It should be noted that the Development Plan does not approve vegetation removal. At the planning permit stage, permitted vegetation clearing would identify appropriate off-set options.</p>	<p>Not supported</p>
<p>The submitter finds other properties have river red gums of equal retention value that are not being retained and are entirely developable. They find this inconsistent and query whether there has been illegal tree removal since the MSP was produced.</p>	<p>Equity across the precinct has been sought. In response to submissions such as this, further tree retention has been requested from other properties.</p>	<p>Partially supported</p>
<p>The submitter advises they have commissioned an arborist report for the trees they request to be removed to calculate the offset.</p>	<p>The trees remain shown as retained, removal would require a planning permit.</p>	<p>Not supported</p>
<p>The submitter proposes an alternate layout that shows the two trees as removed.</p>	<p>This is noted and has been reviewed.</p>	<p>Not supported</p>

Precinct Landowner I		
The submitter advises that they have not been included in the initial development of this plan.	Council advertised the Precinct 2A Development Plan as part of a non-statutory exhibition process in which the Development Plan was referred to potentially affected property owners and occupiers and relevant Government Agencies. Any submissions made during this period are considered in the assessment and decision making in relation to the Development Plan.	Not supported
They feel there is an excess burden for providing roads on their site resulting in development being financially unviable for them.	Shared responsibility for roads and tree retention is a key element in the production and assessment of the Development Plan. Following submissions Council Officers re-evaluated assessments to address equity issues. See the Council Report for further detail on road infrastructure.	Not supported
Precinct Landowner I		
The submitter advises the Mernda Strategy Plan (MSP) nominates their site for medium density housing.	This is incorrect, the site is nominated for standard density residential.	Not supported
The submitter advises the MSP does not show open space to be provided on their site.	The MSP states in 3.3 - Environmental Conservation - "Where remnant vegetation falls outside the designated open space network, it should be preserved through the use of tree-reservations, pocket parks, widened nature strips...the removal of native vegetations should only occur as an absolute last resort."	Not supported
The submitter believes the proposed plan prejudices the ability to deliver medium density development, which is contrary to the MSP.	Development plans and subsequent planning permit applications must follow a three step approach to native vegetation management and net-gain: To avoid adverse impacts, particularly through vegetation clearance. If impacts cannot be avoided, to minimise impacts through appropriate consideration in planning processes and expert input to project design or management. It should be noted that the Development Plan does not approve vegetation removal. At the planning permit stage, permitted vegetation clearing would identify appropriate off-set options.	Not supported

<p>The plan does not provide appropriate transition and interface design treatments between designated land uses identified in the MSP.</p>	<p>Figure 5 of the Development plan shows requirements for interface treatment to the non-residential use proposed within the precinct.</p>	<p>Not supported</p>
<p>The submitter believes this modification against the Precinct Plan in the MSP requires demonstration that it still meets the MSP Objectives and Strategic Actions. And if it doesn't the plan should be amended to meet them.</p>	<p>As above, the proposed open space is required to retain trees, as per the MSP.</p>	<p>Not supported</p>
<p>The submitter states the plan must provide appropriate design treatments to transition between land uses as per 4.0 of DPO Schedule 5. And must meet the decision guidelines in Clause 65 (56?)</p>	<p>This is detailed at Figure 5 and at Section 3.1 of the Development Plan.</p>	<p>Partially supported</p>
<p>The proposal has not considered the features, opportunities and constraints of some properties in developing the plan.</p>	<p>Further assessment is to occur at the planning permit stage.</p>	<p>Not supported</p>
<p>The applicant should provide a written response to clause 56.</p>	<p>This is to be provided at the planning permit stage.</p>	<p>Not supported</p>
<p>The submitter believe that the easement land can be used for car parking to service the medium density development.</p>	<p>Any use of the easement land must be approved by Ausnet, the development plan does not exclude this use.</p>	<p>Not supported</p>
<p>The submitter advise the area covered by the easement is increased in the plan against the plan of subdivision.</p>	<p>This has been corrected.</p>	<p>Supported</p>
<p>Precinct Landowner J</p>		

<p>The submitter objects to the location of Flaxen Hills Road extension through their site.</p>	<p>One owner noted in their submission that the sub-arterial road, Flaxen Hills Road, as identified in the MSP had been relocated onto their properties. The realignment was a result of the need for the road to align with the existing position of Flaxen Hills Road to the north of the precinct which was realigned in order to retain trees. The result being the continuation of the road through the subject sites has also need to shift.</p>	<p>Not supported</p>
<p>The submitter request the road be spread across the neighbouring properties too or located further west as originally planned in the Mernda Strategy Plan.</p>	<p>This submission request is not supported as it does not provide for orderly development of the road network and risks only partial delivery of roads or an inability for development to occur should only one of the properties be willing to develop.</p>	<p>Not supported</p>
<p>The submitter suggests the cost burden on the owner too great. They request the cost burden be funded by the entire precinct.</p>	<p>The DCPO5 applying to the land does not fund these roads. All roads proposed in the Development Plan are considered developer works.</p>	<p>Not supported</p>
<p>The submitter argues the land take unfair as this lowers the value of the property.</p>	<p>See above responses.</p>	<p>Not supported</p>
<p>Environment Protection Agency (EPA)</p>		
<p>The EPA confirm and support Council officers' approach to the five sites needing further land contamination assessment.</p>	<p>This has been adopted</p>	<p>Supported</p>
<p>Community Member A</p>		
<p>The submitter notes that development in the broader area is without regard to planning for roads, parking and footpaths.</p>	<p>This is outside the scope of the Development Plan. The Development Plan provides for local roads, parking and footpaths within the subject project.</p>	<p>Not supported</p>

<p>The submitter advises that Cookes Road is already a very busy road and needs widening even without this development going ahead.</p>	<p>Traffic Impact report shows majority of traffic will be filtered to the west and south, not onto Cookes Road. Only 6% of inbound trips would be distributed from Cookes Road and 6% outbound to Cookes Road. The Development Plan proposes an upgrade to Cookes Road to improve its condition.</p>	<p>Partially supported</p>
<p>The submitter asks that parking bays and footpath be provided on the south side of the road</p>	<p>The proposed Cookes Road cross section has been updated in the Development Plan to provide for a 2.5m shared path adjacent to this development. Parking may be provided but this may be limited by existing infrastructure.</p>	<p>Partially supported</p>
<p>The submitter suggests that the 1m widening insufficient and ask for increased widening.</p>	<p>In response to concerns about pedestrian and cyclist safety on Cookes Road, the development plan now requires 2m from the Cookes Road properties to enable the delivery of a 2.5m shared path separated from traffic lanes by a nature strip.</p> <p>Refer Council Report in relation to the upgrade of Cookes Road for more detail.</p>	<p>Supported</p>
<p>The submitter believe traffic should be funnelled to Flaxen Hills Road or Hazel Glen Drive to exit the development, not the number of proposed entries/exits on Cookes Road</p>	<p>Traffic Impact report shows majority of traffic will be filtered to the west and south, not onto Cookes Road. Only 6% of inbound trips would be distributed from Cookes Road and 6% outbound to Cookes Road. The Development Plan proposes an upgrade to Cookes Road to improve its condition.</p>	<p>Not supported</p>
<p>The submitter hopes the orientation of lots will allow access to northern light.</p>	<p>This is to be determined at the planning permit stage. The proposed local road network provides opportunity for good solar orientation.</p>	<p>Noted</p>
<p>The submitter hopes the design of the tree reserves will be inviting and not give the sense of private land for only the dwellings fronting the reserve.</p>	<p>Tree reserve designs will be determined at the planning permit stage. Council has design and landscaping requirements which ensure that they are high quality public spaces.</p>	<p>Supported</p>

<p>The submitter advises the area under the transmission lines cannot be considered for open space due to the electromagnetic fields (EMFs).</p>	<p>This is noted. The Development Plan does not consider the land to be useable open space.</p>	<p>Noted</p>
<p>The submitter suggests there is a lack of green space proposed in the plan.</p>	<p>The MSP does not designate any parks in the proposed precinct however it specifies that native vegetation should be preserved through the use of tree reservations and pocket parks, and that removal of native vegetation should only occur as an absolute last resort. The Development Plan provides for open space within the precinct to be provided in tree reserves. The MSP identifies the transmission easement as encumbered open space, which is reflected in the Development Plan.</p>	<p>Not supported</p>
<p>The submitter find the current school offerings insufficient and ask for another state school</p>	<p>It is not proposed to nominate a site for school development in the Development Plan. The planning for schools in the area has considered development of the entire MSP area.</p>	<p>Not supported</p>
<p>They advise childcare, maternal health and medical centre are needed for the area.</p>	<p>The MSP encourages these uses in the Town Centre which is in proximity to the site.</p>	<p>Not supported</p>
<p>The existing commercial offerings on the corner of Bridge Inn Road and Yan Yean Road are over utilised and have poor traffic management.</p>	<p>It is not proposed to nominate a site for commercial development in the Development Plan. There are further opportunities for commercial development in the Mernda Town Centre.</p>	<p>Not supported</p>
<p>They find an insufficient provision of libraries in the area.</p>	<p>A new library has recently been opened in Mernda Town Centre.</p>	<p>Not supported</p>
<p>They advise that students at Hazel Glen college are over represented in the bottom 50% of educational advantage. They ask for colocation of youth services with the school.</p>	<p>This is outside the scope of the Development Plan.</p>	<p>Noted</p>

5.5 Integrated Transport Plan - Council Endorsement

Director/Executive Manager: Director Infrastructure & Environment

Report Author: Senior Transport Planner

In Attendance: Acting Manager Urban Design & Transport
Senior Transport Planner

Executive Summary

The purpose of this report is to present and seek the endorsement of the Integrated Transport Plan 2024-2034 (ITP) following community consultation on the draft document.

The ITP sets out a high level vision for transport planning in the municipality over the next ten years. It will allow Council to strategically plan for, and respond to, future challenges and opportunities, inform advocacy for our transport needs and guide the development and expansion of the transport network in Whittlesea.

The ITP will demonstrate Council's leadership and commitment to improving transport outcomes in the municipality. It is also envisaged to guide and influence future investment decisions.

The ITP will support the Whittlesea 2040 vision as an action item in the Liveable Neighbourhoods Strategy Action Plan and will become a Level 3 document within the Integrated Planning Framework. It will supersede the existing Integrated Transport Strategy 2014 (ITS).

Community and stakeholder consultation was undertaken on the Draft ITP between 22 April and 19 May 2024. The consultation sought to ensure that the Draft ITP aligned with community and stakeholder feedback. The consultation was undertaken in the form of an online survey on the engage page and community pop ups which were promoted to the community through social media, existing community contacts and key stakeholders.

The feedback reflected the following priorities:

- a diverse range of opinions and priorities among residents, with support for the Draft ITP's guiding principles, whilst balancing the need for car-friendly infrastructure with the desire for improved public transport and safer, more accessible sustainable transport options.
- a community that is invested in the practicalities and requirements of daily commuting, immediate transport needs and transport infrastructure investment.

- a community concerned with the financial feasibility of proposed investments, congestion around schools, improved parking management and the balance between car-centric and sustainable transport infrastructure.

Part of the feedback received indicated a preference towards prioritising road improvements rather than investing in sustainable transport. There were also some concerns expressed about the staging, funding and monitoring of the action plan.

In response to this feedback, Council's position is that the ITP aims to improve convenient transport choices for our residents, including walking and cycling, which can help relieve some of the costs associated to car ownership and provide better options to those without a car. However, Council will continue to advocate for investment in targeted road infrastructure where it is warranted, acknowledging an ongoing level of car dependency. The ITP's action plan will be reviewed every two years, with an appropriate staging of actions, is funded through existing operating budgets and will be monitored using outcome indicators linked to Council's Integrated Planning Framework.

Council support is sought to present the ITP to Council Meeting, in seeking formal Council endorsement to give effect to its implementation.

Officers' Recommendation

THAT Council:

1. **Note the engagement summary from the community consultation undertaken between 22 April – 19 May 2024 for the Integrated Transport Plan 2024 – 2034 at Attachment 1.**
2. **Endorse the Integrated Transport Plan 2024 – 2034 at Attachment 2.**
3. **Acknowledge and thank the community and stakeholders who have contributed to the development of the Integrated Transport Plan.**

Background / Key Information

The ITP will supersede the existing ITS, which facilitated the delivery of the Road Safety Strategy 2017, the Roads and Public Transport Plan 2017, the Whittlesea Bicycle Plan 2016-2020 and its successor Walking and Cycling Plan 2022-2027. The ITS was also successful in supporting advocacy for the Mernda Rail Extension Project (delivered in 2018) and a number of arterial road and intersection upgrades.

The ITP was informed by the prior development of a Background Paper and Directions Paper.

The Background Paper provided an assessment of the current transport patterns, including population growth and the ongoing prevalence of car dependency, traffic congestion and long commutes.

The Directions Paper has helped to shape the vision, guiding principles and objective statements for the ITP. It has also offered a number of potential future scenarios based on different transport and land use approaches.

The ITP has been established to set a high-level vision for transport planning in the municipality over the next ten years. It will also allow Council to plan strategically for future challenges and opportunities and to inform our transport advocacy portfolio.

The ITP has identified eight focus areas (see below) with corresponding objectives and actions for each area:

- Land Use Integration
- Walking and Cycling
- Public Transport
- Road Network
- Travel Behaviour Change
- Technology and Innovation
- Freight
- Parking Management

Council's advocacy priorities have been updated and reinforced in the ITP to reflect our future infrastructure needs and associated delivery timings.

The ITP promotes convenient transport choices, with a particular focus on sustainable transport (walking and cycling) opportunities for local trips. The ITP also makes the linkage between the improvement of transport choices and tackling affordability issues associated to car dependency.

Community Consultation was undertaken on the Background Paper and Directions Paper (between 11 December 2023 to 15 February 2024). The feedback received helped to shape and influence the development of the ITP and its actions.

Council resolved at the Council Meeting on 16 April 2024 to endorse the Draft ITP for community consultation between 22 April – 19 May 2024. The feedback arising from this round of consultation has been reviewed and incorporated.

The Draft ITP also underwent a professional peer review process by a transport consultancy (Institute for Sensible Transport) in April 2024, which has allowed it to be further informed.

Alignment to Community Plan, Policies or Strategies

Alignment to Whittlesea 2040 and Community Plan 2021-2025:

Liveable Neighbourhoods

Our City is well-planned and beautiful, and our neighbourhoods and town centres are convenient and vibrant places to live, work and play.

The ITP is an action item in the Liveable Neighbourhoods Strategy Action Plan.

The ITP contains actions to implement Level 4 documents, including both the Walking and Cycling Plan 2022-2027 and Northern Trails 2022, and to prepare a new Road Safety Plan.

Considerations of *Local Government Act (2020)* Principles

Financial Management

The cost of implementing the ITP is included in the current operating budget.

Community Consultation and Engagement

The development of the ITP has been informed by community and stakeholder consultation and supported by an approved communications and engagement plan. In addition, Council's internal working groups from a range of disciplines have contributed.

Community Consultation was undertaken on the Background Paper and Directions Paper (between 11 December 2023 to 15 February 2024). The feedback received helped to shape and influence the development of the ITP and its actions.

Community Consultation was subsequently undertaken on the Draft ITP (between 22 April – 19 May 2024). The feedback has helped to refine the Draft ITP and test with the community that the approach was well-informed and balanced.

During this phase of consultation, Council hosted an online survey on the Engage Page, which was promoted to our community through social media, existing community contacts and key stakeholders, plus flyers and posters displayed at Council facilities and offices.

The Draft ITP Vision, Guiding Principles and Focus Areas were highlighted and displayed as infographics for greater accessibility.

Community members were invited to partake in a survey that asked:

- What do you think about the Draft ITP?
- Do you have any suggestions for improvement for the Draft ITP?
- Do you have any other comments on the Draft ITP?

There were 873 views to the Engage Page, which resulted in 25 online submissions.

Notwithstanding the small sample size, 68% were supportive of the ITP, with the submissions reflecting:

- a diverse range of opinions and priorities among residents, with support for the Draft ITP's guiding principles, whilst balancing the need for car-friendly infrastructure with the desire for improved public transport and safer, more accessible sustainable transport options.
- a community that is invested in the practicalities and requirements of daily commuting, immediate transport needs and transport infrastructure investment.
- a community concerned with the financial feasibility of proposed investments, congestion around schools, improved parking management and the balance between car-centric and sustainable transport infrastructure.

There were also six community pop-up events across the municipality, which attracted a total of 56 attendees. The in-person consultation allowed further discussion with project team members. The responses indicated the following priorities: request for new and safe cycling routes, better access and connectivity, improved bus services, improved crossing points, the Wollert Rail extension and better articulating the link between transport and health outcomes.

Stakeholders invited to participate included the Department of Transport and Planning (DTP), Federal and State Members of Parliament, Victoria Police, Public Transport Users Association, Transport for Melbourne, Metro Trains, Victoria Walks, Bicycle Network Victoria, the Whittlesea Bicycle Users Group, local businesses and local schools.

The DTP, Transport for Melbourne, Victoria Walks and the Whittlesea Bicycle Users Group provided a submission. Key highlights from these stakeholders indicated the following priorities: participation for under-represented community groups in walking and cycling, providing additional supporting infrastructure for active transport (including improved crossing facilities), encouraging development around activity centres and advocacy for early bus capable network routes to support growth suburbs.

The Draft ITP also underwent a professional peer review process, in April 2024, which helped to further inform and refine it.

A key highlight from the peer review exercise was around managing expectations for congestion reduction. The implementation of the ITP will assist with improving choices for some trips, but car dependency will likely remain. Future transport infrastructure capacity within the municipality is likely to be similar to today's levels and population growth is set to continue. The combination of these factors will likely keep congestion levels constant over time or reduce the rate of increase. Therefore, references to 'reducing congestion' have been updated to 'managing congestion' throughout the ITP.

The ITP has therefore been updated to reflect the feedback received from our community, stakeholders and peer-review exercise. The key updates include:

- Creating a new action under Land Use Integration (1.6) to 'Encourage intensification of housing and other development within the walkable catchment of activity centres and high frequency public transport stops'.
- Creating a new action under Walking and Cycling (2.3) to 'Engage with under-represented groups, including our CALD community, to encourage greater participation in walking and cycling'.
- Expanding an existing action under Public Transport (3.5) to include advocating for improved access to Myki ticket machines.
- Creating a new action under Public Transport (3.7) to 'Advocate for the provision of an early connected bus capable network to facilitate the timely implementation of new bus services commensurate with new residents moving in'.
- Creating a new action (3.8) to 'Propose local bus priority measures and advocate for bus priority on arterial roads'.
- Creating a new action (4.5) to 'Investigate improvements to crossing facilities to better ensure that pedestrians can safely cross in one movement (and advocate for this on State Government roads)'.
- Expanding an existing action (6.1) to include 'investigate options to advocate for e-bike subsidies'.
- Changing references of 'reducing congestion' to 'managing congestion' throughout.
- Additional text around Council continuing to work in partnership with the DTP in the delivery of new infrastructure to support walking and cycling.
- Additional text around the provision of connected footpaths and safe pedestrian crossings and interim turnaround options for buses in developing estates.
- Adding Bus Rapid Transit potential and school buses as additional public transport advocacy items.
- Including a reference to the role of cargo bikes.
- Acknowledging the linkage between transport and health outcomes.
- Acknowledging the opportunity to better understand young people's travel patterns.

Further information on the consultation process and results can be found in the Phase 2 Engagement Summary (attachment 1).

Other Principles for Consideration

Overarching Governance Principles and Supporting Principles

- (b) Priority is to be given to achieving the best outcomes for the municipal community, including future generations.

Public Transparency Principles

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of the *Local Government Act* or any other Act.

Council Policy Considerations

Environmental Sustainability Considerations

Greater walking and cycling participation and fewer car trips.

Social, Cultural and Health

Higher densities will allow a greater number of local and shorter trips by walking and cycling and provide more opportunities for social connections and health benefits.

Economic

Improved accessibility to employment opportunities will lead to reduced commuting levels and reduced car usage.

Legal, Resource and Strategic Risk Implications

No implications.

Implementation Strategy

Communication

The ITP includes an action plan with a short-term, medium-term or long-term timeframe allocated to each action.

Critical Dates

N/A

Declaration of Conflict of Interest

Under Section 130 of the *Local Government Act 2020* officers providing advice to Council are required to disclose any conflict of interest they have in a matter and explain the nature of the conflict.

The Responsible Officer reviewing this report, having made enquiries with relevant members of staff, reports that no disclosable interests have been raised in relation to this report.

Attachments

1. ITP Engagement Summary Report Phase 2 [5.5.1 - 21 pages]
2. Integrated Transport Plan 2024 – 2034 v 7 [5.5.2 - 29 pages]



Integrated Transport Plan – Phase 2 Engagement Summary

May 2024

Introduction

The City of Whittlesea is developing an Integrated Transport Plan (ITP) to guide transport planning and advocacy in the City of Whittlesea over the next 10 years. It will allow Council to strategically plan for, and respond to, future challenges and opportunities, inform advocacy for our transport needs and guide the development and expansion of the transport network in the City of Whittlesea.

The draft ITP aims to support a transport system in the City of Whittlesea which offers the community a greater range of viable, attractive and alternative transport choices, so that road infrastructure is most efficiently used by those that have the greatest need to drive.

Between December 2023 and February 2024 Council consulted with people who live, work, study or visit the municipality to understand what was important to them when they think about the transport needs of the municipality for the next 10 years. A place-based engagement approach was designed to ensure feedback was captured from a diverse range of community members. Intelligence gained through this first phase of consultation was used to inform the development of a draft ITP. In our second phase of the engagement, we presented the draft ITP to the community to check back in to ensure the plan was appropriately addressing identified needs. This report presents the feedback of this second phase of the consultation.

The project team managed expectations by clearly identifying what is in Council's remit to deliver and what is out of scope and would be considered as part of our Advocacy efforts. This messaging was included as part of all engagement activities,

How we engaged you

The Phase 2 Integrated Transport Plan consultation was open for community comment from 22 April to 19 May 2024. Community feedback was sought online through Council's Engage Whittlesea platform and through direct conversation and activities at community-based pop-ups. The Engage Whittlesea platform utilises an accessibility add-on ensuring that it is as accessible as possible for all users. The platform also has a in-built translation tool to mitigate any language barriers to participation, allowing the page to be translated into the top ten languages spoken within the municipality.

Engage page

On the project's Engage page, the vision, guiding principles, and focus areas were articulated through infographics for ease of community consideration. Participants were also invited to participate in a survey that asked:

- What do you think about the Draft ITP?
- Do you have any suggestions for improvement for the Draft ITP?
- Do you have any other comments on the Draft ITP?

The survey questions were designed to understand what is most important to the community in relation to future planning of the transport needs in the City of Whittlesea.



Community-based pop-ups

In Phase 2 the project team co-facilitated six community-based pop-ups in high foot traffic locations across the municipality. The in-person consultation allowed deeper discussion with project team members with an opportunity to add additional suggestions.

Participants at community-based pop-ups were provided with the *Draft Integrated Transport Plan* information board (Appendix 1) and were asked to visit the Engage platform to complete the survey and access further information. Three Engagement iPads were made available for staff to assist those community members unable to access the Engage platform to improve accessibility opportunities. A total of 56 people participated in the consultation at the pop ups.

The community-based pop-ups were held on the following dates in the following locations:

Date	Location
Tuesday 30 April	Thomastown Library 52 Main Street, Thomastown
Wednesday 1 May	Galada CAC 10A Forum Way, Epping
Thursday 2 May	Mernda CAC 70 Mernda Village Drive, Mernda
Thursday 2 May	Laurimar CAC 110 Hazel Glen Drive, Doreen
Wednesday 8 May	Whittlesea CAC 57-61 Laurel Street, Whittlesea
Monday 13 May	Mill Park Library 394 Plenty Road, Mill Park



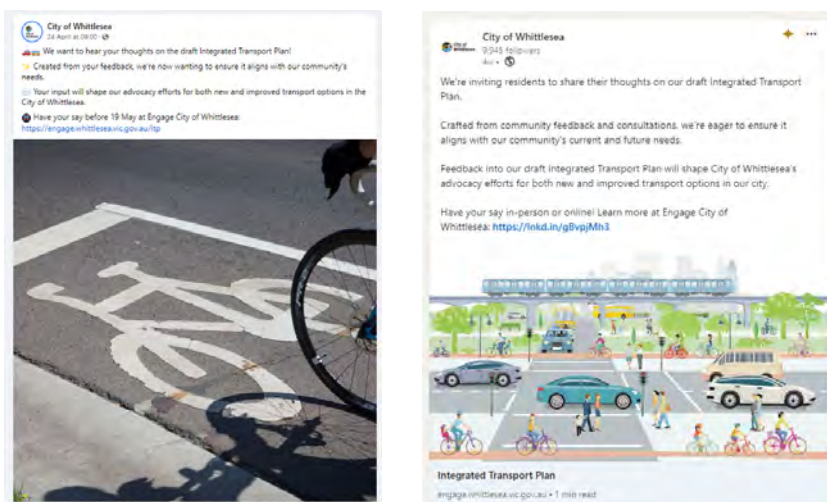
Above: *Integrated Transport Plan pop-up at Galada Community Activity Centre*



Project promotion

The opportunity to participate in the community engagement was promoted through a range of channels to have a widespread reach across the municipality including:

- Council’s digital engagement platform *Engage Whittlesea*
- Social media – we shared three posts across Council’s social media channels (Facebook, LinkedIn, and Instagram)
- Direct email to key stakeholder groups
- Flyers and posters displayed at Council facilities and libraries.






Above: Instagram and LinkedIn Integrated Transport Plan social posts.

Participation

A total of 81 community members participated in the phase 2 consultation. Participants were given the opportunity to contribute in two ways; in person at scheduled pop-up locations and via the Engage Whittlesea platform via an online survey. The survey was designed to present the Draft Integrated Transport Plan that has been informed by the phase 1 consultation and the Background and Directions papers. The survey results will help Council confirm transport priorities in our community have been reflected in the document and make any adjustments to the Integrated Transport Plan prior to council endorsement.

Community participation

-  Organic posts reached 7,882 people and were engaged with 371 times, generating 30% of traffic to the online Engage page. The Engage campaign received 873 direct views from our community generating 47% of contributions.
-  We hosted six community-based pop-ups across the municipality with over 56 people attending the information/engagement opportunity.
-  The online survey had 25 contributions.



What we heard

At community-based pop-ups conversation centred around requests for new cycling routes, better access and connectivity, improved bus services, improved crossing points and requests for Wollert Rail extension. This feedback mirrored what was heard from the community in phase 1.

Online we asked community their thoughts on the *draft Integrated Transport plan* (ITP) through a survey on the Engage platform that had three questions that were developed based on information captured in Phase 1 of the engagement.

Comments received throughout phase 2 of the consultation have been themed below for each of the three questions asked.

Firstly, we asked what the community thought about the Draft ITP with the comments received reflecting a diverse range of opinions and priorities among residents, balancing the need for car-friendly infrastructure with the desire for improved public transport and safer, more sustainable travel options.

Transportation Preferences and Needs



- **Car Dependency:** Many comments highlight a strong preference for car travel, emphasising the need for more parking spaces, better road infrastructure, and faster speed limits. Residents express a desire for their car-centric lifestyle to be accommodated rather than shifted towards alternative transport modes.

"If a person is to use public transport to do a grocery shop neither the Rail system or Bus system is adequately setup to make it work".

"Grocery shopping for a family also requires a car - you just can't carry that much".

- **Public Transport Improvements:** Some comments call for enhancements in public transport, such as increased express trains, better connectivity, and improvements in the train and bus services, particularly for areas like Wollert.

"Limited access to public transport and the consequent traffic congestion and long commute times have a serious impact on the wellbeing of families and individuals. A train line is essential to support the business growth and development in Epping and Wollert areas".

"Train to Wollert is a must! We require an increase in express trains which surpass the inner city or stations close to the city to ensure a faster/smoothier journey for those who live further out".

Technical response:

The ITP is intended to provide the community greater choices in meeting their daily transport requirements without mandating sustainable transport options. The ITP acknowledges that due to various factors some people will still be dependent on their car as their primary form of transport, including for activities such as grocery shopping, and to manage this Council will continue to advocate to the State Government for targeted arterial road upgrades.



A Parking Management plan is proposed to provide a consistent coordinated approach to parking in the municipality. Also, we will explore the role of smarter parking technologies to better manage the supply and demand of parking space in the municipality.

Public Transport delivery is the responsibility of the state government and as an action in the ITP Council will continue to advocate for improved bus services, including better frequencies and extensions into growth areas as well as better integration between public transport modes. Council will also continue to advocate for the Wollert Rail extension. The sought improvements to public transport would have a positive impact on the health and wellbeing of the community.



Infrastructure Development

- Parking Solutions: Suggestions include building multi-level car parks at train stations and addressing the need for parking near bus stops to make public transport more viable for activities like grocery shopping.

“There is no mention of addressing the need for more car parking adjacent to bus stops”.

“It’ll work once you tidy up the parking & traffic congestion issues alongside Thomastown station on high street”.

- Road and Traffic Management: Calls for improvements in traffic congestion, particularly at problematic intersections and entry/exit points on major roads like the Hume Freeway. There's also a push for making roads safer for both cars and cyclists.

“Entry and exit from the Hume freeway needs to be improved there's always accidents and a lot of congestion, compromising safety and longer journeys.”

“As a person who uses multiple ways of transport (car, bike riding and walking) I feel this is way overdue but also a little too late”.

“The concept of an ITP is good to help support the provision of choice of transport options, including active transport”.

Technical response:

The ITP indicates Council’s role in the transport system, noting that public transport, arterial roads and freeways (including the Hume Freeway) are the responsibility of the State Government. Parking at train stations (including Thomastown station) is also the responsibility of State Government.

Car parking is not typically provided at bus stops as they are often located to enable walking and cycling to the stop.

Council will continue to advocate for targeted arterial road upgrades around the municipality and will explore the role of emerging technologies and data to provide



information about congestion pinch-points, queue lengths and delay (including around High Street, Thomastown) to assist with improving planning and advocacy.

The ITP has identified that a large proportion of trips are under 5km. Some of these trips could be undertaken by walking or cycling, improving transport choices for short and local trips, whilst freeing up capacity on the road network for those who need to drive.



Community and Environmental Considerations

- Opposition to High-Density Development: Some residents express concerns about Whittlesea becoming similar to high-density inner-city areas and prefer maintaining the suburban, family-friendly character of the municipality.

"We do not want to become like the inner-city high density built places. The reality is that we are car dependant as we have to travel across town. It is our choice to live in Whittlesea and our choice to have bigger roads, bigger car parking spaces and faster speed limits".

- Environmental Impact: There are mentions of using land more effectively, such as giving back land to nature by building multi-level car parks and improving pedestrian and cyclist paths for recreational purposes.

"I strongly support it, based on many of its focuses - better land use integration with transport, reduction in car dependency (to ease financial and sustainability burdens on residents that dependency imposes), and to support more affordable, healthy living".

"Instead of using vast amounts of land for car parking at train stations, start building multi-level carparks. Give the land back to nature and the community".

Technical response:

Through the ITP, the aspiration is to advocate for increased densities along rail corridors and the walkable catchment of activity centres and public transport. A greater diversity of housing types will enable improved transport choices for our residents and potentially reduce car dependency. This will also assist with managing affordability issues.

Whilst Council will continue to advocate for targeted arterial road upgrades, speed limits are reflective of the road type and environment. Exploratory work on reduced speed limits is proposed as a way of improving road safety within local areas.

Parking at train stations falls within the remit of the State Government. Car parking is provided throughout the municipality to facilitate car trips in meeting people's daily transport needs. Council proposes to develop a coordinated and consistent approach to parking through developing a Parking Management Plan.



Feedback on the Integrated Transport Plan (ITP)

- Support for Guiding Principles: Positive feedback on the ITP's principles, such as reducing car dependency, better land use integration, and promoting active transport options like walking and cycling.

"At a high level, this appears to be a sensible approach".

"It makes some good points, conveying a need + possibility to improve things".

- Implementation Concerns: Comments stress the importance of detailed and actionable plans, with some noting that current actions are too vague or not ambitious enough to address the area's growing needs. There's a call for more short-term goals and specific actions to be outlined and implemented effectively.

"The key will be in monitoring progress with implementation of the various actions that have been described."

Technical response:

The actions have been developed with the intention to be balanced, realistic and clear. These have been assigned short, medium or long term based on our priorities and targeting more achievable 'quick wins' in the short term, with other items, such as our advocacy, cited as long-term actions.

The action plan will be reviewed and updated every two years to ensure it is effective.

The delivery of the ITP actions plan will be monitored and evaluated against outcome indicators that link back to Council's Integrated Planning Framework.



Safety and Accessibility

- Traffic Safety: Emphasis on the need for safer roads, better pedestrian crossings, and improved cyclist infrastructure to ensure all road users are protected.

"There is no mention of making roads safer for cyclists where bicycle lanes stop before roundabouts and start again after them".

"Get rid of bicyclist or put them on a separate road away from cars".

"A focus on safety is paramount, obviously".

- Accessibility of Transport Options: Support for making transport options more accessible and addressing issues like the lack of parking at bus stops, which hampers the use of public transport for daily activities.

"There is no mention of addressing the need for more care parking adjacent to bus stops".

"There is nowhere to park near most bus stops, carrying groceries from a bus stop is not a viable option along Plenty Road to Whittlesea".



Technical response:

The 'Road Network' chapter covers road safety, including the preparation of a new Road Safety Plan. Council's advocacy for targeted arterial road upgrades also includes safe and connected walking and cycling infrastructure provision, including the challenge of disconnected bicycle lanes at roundabouts, noting that vulnerable road users will continue to be a particular focus.

Council will be exploring the development of protected bicycle lanes, which create a physical barrier with traffic lanes.

It is also proposed through the ITP that Council will also examine upgrades to targeted local roads, collector roads and intersections.

Walking and cycling are both sustainable transport choices and Council supports greater opportunities for Whittlesea residents to use these options to meet some of their daily needs.

Council supports the improvement of walking and cycling connections, including to access public transport, rather than providing parking to access bus stops.

Accessibility is planned to be addressed by incorporating best practice walking and cycling infrastructure design, providing connected footpaths and safe crossings and ensuring bus stops are DDA (Disability Discrimination Act) compliant.

The second question asked participants if they had any suggestion for improvements to the Draft ITP. The comments received reflect a community that is deeply invested in the practicalities of their daily commute and transport infrastructure, with a significant emphasis on maintaining and enhancing car accessibility while cautiously supporting improvements in public and active transport options.



Action Plan and Cost Management

- Realistic Planning and Cost Identification: Several comments emphasise the need for a clear identification of costs associated with actions in the plan. They advocate for a realistic and phased approach, distinguishing between short, medium, and long-term goals.

"I'd suggest to identify costs associated with actions, to plan realistic action in short, medium and long term. Priority should be given to increasing parking sizes, bigger and wider roads".

- Evaluation and Accountability: Residents suggest establishing an evaluation framework to regularly monitor progress, with measurable goals and frequent reviews to ensure accountability and adaptability over time.



"Council needs to establish an evaluation framework and plan to regularly monitor progress with implementation of the various actions described in the plan".

"The Directions Paper included objectives with measurable goals, which seem to have been removed from the draft ITP. These should be included to enable Council to hold itself and other stakeholders accountable through annual evaluation and reporting on progress with implementation".

Technical response:

The ITP has a range of actions, which have been assigned short, medium or long term delivery timeframes. The action plan will be reviewed every 2 years during the lifetime of the ITP and revised as necessary. The majority of actions are covered within the Council's internal operating budget.

Each of the ITP focus areas has been linked with an outcome indicator from Council's Integrated Planning Framework (IPF) which will be used to monitor and evaluate progress of the ITP.

Council will continue to advocate to the State Government for targeted arterial road upgrades.

Expanding parking provision is not a goal of the ITP. Council will investigate a more co-ordinated approach to parking through a Parking Management Plan.

The Directions Paper was prepared by a consultant on behalf of Council. This helped to inform and shape the ITP, including the vision, guiding principles, objectives and future scenarios.



Infrastructure and Road Improvements

- **Priority on Car Infrastructure:** There is a strong push for wider roads, bigger parking spaces, and higher speed limits. Many residents emphasise their reliance on cars and the need for infrastructure that supports this lifestyle.

"We need bigger car parks because our cars are bigger".

"Fix and wider the roads before putting over 300 plus houses in newer estates".

"Limiting the speed limits in our network will only create further congestion".

- **Road Safety and Efficiency:** Comments call for improvements in road safety, especially around major intersections and local roads. Specific suggestions include better lighting, line of sight on paths, and smoother transitions at freeway entry and exit points.



"Hume freeway connectivity needs to be improved. Smoother transition to enter and exit the freeway particularly from the ring rd. Traffic is always sprawling onto the ring road causing others even more delays".

"There are currently no safe east-west bicycle corridors in the north of Findon Road to connect Plenty Road and Epping Road".

"The M80 shared trail between Plenty Rd and Greensborough could have better line of sight and lighting".

Technical response:

Whilst it is acknowledged that the many in the community are dependent on the car for mobility, the ITP aims to improve transport choices so that residents are not forced into car dependency and are able to use other methods, such as walking, cycling or public transport, to undertake some of their trips.

The State Government is responsible for arterial roads and freeways (including the Hume Freeway). Council continues to advocate to the State Government for targeted arterial road upgrades including enhancing safe walking and cycling provision. Council is also advocating for improvements to public transport.

With our growing population, road safety continues to be a focus in the municipality. Council is committed to ensuring that everyone can travel safely on our network. Therefore, as an ITP action, Council will prepare a new Road Safety Plan and also explore the potential for reduced speed limits on Council-owned local roads. There is no evidence to suggest that reducing speed limits creates more congestion.

Expanding parking provision is not a goal of the ITP. Council will investigate a more coordinated approach to parking through a Parking Management Plan.

Council will explore opportunities to improve east-west cycling connections in the municipality, including between Plenty Road and Epping Road.

The M80 Shared User Path is identified in the Northern Trails Strategy 2022 with a number of priority actions recommended. These comments have been noted.



Public and Active Transport

Public Transport Enhancements: Residents express the need for better public transport options, including more frequent bus services, direct bus routes, and express train services. There is a call for improved connectivity, particularly for areas like Wollert and connections to major train lines.

"A focus on advocacy with the state government for improved bus services. Specifically, direct, straight routes where possible, bus rapid transit operations and frequent service operations (every 10 mins) to support uptake of services".

"Roads section, include new action – On local roads, ensure pedestrians can safely cross major intersections in one movement (and advocate for this on state roads)".



Active Transport Facilities: Some comments support the expansion of walking and cycling paths, but stress the need for these paths to be safe, well-lit, and separate from high-speed roads. There is also advocacy for connected cycle paths across shire borders to promote safer and more extensive cycling networks.

“Proposed On-Road bike lane for Bridge Inn Road is a dangerous proposition. There is heavy truck traffic from the tip and quarry in both directions on that section. Painting a bike lane will not reduce that risk substantially”.

“One significant disadvantage at the moment is that cycle paths are not connected to other shires, forcing riders onto dangerous roads. This should be addressed, to grow this connectivity”.

Technical response:

Council is advocating to the State Government for improvements to bus services, including extensions into our growing suburbs and more direct and higher frequencies on all routes.

The ITP now includes an action around investigating improvements to crossing facilities to better ensure pedestrians can undertake a crossing in one movement and will advocate for this on State Government controlled roads.

Council will continue to explore opportunities to expand and develop our active transport network, with a focus on providing safe and separated cycling infrastructure. Bridge Inn Road is managed by the State Government and there may be an opportunity for Council to advocate for further cycling improvements. Council will also seek opportunities to expand the Northern Trails network to better connect the municipality with neighbouring areas.



Community and Environmental Considerations

- Community Consultation and Inclusion: Comments suggest more inclusive community consultations, particularly in underrepresented areas like Donnybrook. There is a desire for the council to better understand and reflect the needs of families and working-class residents.

“Have a community consultation as well in Donnybrook”.

“There has been no consultation of families in this report”.

“Get rid of sustainable transport. we are too old to cycle. our kids don’t work close and need their cars”.

- Environmental and Social Spaces: Some residents propose integrating social and green spaces into the transport plan, suggesting multi-level car parks to free up land for community use and nature, and designing walkable areas around activity centres.



"It needs to include social spaces the residents want to come to (beautifully designed hospitality districts), connecting Mernda and Craigieburn North to the bypass instead of via a 1 lane Craigieburn Road, improved efficiency of traffic lights".

Technical response:

The consultation included the option for all City of Whittlesea residents to view the ITP on Council's Engage Page and complete an online survey. There were also six pop-up events scheduled around the municipality (although Donnybrook was not included) which provided the opportunity for local residents to ask questions and provide in-person feedback. The pop-up events were at different times of day to be more inclusive and allow a greater range of resident involvement, noting that people have different circumstances.

The ITP strongly supports the role of sustainable transport in providing greater transport choices through sustainable transport (walking, cycling and public transport) which will allow people with healthier options compared to driving. Noting a high level of car dependency in the municipality, greater use of sustainable transport will relieve some of the costs associated to car ownership and provide options to those who do not own a car or cannot drive.

Council supports improved access to recreation through the ITP and the Northern Trails Strategy and will look at improving access and connectivity to high foot traffic areas, including activity centres and other social spaces.

The increasing role of technology is proposed through the ITP to investigate improvements to traffic management in the municipality, which would include connections to and from Mernda.



Opposition to Sustainable Transport

- Resistance to Cycling and Walking Initiatives: A segment of the community expresses strong opposition to initiatives aimed at promoting cycling and walking. They argue that such measures are impractical for their lifestyle and call for more car-centric solutions instead.

"If people want to ride a bike, there should be separate bicycle lanes".

- Criticism of High-Density Planning: There is resistance to planning concepts like 20-minute cities, with residents arguing that these ideas are incompatible with their car-dependent lifestyle and the suburban character of Whittlesea.

"We heard rumours of designing small 20 min cities but that wont work because we still have to drive. Stop with this sustainability crap".

"Neither the council nor state govt will ever have enough capital to make an adequate transport options that will support families to get around the municipality".

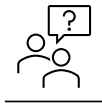


Technical response:

Walking and Cycling are considered to be important, both for transport purposes and for recreation. Both options have considerable health and wellbeing aspects and many short trips in the municipality could be undertaken on foot or by bicycle. The ITP will explore options to continue to expand our walking and cycling network, including opportunities to provide safe and separated cycling infrastructure.

Congestion in our growing municipality is an ongoing challenge. 20 minute neighbourhoods provide better opportunities for people to meet their daily needs within a short distance of where they live, reducing car dependency and providing transport choices including walking, cycling and public transport.

Council will continue to advocate to the State Government for public transport improvements and arterial road upgrades.



Specific Concerns and Suggestions

- Local Traffic Issues: Specific traffic issues are highlighted, such as the congestion around Thomastown station and the need for a clearway to improve traffic flow.

"Please include high street Thomastown the traffic between Station Street & Heaughton Avenue is terrible the wait time to get over those boom gates is most times 15 minutes to cross over."

"Strongly consider making the parking on high street outside Thomastown primary where the double lane turns to one into a clear way with the shop parking there bus congestion is very bad & traffic flow is dangerously bad: parking outside those shops needs to be a clear way from 3pm until 7pm".

- Safety for School Children: There is a call for safety upgrades near schools, such as crossing supervisors or traffic lights to ensure children can cross busy roads safely.

"Crossing supervisor at Gordons Rd South Morang (btw Badal street and Pipit Cct) /or traffic lights: to allow safe crossing of children especially on this busy peak hour road".

- Integration with State Plans: Residents urge the council to work closely with state government plans to ensure local needs are addressed, such as advocating for the removal of level crossings and improving connectivity to major transport hubs.

"I urge for advocacy towards implementing a bus service to Wollert, specifically for areas like Rathdowne Estate".

"Lobby for the removal of level crossings between Settlement Road and Childs Road".

Technical response:

The ITP does not detail actions for specific locations, with these to be considered on a case-by-case basis.



In the context of our growing population, improving convenient transport choices for our residents will help to manage the ongoing issue of congestion, including around High Street, Thomastown.

The ITP also seeks to improve parking management in the municipality, to provide a balanced approach to the parking needs of our growing community in a way which is equitable and inclusive. This will include school parking needs.

Council is fully supportive of safe walking and cycling as options for children to travel to school. Therefore, we work closely with schools and the State Government in the adequate provision of supervised school crossings. It is possible that Gordons Road, South Morang may meet the State Government criteria for a supervised school crossing in the future.

Council continues to advocate for the Wollert Rail extension (by 2030) and for improvements to local bus services. Council has no plans to advocate for the removal of the level crossings in the vicinity of Settlement Road or Childs Road. However, the level crossing removal project at Keon Park station is nearing completion.

Participants were afforded the opportunity to provide any other comments on the Draft ITP in the final question. The themes of the feedback captured reflect a community deeply concerned with practical and immediate transport needs, local governance and representation, financial feasibility, and the balance between maintaining a car-centric infrastructure and promoting sustainable and active transport options.



Stakeholder Management and Governance

- **Managing Expectations with External Stakeholders:** Several comments emphasise the importance of identifying stakeholders outside of the Council's control, such as state and federal governments, to manage expectations regarding major transport decisions and funding.

"Identify stakeholders that are out of control of council to manage expectations, like state and federal budget decisions on rail, road and other major transport decisions".

- **Local Representation and Decision-Making:** There is a strong sentiment that only local ratepayers should provide feedback on the ITP, with concerns about non-residents influencing decisions. Some residents express distrust in the Council's responsiveness to local complaints and suspect decision-makers do not reside within Whittlesea.

"I hope rate payers are the only ones who can respond to this. It would be unfair and discriminatory if advocacy groups and people who do not live in the council provide feedback".



Technical response:

The ITP provides the strategic context, by documenting the roles and responsibilities of different tiers of Government, as well as the key policies and strategies at each level, that are relevant to the ITP.

Two phases of consultation were provided to enable the community to provide their input in the development of the ITP. In addition, a range of key stakeholders were identified and invited to participate, in order to further inform the development of the ITP.

Major transport infrastructure needs have been identified through a suite of plans and strategies and from community feedback. Funding for major transport infrastructure projects are largely a responsibility of the State Government. Accordingly, Council continues to advocate for these projects.



Infrastructure and Transport Planning

- **Traffic Congestion and Commuting:** Residents acknowledge that traffic congestion, especially around schools, is a top priority. There is a call for more actions supporting active travel to school and addressing school travel infrastructure.

“Traffic congestion is consistently reported as one of the top priorities for residents, including for commuting and around school precincts. Commuting is largely outside Council control, but can more easily influence school travel”.

- **Parking and Road Management:** Comments highlight the need for better management of traffic and parking, particularly with new apartment developments exacerbating the issue. There is a preference for maintaining large parking spaces and improving road conditions.

“We need to have a better transport plan catering on the growth corridor”.

“With the building now commencing with the apartments on high street traffic & parking is a nightmare”.

Technical response:

Congestion around school precincts is an ongoing challenge. Through the ITP, and Walking and Cycling Plan, Council continues to identify opportunities to improve walking and cycling connections to school precincts and partner with schools, and other stakeholders, in the delivery of behaviour change promotions and pilot projects to test new ideas to improve walking and cycling participation and reduce reliance on car travel for school drop-offs and pick-ups. Council also welcomes new or expanded school bus options.

The ITP covers the entire municipality and needs to balance the different needs of our diverse landscape and community. New technologies and improved transport data



may assist Council with better understanding vehicle delay and queue lengths and exploring smarter parking management. The ITP also contains an action to develop a Parking Management Plan, which is based around providing an equitable, inclusive and balanced approach to the parking needs of our growing community.



Environmental and Community Focus

- Green Spaces and Biodiversity: There is a desire for more trees and gardens in open areas to support biodiversity and create attractive spaces for residents. Comments emphasise land use for community benefit rather than for parking.

“Land use should be given to community and to improve biodiversity, not for parking cars”.

- Social Connectivity and Local Business: Some comments suggest improving social spaces with a focus on local businesses, cafes, and restaurants to enhance community connectivity and support small businesses.

“Improve social connectivity as well, think of how Europe (or little athens-oakleigh square) is set out with cafes/restaurants without the beaches of course”.

“I am glad you are considering so many important things, like the environmental impacts, safety, convenience, accessibility, health and well being, and future growth and needs”.

Technical response:

Council’s Sustainable Environment Strategy sets Council’s environmental priorities. As part of transport projects Council is committed to improving tree planting along shared paths.

Great streets is a guiding principle within the ITP and have the potential to provide opportunity for social interaction and cohesion, to support and drive business activity and serve as urban parks for local residents. The application of Council’s Place and Movement Plan framework will help the integration of placemaking and design initiatives to activate streets.



Public and Active Transport

- **Public Transport Improvements:** Suggestions include enhancing bus services, particularly routes that connect to train stations, shopping centres, and schools. There is support for dedicated school buses to reduce congestion.

“Less focus on busses however it will be important to have frequent bus services to train stations and hubs such as plazas/shopping centres, high-schools”.

“Add action(s) supporting active travel to school (infrastructure in addition to existing behaviour change action)”.

“Dedicated school buses for major public schools which only serve the school children (so parents feel safe). This will reduce school congestion + incentivise walking to bus stop”.

- **Cycling and Walking Infrastructure:** Residents advocate for more off-road cycling and walking paths, improved safety measures for pedestrians and cyclists, and integrating these paths with major hubs. There are also calls for better lighting, shading, and greenery along these paths.

“More off-road bike and walking paths included into future plans (than are there). Have these intersect with major hubs like shopping centres and libraries. Keep them green with sprinklers and shaded with trees”.

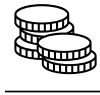
“As part of land management would also like to see more trees and gardens planted on open grassed areas. This will support biodiversity growth, and also be more attractive for residents to interact with these spaces”.

Technical response:

Council will continue to advocate for improved bus services, including school buses, to serve our expanding population. Council will also seize opportunities to expand and improve our walking and cycling network and to work in partnership with schools and other stakeholders in the participation and delivery of behaviour change promotions and programs.

Council will advocate for funding to expand and develop the Northern Trails network, to improve walking and cycling opportunities around the municipality and to neighbouring Councils both for transport and recreation. Improved shade and lighting are also priorities when designing these improvements.

Walking and cycling connections to and from activity centres and public transport hubs is also a priority.



Financial Considerations and Feasibility

- **Realistic Financial Planning:** Concerns are raised about the feasibility of proposed investments in the current fiscal environment. Residents question whether the required increase in per capita investment for sustainable changes is realistic.

“According to the paper, this would require a 10-fold increase in investment per capita (i.e., from \$5 (current) to \$50). Is this realistic in the current fiscal environment?”

- **Expenditure Forecasting:** The need for detailed expenditure forecasts over the 10-year period of the ITP is emphasised to ensure transparency and accountability in financial planning.

“Include more discussion of need to secure funding for walking infrastructure”.

“There is no detail in the draft ITP on forecast of expenditure over the 10 year period”.

Technical response:

The *Sustainable Change* scenario was developed as part of a Directions Paper by a consultant on behalf of Council. This was one of several future scenarios based on future land use and investment. The ITP aims for future outcomes commensurate with *Sustainable Change*, which is also understood to be a ‘best-case’ scenario.

The majority of actions within the ITP will be undertaken within Council’s internal operating budget. In terms of capital needs, Council will continue to identify internal funding, and advocate for external funding, to continue to build and expand our walking and cycling networks and improvements to the local road network.



Health and Safety Concerns

- **Accident and Safety Statistics:** Residents request detailed data on where crashes occur to validate research findings and improve safety measures. There are concerns about the impact of increased scooter and bike use on local hospitals.

“Limited access to public transport and the consequent traffic congestion and long commute times have a serious impact on the wellbeing of families and individuals”.

“Show where crashes occur to prove research and findings”.

“Has CoW considered how the Northern Hospital is going to deal with the spike in serious scooter and bike admissions? Look at the Hospital stats in inner Melbourne over the last 2 years”.



- Pedestrian and Cyclist Safety: Emphasis is placed on the importance of pedestrian and cyclist safety, advocating for safe crossing points and dedicated paths to reduce accidents and promote active transport.

"More needs to be done to improve the cycling lanes and maybe the Whittlesea trail from Whittlesea to Mernda would be a great idea".

"Pedestrian and cyclist safety should be of the most importance".

Technical response:

Traffic congestion is an ongoing challenge within the City of Whittlesea. Council continues to advocate for improved public transport to provide greater transport choices to reduce car dependency, relieve affordability issues and improve health outcomes.

Road safety continues to be a focus in the municipality, particularly given our growing population and increased numbers of residents moving around. A new Road Safety Action Plan is currently under development, which will review crash trends and provide detailed actions on how to reduce road trauma and ensure that everyone can travel safely within Whittlesea.

Pedestrian and cyclist safety is of paramount importance and is prioritised in the design of new infrastructure. Council also has a role to advocate for safe and connected pedestrian and cyclist infrastructure as part of State Government major transport projects.

Council is currently undertaking a Master Plan to identify opportunities for the development of the Whittlesea Shared Trail, between Mernda – Whittlesea.



Specific Suggestions and Concerns

- Improving Specific Routes and Services: Comments include specific suggestions for route improvements, such as the 356 bus route and the introduction of a train line to Wollert.

"A Suggestion improve the bus service on 356 route. A new route amendments will also fit into Victorian Governments Bus Plan".

"Simple New CIRCULAR route suggestions".

"A train line is essential to support the business growth and development in Epping and Wollert areas".

- Short-Term Action and Realistic Goals: There is disappointment with the lack of short-term actions in the ITP, and a call for more immediate and achievable goals to address pressing issues.

"Disappointing ITP with a lack of short-term actions to address avenues for change".



Technical response:

Council is advocating to the State Government for improved public transport, including better bus services (to include the 356 route) and the Wollert rail extension.

The ITP contains short, medium and long term actions to reflect community priorities and needs over the plan's lifetime. The timeframes are also assigned depending upon the nature of the work involved and what can be feasibility achieved. The action plan will be reviewed every two years providing the opportunity to re-assign timeframes, if necessary, as well as add new actions or remove redundant ones.

Next steps

The information captured through phase 2 consultation will inform the development of the final *Integrated Transport Plan 2024*, which is expected to be considered by Council in July 2024. The feedback captured has also been used to inform the development of other key plans and strategies Council are working on to make Whittlesea *A Place for All*.

Thank you again to everyone who participated in both phases of the community engagement by sharing comments, feedback and participating in activities and focus groups.



Appendix 1:



Draft Integrated Transport Plan

Transport plays an important role in our lives. Being able to get from one place to another, safely and easily, is fundamental to our wellbeing and quality of life

The draft Integrated Transport Plan (ITP) sets out a vision for transport planning in the municipality over the next ten years. It will allow Council to strategically plan for, and respond to, future challenges and opportunities, inform advocacy for our transport needs and guide the development and expansion of the transport network in the City of Whittlesea.

The draft ITP aims to support a transport system in the City of Whittlesea which offers the community a greater range of viable, attractive and alternative transport choices, so that road infrastructure is most efficiently used by those that have the greatest need to drive.

A number of actions are proposed to help deliver improved transport choices:



Improving and expanding the network of walking and cycling paths in the municipality, to better connect people to their local facilities



Deliver behaviour change programs and initiatives aimed at encouraging new residents to consider alternative transport choices and kids to walk or cycle to school



Advocating to the State Government for things outside of Council control, including improved public transport and arterial road upgrades



Harnessing the increasing role of technology to enable people to make more informed travel choices.

By improving transport choices, we will also help to tackle affordability issues associated to car dependency and allow people to engage in healthier lifestyles. Reduced car dependency will also assist with achieving the Council's environmental sustainability goals.



To read the draft Integrated Transport Plan and have your say scan the QR code or visit engage.whittlesea.vic.gov.au/itp



Integrated Transport Plan 2024 – 2034



Acknowledgement of Traditional Owners

We recognise the rich Aboriginal heritage of this country and acknowledge the Wurundjeri Willum Clan and Taungurung People as the Traditional Owners of lands within the City of Whittlesea.

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Executive summary

The Integrated Transport Plan (ITP) sets out a vision for transport planning in the municipality over the next ten years. It will allow Council to strategically plan for, and respond to, future challenges and opportunities, inform advocacy for our transport needs and guide the development and expansion of the transport network.

The ITP will demonstrate Council's leadership and commitment to improving transport outcomes in the municipality. It is also envisaged to guide and influence future investment decisions.

The following vision statement has been adopted for the ITP:

The City of Whittlesea is a well-connected and sustainable city, which allows everyone to easily and safely move around the municipality and beyond.

A set of nine guiding principles have been identified to help support Council's work in achieving the long term vision for the ITP:

- Choice
- Inclusion
- Environmental sustainability
- Economic opportunity
- Safety
- Network efficiency
- Integration of transport and land use
- Health
- Liveable streets.

The ITP has identified eight focus areas with corresponding objectives and supporting actions for each:

-  **Land use integration**
-  **Walking and cycling**
-  **Public transport**
-  **Road network**
-  **Travel behaviour change**
-  **Technology and innovation**
-  **Freight**
-  **Parking management.**

If the ITP is fully implemented, the community can expect to benefit from:

- Improved travel choices (especially for short trips)
- Reduced trip distances
- Greater social connections
- Improved access to employment and recreation
- Improved safety
- Reduced transport emissions
- Improved health outcomes.

The implementation of the ITP is intended to help support the delivery of the Liveable Neighbourhoods Strategy and the *Whittlesea 2040 vision*.

Introduction

The City of Whittlesea is a large and growing municipality located about 20km north of the Melbourne Central Business District (CBD). It consists of established urban areas in the south, growth areas and rural areas in the north – it is currently home to 244,124 people and this is forecast to increase to just over 360,692 by 2040 (forecast.id 2023).

The City of Whittlesea's road transport network is well-established with major north-south and east-west road connections enabling movement within the municipality and providing linkages to the CBD, neighbouring Local Government Areas (LGAs) and Regional Victoria. It also supports our community connections to jobs within and outside the municipality, including to Melbourne Airport.

In terms of public transport, the rail network is also developed with the Mernda Line providing direct connections to the inner northern suburbs and central city and V/Line services connecting the growing area of Donnybrook. Multiple bus services also provide local connections within the municipality and beyond. However, there are many parts of the municipality which are not served by any form of public transport and rely on the private car.

Council has developed a network of over 2300km of footpaths and shared user paths, including regional trails along the river corridors such as Edgars Creek Trail, Plenty River Trail and Darebin Creek Trail. Other major trails within the network include the Yan Yean Pipe Trail and the Galada Tamboore Trail, that provide connections within Whittlesea and to neighbouring municipalities.

Continued population growth and car dependency are placing ongoing pressure on transport infrastructure and impacting the lives of residents.

A sustainable, reliable and safe transport system is critical to the City of Whittlesea's success as a city and its neighbourhoods. It connects people to employment, education, health, recreational pursuits, shopping and services. A well-connected transport system is integral to supporting the movement of freight. The ITP provides a coordinated approach to delivering these outcomes.

Integrated transport planning concerns all modes of transport. The ITP is the key strategic document that will guide Council's approach to integrated transport planning and land use planning over the next ten years. It will also guide the ongoing development and expansion of the transport network in the City of Whittlesea.

The ITP creates the framework required to align future investment into the transport system. It also provides a strong platform for positioning Council's priority transport advocacy projects and initiatives.

The ITP aims to support a transport system in the City of Whittlesea which offers the community a greater range of convenient and attractive transport choices. This will enable road infrastructure to be most efficiently used by those who have the greatest need to drive. This will also tackle affordability issues associated with car dependency and allow people to engage in healthier lifestyles, noting that many of our residents have sedentary lifestyles and are exposed to chronic health issues. Transport is a key determinant of health and can significantly impact health outcomes. Reduced car dependency will also assist with achieving the Council's environmental sustainability goals.

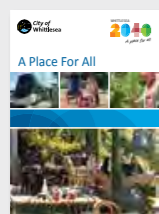


Integrated Transport Plan 2024 – 2034 / 5

How we plan – an integrated people-focused approach

Level 1: Vision

Council's overarching vision



Whittlesea 2040



Community Plan

The Integrated Transport Plan is a Level 3 Plan in Council's Integrated Planning Framework.

This plan is identified as a key action in the Liveable Neighbourhoods Strategy to provide the overall vision for the transport network, underpinned by the long term community vision – *Whittlesea 2040 A Place For All*.

The Integrated Transport Plan will support the Council's Liveable Neighbourhoods Strategy, specifically through Key Direction 1: Smart, Connected transport network and its desired outcome:

Our community has sustainable options to easily travel where they need to go.

Level 2: Strategy

Strategic direction and action plan



Liveable Neighbourhoods Strategy 2023-2033



Liveable Neighbourhoods Action Plan

This plan will also support the Connected Communities Strategy, Sustainable Environment Strategy, Strong Local Economy and Long Term Infrastructure Plan.

The Integrated Transport Plan will in turn be supported by level 4 plans, including the Walking and Cycling Plan, Road Safety Strategy, Place and Movement Plan and Roads and Public Transport Plan which will provide detailed priorities and actions.

Level 3: Approach

Long term plans, detailed analysis and detailed rationale



Integrated Transport Plan



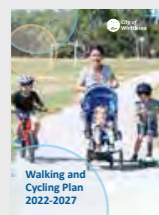
Open Space Plan (under development)



Housing Diversity Strategy 2013-2033

Level 4: Operations

Operational programs, guidelines and technical documents



Walking and Cycling Plan 2022 – 2027



Place and Movement Plan 2023



Road Safety Strategy 2017 (update pending)



Roads and Public Transport Plan 2017

Strategic alignment

Transport policy in the City of Whittlesea is influenced by all levels of Government. The Federal and State Governments have significant control of transport planning outcomes through the control of Land Use Planning and implementation of infrastructure.

The lists below show the main policies that affect transport outcomes in the City of Whittlesea.

Federal

- National Charter of Integrated Transport and Land Use Planning, 2003
- National Cycling Strategy
- National Road Safety Action Plan 2023-25
- Black Spot Program
- Roads to Recovery
- Infrastructure Australia, 2021 Australian Infrastructure Plan.

State

- Transport Integration Act 2010
- Movement and Place in Victoria 2019
- Plan Melbourne 2017-2050
- Precinct Structure Planning Guidelines: New Communities in Victoria
- Safe Systems Approach
- 20 Minute Neighbourhoods
- Infrastructure Victoria – Victoria's Infrastructure Structure 2021 – 2051
- Victoria's Climate Change Strategy
- Policy Planning Framework
- Victorian Public Health and Wellbeing Plan 2023–27.

Regional

- Northern Regional Transport Strategy (Northern Councils Alliance) 2020
- Northern Regional Transport Study – Bus Network (Northern Councils Alliance) 2022
- Northern Trails Strategy 2022
- Community Electric Vehicle Transition Plan (Northern Councils Alliance) 2023
- Draft Northern Metro Land Use Framework Plan
- Northern Growth Corridor Plan.

Roles and responsibilities

The Federal Government is responsible for the framework underpinning road, rail, maritime and aviation transport in Australia. The Federal Government also provides funding to State Government transport projects, to maintain national highways, freight and logistics infrastructure and contribute towards major transport projects.

The Victorian Government is responsible for the public transport network (trains, trams and buses). It is also responsible for the arterial road network, which includes:

- | | |
|------------------|-----------------------|
| • Mahoneys Road | • Childs Road |
| • Plenty Road | • Gorge Road |
| • Dalton Road | • Craigieburn Road |
| • High Street | • Bridge Inn Road |
| • Edgars Road | • Donnybrook Road |
| • Epping Road | • Merriang Road |
| • Cooper Street | • Wallan Road |
| • O'Herns Road | • Whittlesea-Yea Road |
| • McDonalds Road | • Yan Yean Road. |
| • Epping Road | |

This includes the planning and delivery of new infrastructure, as well as operations and maintenance of the existing infrastructure.

The City of Whittlesea is responsible for the maintenance and operation of the local road and collector road network.¹

The City of Whittlesea is also responsible for the planning, design and delivery of footpaths, shared user paths and trails, together with other walking and cycling infrastructure within the municipality. Council advocates to the Victorian Government for the provision of arterial road infrastructure and public transport infrastructure and service provision. Council also advocates for investment in the walking and cycling network, including the expansion of the Northern Trails.

¹ The function of a collector road is to provide connections and links for all modes of transport between residential areas, local facilities and destinations as well as provide connections to arterial roads and public transport networks for longer regional journeys.

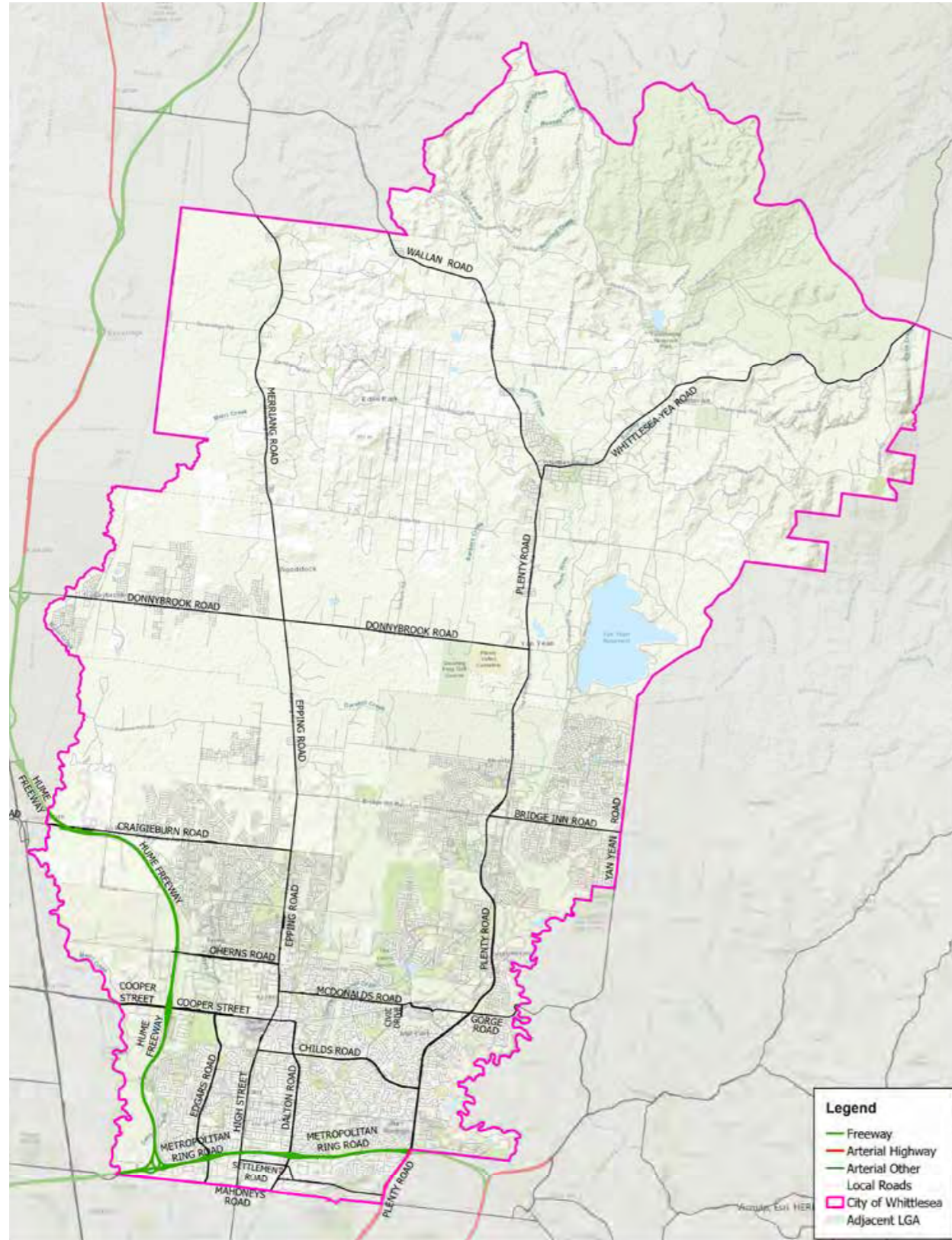


Figure 1: State managed Arterial roads within the City of Whittlesea

Integrated Transport Strategy 2014

The previous Integrated Transport Strategy 2014 (ITS 2014) was successful in the development of various partnerships established between Council and the Department of Transport and Planning (DTP) in support of Council's transport advocacy portfolio.

In terms of practical outcomes, the following were delivered:

- 1) Mernda Rail Line Extension
- 2) Arterial Road upgrades, which included sections of O'Herns Road, Plenty Road and Childs Road.
- 3) Whittlesea Bicycle Plan 2016-2020
- 4) Walking and Cycling Plan 2022-2027
- 5) Road Safety Strategy 2016.

However, the ITS was not successful in effecting any real change in mode choice, with continual strong reliance by our community on private vehicle travel evidenced through the 89% of trips to work undertaken by private car in 2021 noting this data was recorded during the COVID-19 pandemic.

Since the ITS 2014, the municipality has experienced significant population growth with residents continuing to consistently rate transport as a priority issue and request improvements to the local transport system. The COVID-19 pandemic has also changed travel patterns.

How the Plan was developed

To develop the Integrated Transport Plan Council has:

- Reviewed the Integrated Transport Strategy 2014.
- Prepared a Background and Directions Paper to obtain a snapshot of current transport conditions and identify a number of possible pathways to shape and direct the Integrated Transport Plan.
- Undertaken community consultation to gain an understanding the key challenges and opportunities from the perspective of our local residents and businesses.
- Undertaken a Gender Impact Assessment to ensure that the plan supports Council to create better and fairer transport outcomes for all people.
- Defined a future scenario to enable a well-connected city.

Transport Context

A snapshot of current transport conditions in the municipality is shown below in Figure 2.

City of Whittlesea Integrated Transport Plan

City of Whittlesea is young and diverse



Median age of **35 years**
41% of residents are born overseas



The City of Whittlesea's population is expected to see **57%** in growth by **2041**



Car ownership is **1.9 vehicles** per household in the City of Whittlesea

Source: ABS Census

Where residents work

25% live and work in the City of Whittlesea



75% live in the City of Whittlesea but work outside



Travelling to work

89% of residents travel to work **by car**

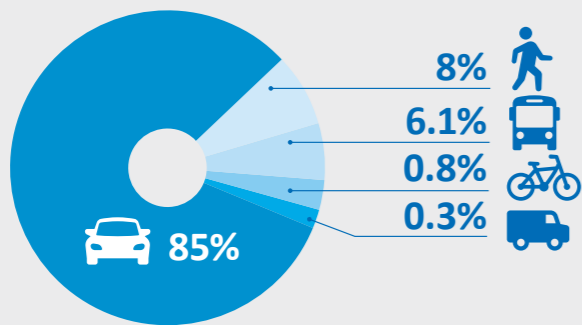
Source: ABS Census



14% of car trips to work are **5km or less**

Source: ABS Census

Travel in general



An average walking trip **1.1km**

Source: VISTA

Men are **3.3 times** more likely to ride a bike compared to women

Source: VISTA



Road safety

There were **16 fatalities** and **436 serious injuries** on State and Council-owned roads in the City of Whittlesea, between 2016-2020



The municipality consists of established urban areas in the south, growth areas and rural areas in the north. It is currently home to 244,124 people and this is forecast to increase to just over 360,692 by 2040 (forecast.id 2023).

The City of Whittlesea has an extensive network of north-south and east-west arterial roads, offering connectivity by motor vehicle within the municipality and beyond. Complementing this is a network of over 1400km of local roads. The Mernda rail line provides a connection to the CBD and activity centres including Epping, Reservoir, Preston and Northcote. Tram 86 also provides connectivity from RMIT, Bundoora to the CBD. Bus services also provide connections within the municipality.

Some catchments within the municipality are poorly served by public transport and low quality, or missing, walking and cycling infrastructure. This can position car usage as the most convenient option for travel, including for short trips. Public transport, especially bus services in the City of Whittlesea, often operate on an infrequent schedule and do not integrate well with connecting public transport, leading to lengthy journey times. Bus travel is often uncompetitive with car travel on journey times.

The provision of public transport services in our growth areas is non-existent or inadequate to provide residents with opportunities to use other modes of travel than their car. It is particularly important to improve this network to influence travel behaviour early on in their move to these suburbs before the travel behaviours become entrenched.

Good public transport provision promotes a more inclusive and equitable society. Despite high car ownership levels in the municipality, 4.1% of households have no car (Census 2021), due to factors including disability, disadvantage or age.

There may be an opportunity through the ITP to examine young people's travel habits and preferences.

Traffic congestion is consistently reported as one of the top priorities for residents, including for commuting and around school precincts. The dominance of car travel, even for short trips, exacerbates traffic congestion and parking issues. The City of Whittlesea also has a road network which is developing and fragmented due to out of sequence development in growth areas. If infrastructure development continues to lag behind population growth, and alternative travel choices are not delivered, traffic congestion is expected to worsen further. Current and potential major transport infrastructure is shown below in Figure 3.



Integrated Transport Plan 2024 – 2034 / 11

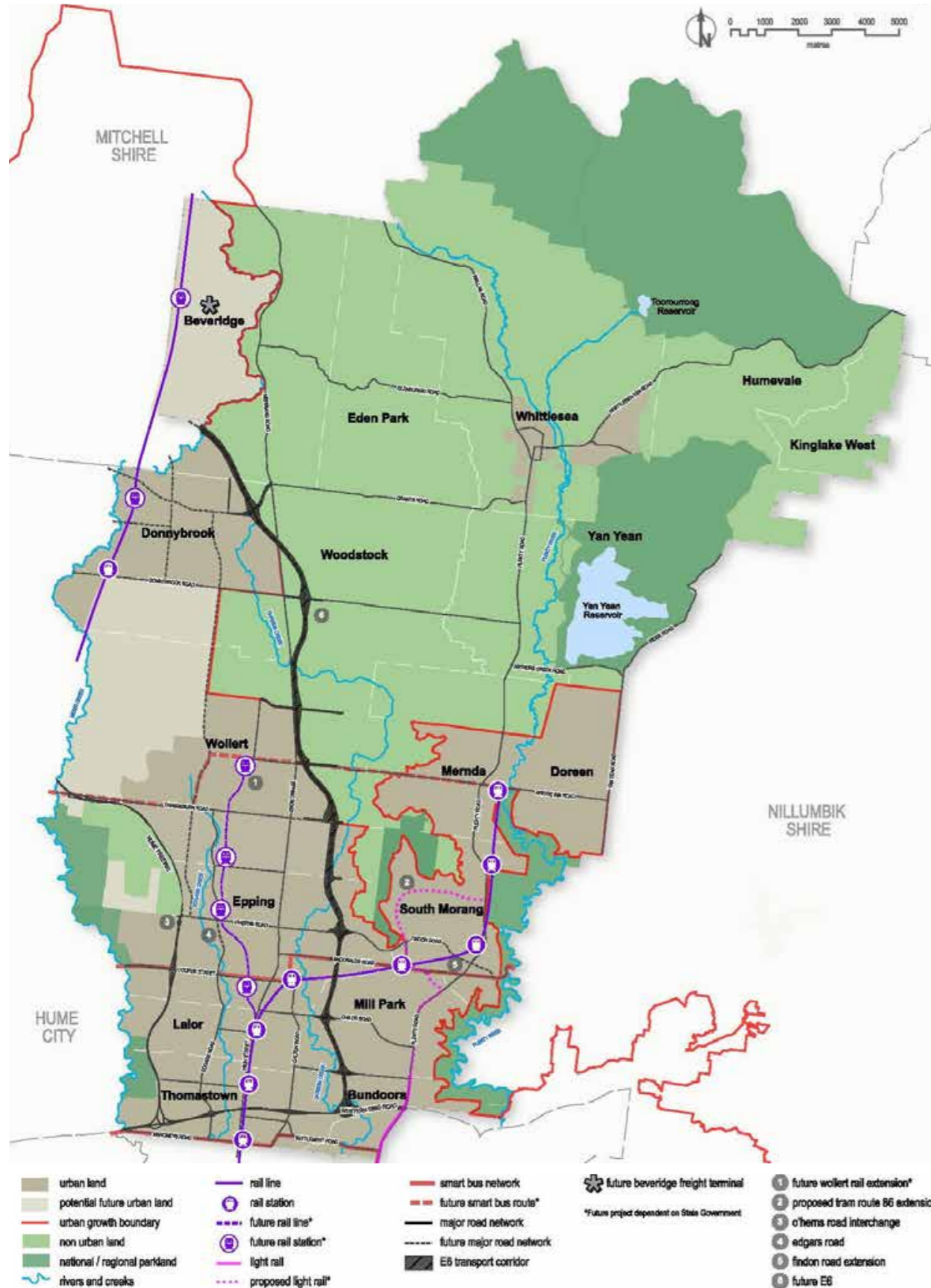


Figure 3: Current and potential future major transport infrastructure (Whittlesea Planning Scheme)

Socio-economic context and transport affordability

As the State's fifth most socio-economically disadvantaged Local Government Area (Census 2021), many of the City of Whittlesea residents are facing economic challenges brought on by mortgage stress, rising cost of living and reduced access to high value jobs. This is exacerbated by the high level of car dependency and costs associated with car ownership.

Lower income suburban households are more likely to live in areas of poor transport choice. This compounds socio-economic disadvantage and leads to higher levels of car ownership. Car dependency is high and is linked to long travel distances and journey times. This can expose households, particularly in growth areas, to increased vulnerability to changes in fuel prices. Improvements to public transport should therefore be a priority focus for these areas. Transitioning to electric vehicles would also result in lowered car running costs however this currently requires a significant initial outlay which may be out of reach for many.

The most recent Transport Affordability Index (Q3, 2023) records that the cost of car ownership in Melbourne for households was \$528.90 per week (assuming two cars per household). The cost includes car loan payments, registration and licensing, insurance, servicing and tyres, fuel, tolls and roadside assistance. In comparison, a weekly Zone 1 & 2 full fare Myki pass costs \$53 per week.



The cost of car ownership in Melbourne for households was **\$528.90 per week**



In comparison, a weekly Zone 1 & 2 full fare Myki pass costs **\$53 per week**

2021 Census Data (ABS) recorded that the median weekly household income in City of Whittlesea is \$1,768. The Census also indicated that average household car ownership in City of Whittlesea is 1.9 vehicles. Therefore, around 30% of weekly household income is being spent on car ownership and travel.

It is likely that transport affordability is going to worsen over time. Therefore, a key aim for the Integrated Transport Plan is to focus on opportunities to increase transport choices to allow our residents convenient, and more cost effective, ways to move around and reduce overall car dependency. Improved transport choices will ensure that people are able to better meet their daily transport requirements.

Mode share and trip distances

Active transport has the greatest potential for mode shift for trips below 5km. Based on existing travel data, up to 38% of trips in the City of Whittlesea have the potential to be taken by active transport.



38% of trips in Whittlesea are less than 5km



Through the ITP, Council will investigate improved travel choices for those who are able to walk, cycle or use public transport.

There is significant opportunity to replace short car trips with walking and cycling through investment in a high quality and connected active transport network. There is also considerable capacity for micromobility devices such as e-bikes and e-scooters to meet a greater portion of trips within this range. The provision of greater transport choices would allow capacity to be freed up on the road network for those who need to drive. It will also allow us to accommodate an increase in traffic levels resulting from ongoing population growth.

The mode share of all trips starting or finishing in the City of Whittlesea is shown in Figure 4, with motor vehicles the highest at 85%, however 8.8% of trips are walking or cycling, which is higher than public transport at a combined 6.1%.

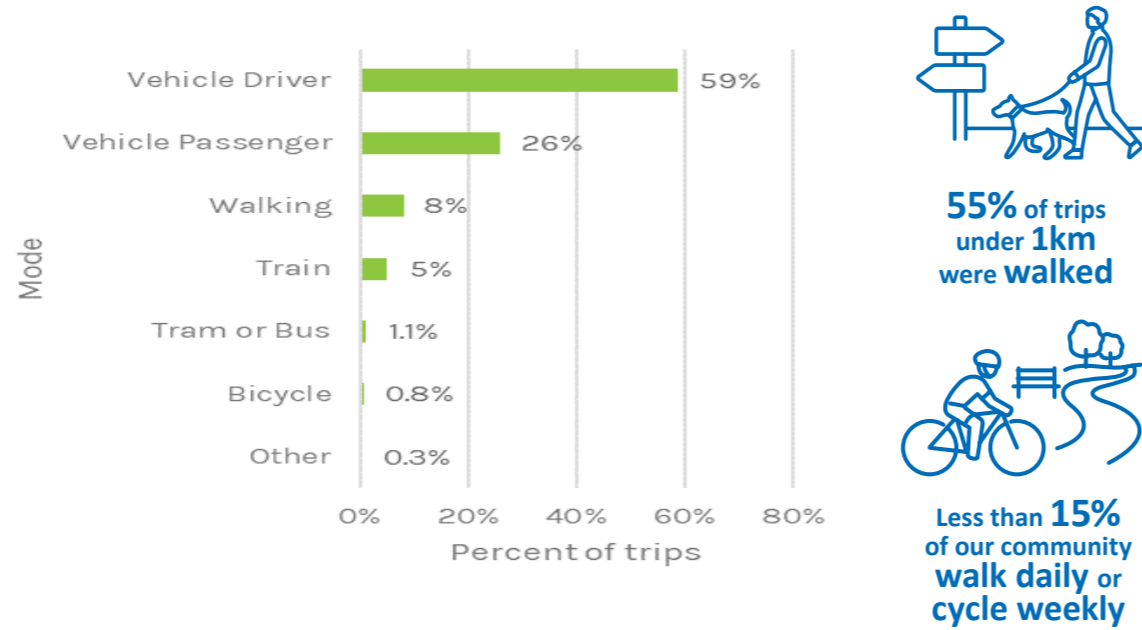


Figure 4: Mode share of trips in Whittlesea. (VISTA, 2020)

When examining mode share by distance (shown in Figure 5), 55% of trips up to 1km were walked and 0.6% were done with a bicycle. At 5km, 21% were walked and 1.6% were done with a bicycle. This shows that people are more likely to walk shorter distances than use any other mode of travel, however walking participation decreases as distances grow.



Figure 5: Mode share by distances travelled in Whittlesea, (VISTA 2020)

In terms of trip purpose within the City of Whittlesea, work trips make up 22% of all trips, the highest category. Shopping, socialisation, and picking up or dropping off someone are next highest, at 18%, 15% and 12% respectively. Almost one quarter of all trips (22%) beginning in the City of Whittlesea have a social or recreational purpose. (VISTA, 2022).



Currently **63%** of the City of Whittlesea residents work outside the municipality

Currently 63% of the City of Whittlesea residents work outside the municipality (ABS Census of Population and Housing 2021) which places pressure on the transport network. It is important to have improved access to local jobs and for greater job density within the municipality. This will assist with allowing our residents to access economic opportunities more easily and close to home.

Car usage for the journey to work has remained high and public transport has remained low over the past 20 years, as shown in Figure 6.

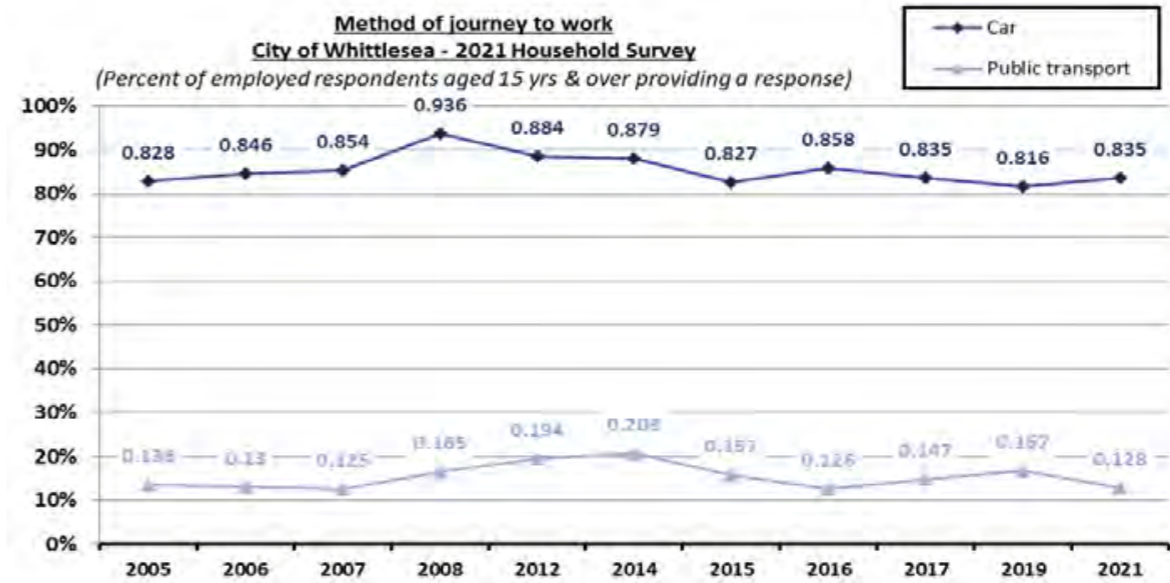


Figure 6: Method of Journey to Work. (City of Whittlesea Household Survey, 2021)

Climate and transport emissions

By improving the range of convenient transport choices available to our residents, lower car dependency may result, which presents an opportunity to reduce emissions from the transport sector. Figure 7 displays a breakdown of the transport emissions in City of Whittlesea.

Council's vision is to transition to a zero emissions municipality by 2036 to address the climate risks we face and hence it is vital that we improve our transport system now and change the way we travel.

COVID-19 Pandemic

The impact of the pandemic has seen a change in the way people are choosing to live and work. There is a greater emphasis on the importance of local living and hybrid working is now a widely accepted practice. This underscores the need for easy access to a range of services and infrastructure for our residents. Accordingly, travel patterns have changed resulting in higher car use and reduced public transport trips for the way people commute to work and for recreational purposes.



Transport is also the second largest and fastest growing source of carbon emissions in the City of Whittlesea.

Sector	Component	Emissions (t-CO ₂ e) per annum
Road	Passenger vehicles, light commercial, motorcycles	467,015
Road	Light and heavy trucks	236,371
Road	PTV Buses	4,826
Rail	Yarra Trams	0
Rail	Metro Trains Melbourne	6,026
Rail	V/Line	756
Rail	Freight trains	2,812
Total		717,806

Figure 7: Estimated Transport emissions in Whittlesea 2023 (Background Paper, Institute for Sensible Transport, 2023)

How we engaged

The development of the Integrated Transport Plan has been informed by community and stakeholder consultation.

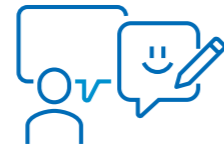
Council engaged with the community and key stakeholders to obtain an understanding of the transport challenges, opportunities and priorities in the City of Whittlesea.

Stakeholders invited to participate include the Department of Transport and Planning, Federal and State Members of Parliament, Victoria Police, Public Transport Users Association, Metro Trains, Victoria Walks, Bicycle Network Victoria, the Whittlesea Bicycle Users Group, local schools and local businesses.

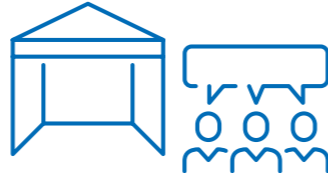
In addition, Council's internal working group and advisory committees from a range of disciplines have contributed.



More than 400 people participated



Community surveys



Pop-up events



Focus Groups



Workshops



Mapping of site-specific issues



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The following priorities were reported, which helped to inform and shape the ITP:

- Traffic congestion**
 This is consistently highlighted as one of the top priorities to address in the Council's Annual Household Survey, including the ongoing issue of congestion around schools.
- Walking and cycling infrastructure**
 Improved accessibility and connections in local areas (including east-west connections) and to public transport. Expansion of recreational off-road shared trails. Improved connectivity of paths and trails. More pedestrian crossings and bike parking. Improved lighting along footpaths and shared user paths. Improved safety for cyclists.
- Public transport connectivity and safety**
 The need for increased frequencies, especially bus services, and the integration between different modes of transport. Improved access to Myki ticket machines. The importance of safe and connected public transport routes, including bus route coverage in growth areas as well as the long-awaited Wollert Rail connection and Tram 86 extension. Bus Rapid Transit (BRT) opportunities. More school buses to better support school travel.
- Community transport**
 Emphasise the role of community transport to support residents with greater mobility needs.
- Improved road safety**
 Address gaps in the on-road cycle network, provide pedestrian crossings near bus stops, upgrade of unsafe intersections and arterial roads and reduce speed limits.
- Behaviour change**
 Invest in behaviour change programs to help people make smarter transport choices.
- Technology**
 Embrace the role of technology in supporting improvements to transport and mobility.

"Different modes have to co-exist and there will always be some level of dependence on motor vehicles. On greenfield sites, sufficient space should be provided in the PSP to cater for all modes of transport. For existing suburbs, strategic corridors should be identified for cycling and appropriate infrastructure installed."
 - Community member

"There needs to be less focus on road projects and more on PT... especially bus services."
 - Community member

"Council needs to split this into things that are in its control, and back with concrete investment plans, and things that are not, and design an advocacy plan and be very loud about it."
 - Community member



Integrated Transport Plan 2024 - 2034 / 17

Gender equity in transport

Equity and inclusion sit at the heart of our 2040 vision *A Place For All*. To consider the experience and needs of all our community when developing our Integrated Transport Plan, we undertook a gender impact assessment which revealed the following data and influenced the development of the action plan.

The car remains the primary mode of transport for both female and male individuals. However, it is observed that women tend to drive less than men. It is evident that women use public transport more in comparison to men, with a respective mode share of 8.5% versus 5.4%. Women also demonstrate a greater prevalence of 'walked only' trips.

Conversely, the data reveals that women's involvement in cycling is notably lower than men. This trend is similar to that found across Greater Melbourne. A mode share comparison is presented in Figure 8 below.

Prior to the COVID-19 pandemic, a greater proportion of females than males worked from home. The work from home population for males was approximately half that of females, at 1% in 2011 and 2% in 2016. Both populations saw significant growth in 2021 as a result of the changed working conditions from COVID-19 lockdowns, increasing to 17% for males and 27% for females. (Background Paper, Institute for Sensible Transport, 2023).

It is important to consider gender variations around transport mode for the journey to work. Overall, males are more likely to use the car for short trips to work than females, with 79% as drivers and 8.2% as passengers. Public transport patronage and walking participation is higher for females at 4.4% and 7.2%, respectively. For males, the proportion of short trips to work via public transport or walking only is approximately half that of females (Background Paper, Institute for Sensible Transport, 2023).

Cycling participation to work for females is significantly lower than their male counterparts, at 0.2%. This may be attributed to the danger associated with cycling due to conflict with motor vehicles and lack of safe cycling infrastructure (Background Paper, Institute for Sensible Transport, 2023).

Figure 9 below shows the proportion of different trip types by purpose and by gender.

Females complete 1.8 times as many trips to pick-up or drop-off someone, and twice as many trips to pick-up or deliver something, as males. Females are also more likely to perform trip chaining, where trips include more than one stop before arriving at the final trip destination. (Background Paper, Institute for Sensible Transport, 2023).

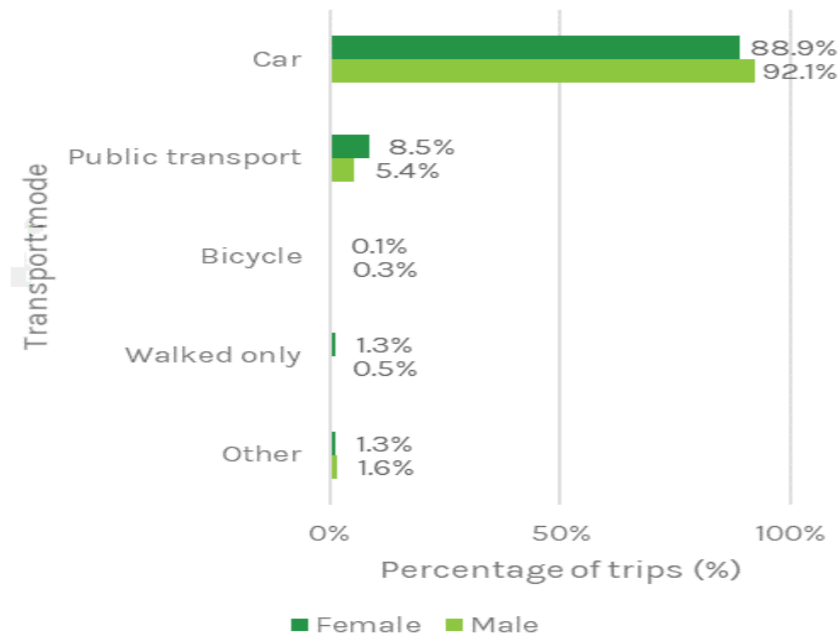


Figure 8: Mode share of trips by gender (Directions Paper, Institute for Sensible Transport, 2023).

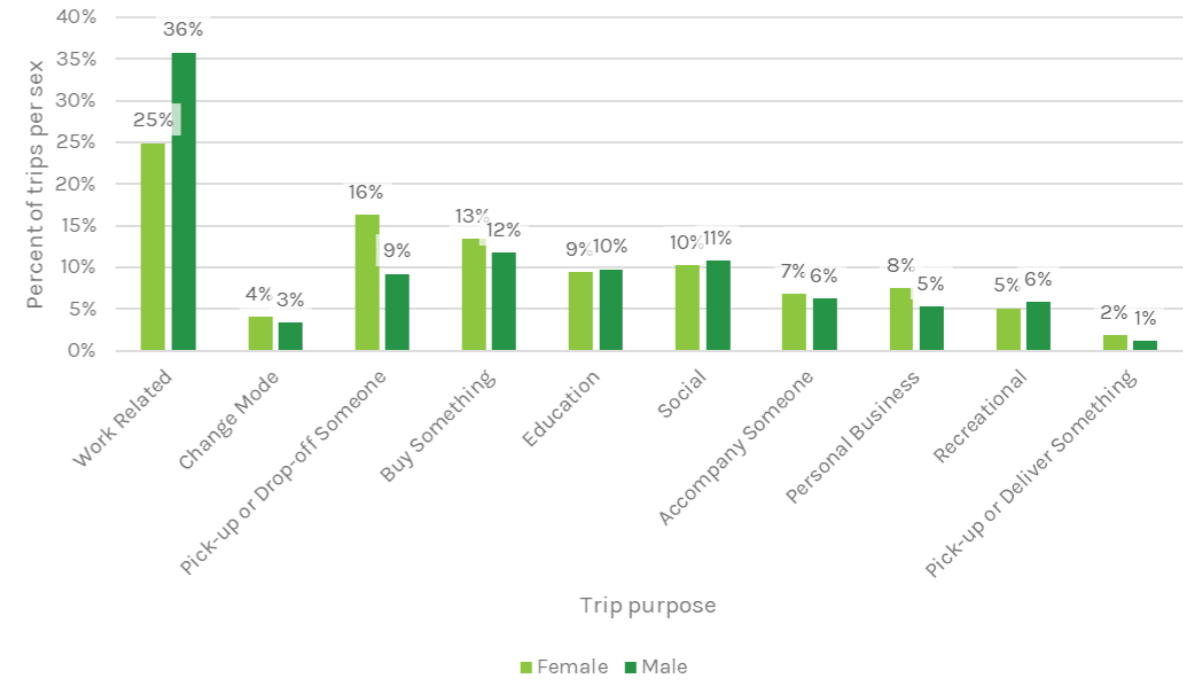


Figure 9: Percent of trips by purpose, by sex (VISTA, 2020)



Future scenario

Continuing a business-as-usual approach will exacerbate the current challenges of climate change, traffic congestion, social isolation, poor health outcomes, safety and economic disadvantage. A focus on delivering improved transport choices is expected to tackle affordability issues and improve lives.

To ensure that the City of Whittlesea remains a vibrant and attractive place to live and visit, the ITP puts forward the case for sustainable change. This would involve concentrating new housing development in established areas around public transport. Development within the growth areas will be focused on more compact and liveable neighbourhoods. Larger increases in active travel and an expansion of the public transport network will be more achievable in areas of greater population density, as will active transport infrastructure.

Improved densities will lead to a reduction in trip distances, which are more conducive to walking and cycling. Whilst there are expected to continue to be a large percentage of trips by car, by concentrating development around mixed use areas, more trips will be suited to walking and cycling. (Please refer to Figure 10).

Based on the sustainable change scenario, it is expected that by 2040 there will be a 9% reduction in the proportion of trips by private vehicles and a corresponding increase in the proportion of trips undertaken by walking, cycling and public transport, when compared to the baseline, as illustrated in Figure 11. Accordingly, future investment in the implementation of the ITP will need to be commensurate with the outcomes anticipated under the sustainable change scenario.



Figure 10: Linkage between densities, trips and mode share (Directions Paper, Institute for Sensible Transport, 2023)

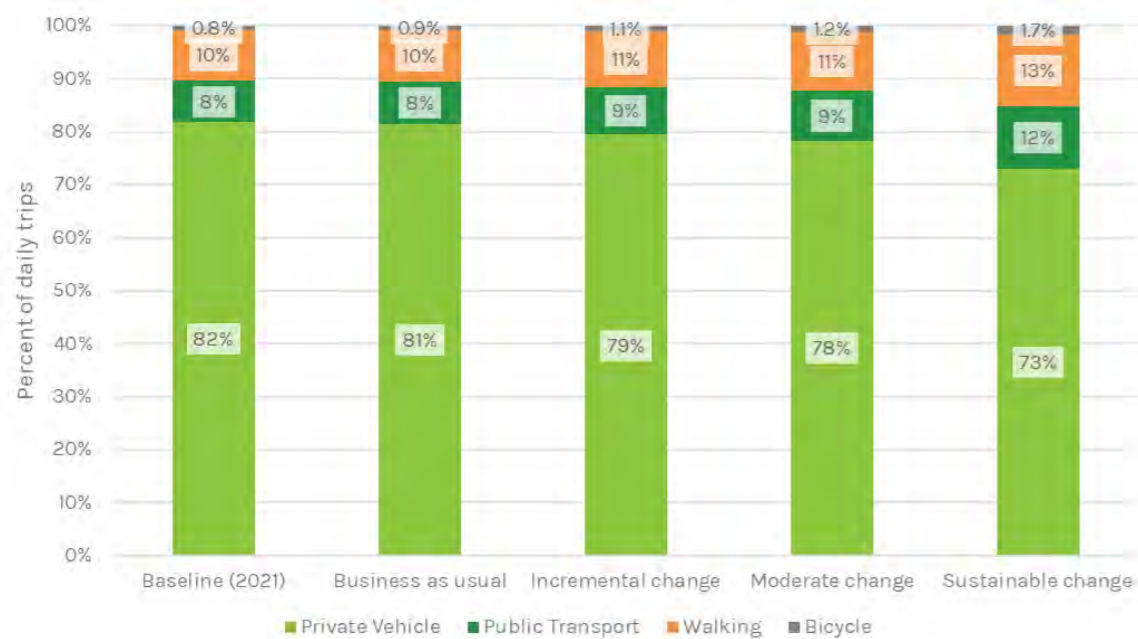


Figure 11: Change in mode share by future scenario (Directions Paper, Institute for Sensible Transport, 2023)



Our plan

Vision

The City of Whittlesea is a well-connected and sustainable city, which allows everyone to easily and safely move around the municipality and beyond.

Guiding principles

A set of nine guiding principles help to align transport investment and policy with our objectives. These help to support Council's work in achieving the long term vision for the ITP. By incorporating these principles, the ITP becomes a cohesive part of the broader policy framework, reinforcing Council's strategic vision and enhancing the plan's effectiveness.



Choice

Provide everyone convenient transport choices, so that for every trip, people can choose the best mode/s for them and the community.



Inclusion

The transport system in the City of Whittlesea will be fully accessible and inviting to all members of our diverse and expanding community.



Environmental sustainability

Promote transport choices with the least impact on the environment and committing to net zero emissions in our transport network, including a transition towards zero emissions vehicles.



Safety

Implement a Safe Systems approach will ensure our road network is designed so that everyone can travel safely across our municipality. There is a commitment to Vision Zero for transport safety, whereby it is not acceptable that fatalities and lifelong injuries should occur on our streets.



Network efficiency

The transport system should be efficient, facilitate seamless integration between different modes of travel and provide predictable and reliable journey times.



Integration of transport and land use

Coordinate planning and development of the transport system and provide transport infrastructure in a timely manner to match population growth and changing land uses. Increase densities around train stations and town centres.



Economic opportunity

Foster economic opportunity by facilitating improved access to employment and services.



Health

The transport system should facilitate opportunities to contribute to improved health outcomes.



Liveable streets

Our public realm (streets and public spaces) will be well designed, safe, attractive and comfortable places that encourage walking, cycling and people to connect.

Objectives

Supporting the Vision and Guiding Principles are eight objective statements for each of the main transport focus areas. The objective statements set the direction for the ITP and the outcomes for the transport system in the City of Whittlesea.



Land use integration

Integrate transport and land use to connect and activate our city and enable more local trips to be undertaken by sustainable modes of travel, including walking, cycling and public transport.



Walking and cycling

Enable walking and cycling to be the first choice for short and local trips, supported by a safe, connected and well-designed transport network.



Public transport

An integrated, reliable, efficient, safer and accessible public transport network, which caters for our growing population



Road network

An efficient and safe road transport network, which is future-proofed for our growing community.



Travel behaviour change

Promote and encourage greater adoption of healthy and sustainable transport choices within the community, including for new residents.



Technology and innovation

Harness technology to develop innovative solutions to contemporary transport challenges.



Freight

Support the efficient movement of goods in, out, through and around the municipality



Parking management

Deliver an equitable and inclusive design to parking management in the municipality, which provides a balanced approach to the parking needs of our growing community.



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Land use integration



Objective:

Integrate Transport and Land Use to connect and activate our city and enable more local trips to be undertaken by sustainable modes of travel, including walking, cycling and public transport.

The linkage between land use and transport is based on the relationship between the way land is developed and the transport choices individuals make. Some of the contributing factors include location of activities, land-use mix and access to different transport modes.

Sustainable land use planning and development can actively encourage sustainable and efficient transport choices, leading to tangible benefits, including improved air quality and an enhanced quality of life for residents.

Factors such as accessibility, public transport provision, a well-connected active transport network, parking supply and proximity to suitably skilled workers all have a significant influence on where people decide where to live and work. This is why residential development is often closer to activity centres, where people have greater access to services and facilities.

Urban and building design, safer by design principles, neighbourhood character, and environmentally sustainable design principles are other key considerations to retain the municipality's character amid development.

The City of Whittlesea faces significant urban growth, with its population expected to reach 360,692 by 2040 (forecast.id 2023). Residential development is concentrated in the growing areas of Epping North and Wollert (up to 2030) and Donnybrook (up to 2035). Further development is expected in the established areas, particularly in proximity to train stations.

Rapid population growth continues to impact poor development staging and out of sequence developments in growth areas.

This can lead to incomplete networks and disconnected infrastructure (including for walking and cycling) and greater reliance on car travel. Lagging infrastructure also extends to public transport, which can lead to inadequate provision of bus and rail services and therefore constrain choices leading to car dependency and traffic congestion. Provision of an adequate response by State Government is complicated by the fast pace of development.

There is a long-term jobs deficit within the municipality. Population growth has and will continue to outstrip the number of new local jobs created – each year the city welcomes 8,300 new residents but creates only 2,300 new jobs. In addition, skills mismatch is an issue with 70% of residents travelling outside the municipality to find more suitable employment, including to access relatively skilled jobs. (City of Whittlesea Strong Local Economy Strategy 2022-2026).

Precinct Structure Plans (PSPs) represent the key framework underpinning planning for growth areas. It covers proposed land uses as well as the required infrastructure to support these land uses. There is an opportunity to advocate for higher density developments to occur closer to activity centres to enable improved viability of walking, cycling and public transport with improved clustering of employment hubs, retail and services co-located for improved convenience and shorter trip distances. The City of Whittlesea has several PSP areas, each enabling new growth areas to be managed and to integrate land use with transport.

Epping Central, as the only existing Metropolitan Activity Centre in the City of Whittlesea, is anticipating a large expansion, particularly in the health and retail sectors. Epping has also been identified in the State Government Housing Statement and Council's Epping Central Structure Plan as a location to accommodate significant housing growth.

Council is continuing to advocate for the Wollert Rail extension which would provide a more direct rail service (the current Epping Station is on the edge of the activity centre) along with improved bus services and walking and cycling infrastructure.

The City of Whittlesea also supports the 20 minute neighbourhood concept which is all about 'living locally' and enabling people to meet most of their daily needs within a 20 minute return walk from home. The concept aims to make our neighbourhoods more liveable, walkable and cycle-friendly to improve residential densities and catchments around existing service and community hubs.

Good land use and transport planning requires proposed transport infrastructure (including future roads and road upgrades, walking and cycling paths, public transport links) to be identified as part of strategic plans. Future Strategic Plans should ensure that the land use is influenced by the proximity of proposed transport infrastructure. This may mean setting aside land for future projects, ensuring that development does not prejudice the future delivery of transport infrastructure and supporting a density of development which responds to anticipated future service provision.

The Department of Transport and Planning's (DTP) Movement and Place framework recognises that streets perform different functions and consider key destinations. Council has prepared a Place and Movement Plan (Figure 12, right) which integrates the DTP's Movement and Place Framework into how the City of Whittlesea Plans and designs streets and places to ensure that Council can create great streets for the community.

Action

Land use integration

- 1.1 Partner with developers and state government agencies to improve outcomes in our growing suburbs, including innovative solutions to see early delivery of essential infrastructure to avoid gaps in the network (particularly active transport network) and opportunities to provide higher density housing near the Principal Public Transport Network.
- 1.2 Support the implementation of the Epping Central Structure Plan and partner with State Government to implement the activity centre program and deliver improved public and active transport infrastructure required to support the provision of more housing and jobs within the activity centre.
- 1.3 Integrate the Place and Movement Plan into the development of infrastructure projects (including developer works) to support the delivery of liveable streets.
- 1.4 Plan for and deliver improved and safe walking infrastructure and amenity within the walkable catchment of activity centres (including neighbourhood activity centres) and industrial parks.
- 1.5 Incorporate and protect existing and proposed transport infrastructure as part of strategic land use plans and future development proposals, including the land use outcomes required to support the transport infrastructure.
- 1.6 Encourage intensification of housing and other development within the walkable catchment of activity centres and high frequency public transport stops.

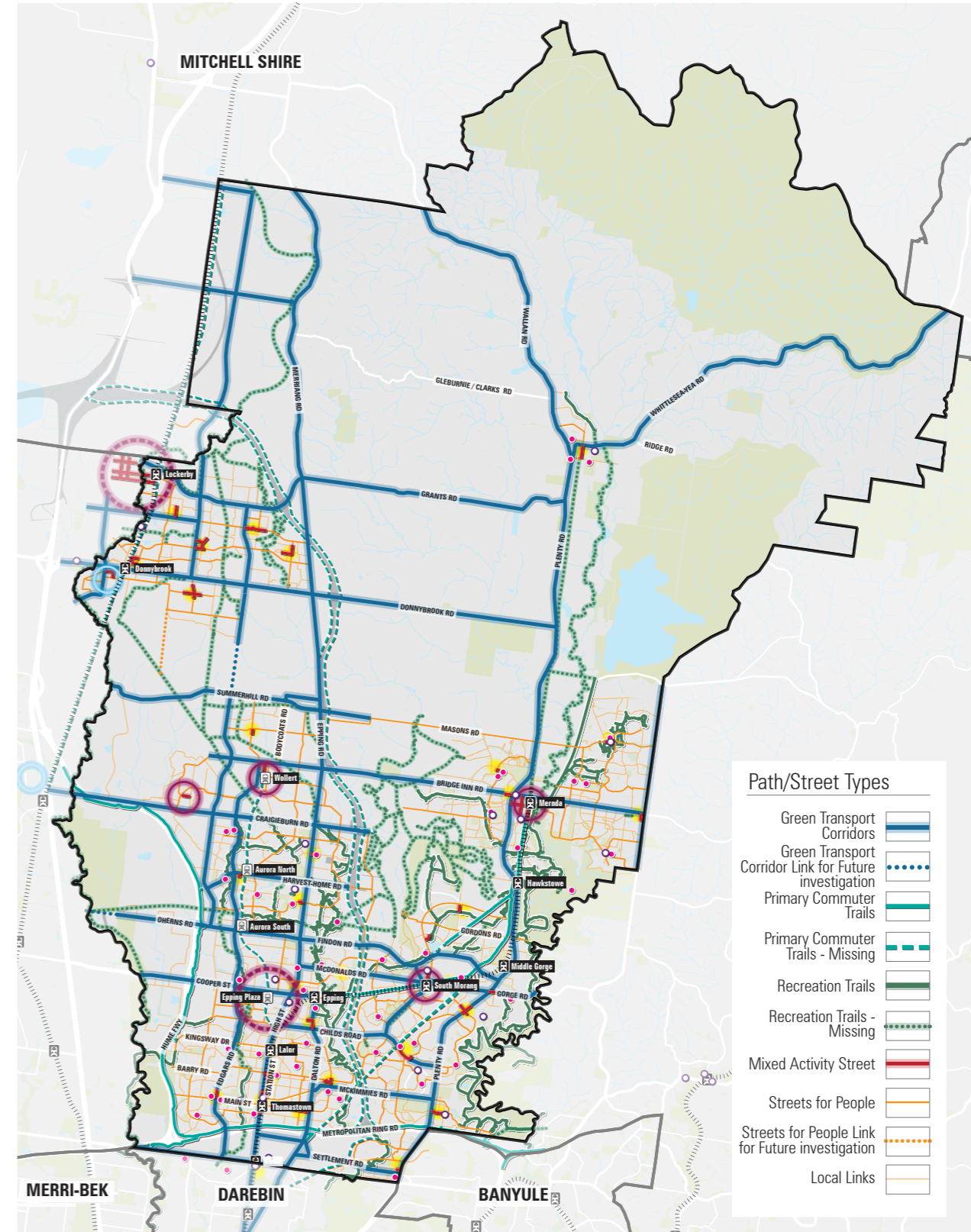


Figure 12: Place and Movement ultimate network for Whittlesea



Walking and cycling



Objective:

Enable walking and cycling to be the first choice for short and local trips, supported by a safe, connected and well-designed transport network.

Walking and cycling are popular forms of recreational activity within the municipality and the resulting physical activity has flow-on impacts on health and wellbeing. Walking and cycling do not produce carbon emissions and therefore do not contribute to climate change. Victoria’s Climate Change strategy has set a target of 25% of trips to be undertaken by active transport (walking or cycling) by 2030.

Walking and cycling are efficient and convenient modes of transport for short and local trips. Walking and cycling for transport are often best supported with direct connected and safe networks.

Many car trips in the City of Whittlesea are under 5km and could be potentially more effectively by walking and cycling if a complete network of supporting infrastructure was available. Safe and convenient crossing points are also important. The potential for more trips undertaken by walking and cycling can assist with managing congestion and parking pressures, particularly around town centres and activity centres.

Encouraging new residents to consider walking and cycling will be dependent on access to a connected and safe active transport network with services and facilities available within an acceptable catchment. Council will work with developers to deliver best practice walking and cycling infrastructure in new estates such as separated bicycle paths and raised crossing points on priority networks.

It is also important to encourage greater walking and cycling participation for school travel which will lead to healthier students and manage congestion around school precincts.

Council has developed the Walking and Cycling Plan 2022-2027 which sets out the key directions for walking and cycling (see Figure 13). This in combination with the Place and Movement Plan and the Northern Trails Strategy will continue to guide Council in its delivery of active transport projects throughout the municipality.

“Shared roads with bikes aren’t a comfortable concept for unexperienced riders.”
– Community member

“More off-road bike and walking paths included into future plans.”
– Community member



Walking will generally form an important link at the beginning and end of every trip, including the integration with public transport trips.

Figure 13: Key Directions from Council’s Walking and Cycling Plan

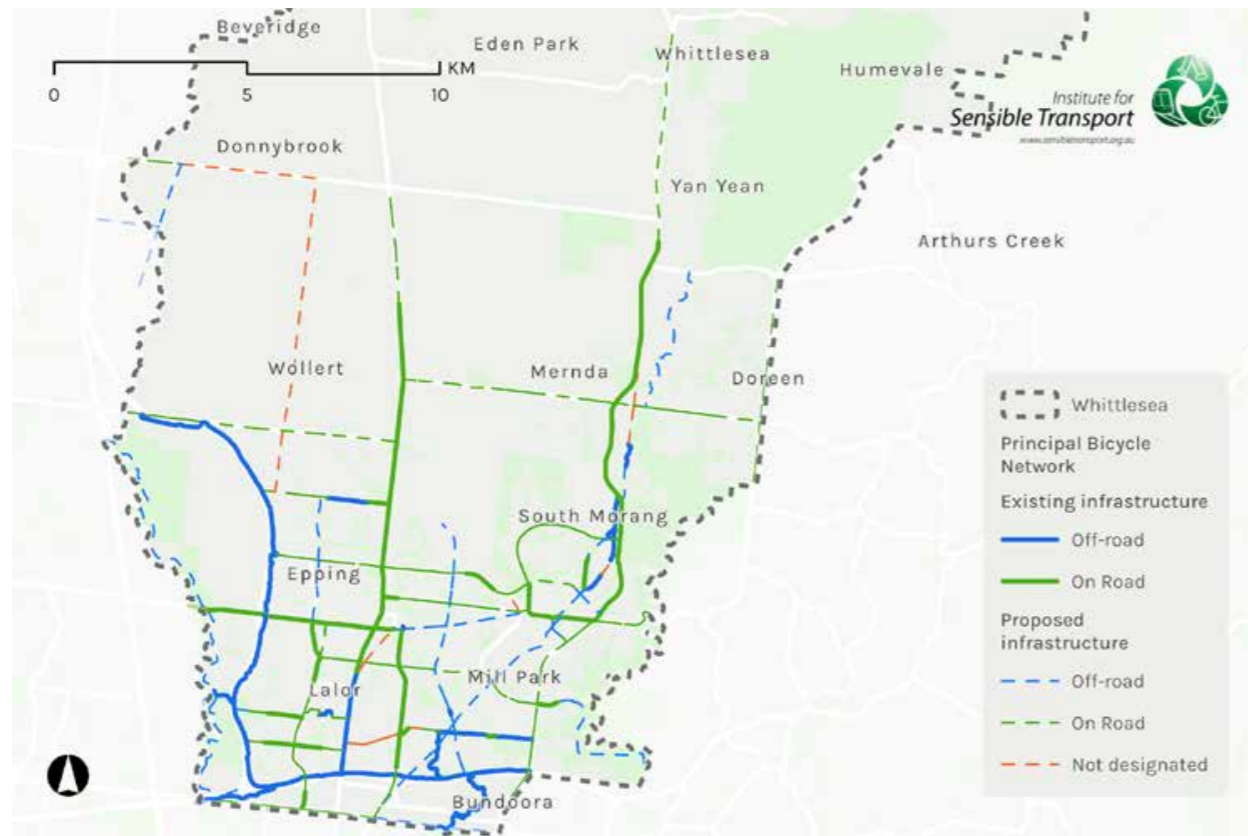


Figure 14: Principal Bike Network – Existing and proposed infrastructure (Background Paper, Institute for Sensible Transport, 2023)

Council will continue to seek opportunities to increase investment in walking and cycling infrastructure to ensure that we have a strong network that overcomes barriers to the uptake of walking and cycling. Council will continue to work in partnership with the DTP in the delivery of new infrastructure to support walking and cycling. Figure 14 above shows the Principal Bike Network within the municipality.

Action

Walking and cycling

- 2.1 Continue to implement the Walking and Cycling Plan 2022-2027, Northern Trails 2022 and Place and Movement Plan. Prepare a refresh of the Walking and Cycling Plan 2022-2027.
- 2.2 Prepare a Gender Design Guide to inform the design and development of new paths and other transport infrastructure.
- 2.3 Engage with under-represented community groups, including our CALD community, to encourage greater participation in walking and cycling.





Public transport



Objective:

An integrated, reliable, efficient, safer and accessible public transport network, which caters for our growing population

Public transport in the municipality is planned and managed by the State Government through the Department of Transport and Planning (DTP).

Public transport is an important part of the transport system in the City of Whittlesea. A good public transport network can help to provide wider transport choices for the community. Public transport is a cost effective and environmentally friendly way of moving high volumes of people over longer distances. Figure 15 below shows the space comparison for 50 people using different modes of transport.

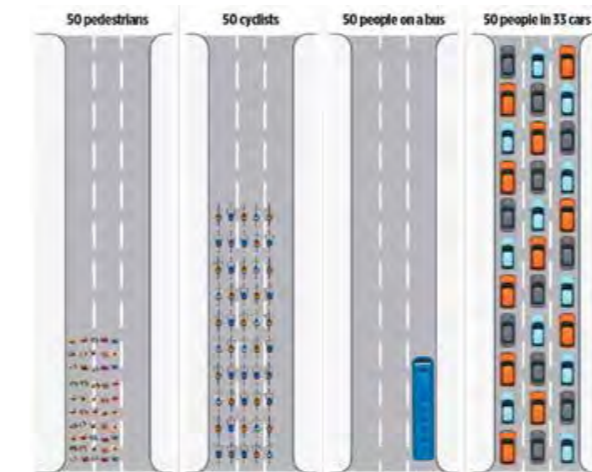


Figure 15: Space comparison for 50 people using different modes of transport

Good quality facilities at train stations, tram and bus stops, better information, effective ticketing systems and cheaper fares can also attract more people to use public transport. People often start or end their public transport journey by walking or cycling and so it is critical that these connections exist and are safe and attractive to use.

Partnerships with the State and Federal Government are critical due to the role played around the ongoing funding and delivery of services and infrastructure.

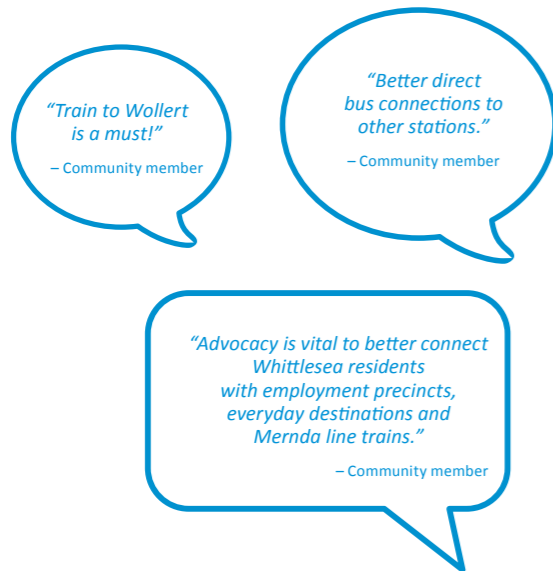
Although Council does not plan, fund or manage public transport, Council will need to work in partnership with the following stakeholders organisations in order to deliver public transport improvements:

- DTP and VPA (Victorian Planning Authority)
- Public Transport Operators
- The Northern Councils Alliance.

Long-term and collaborative advocacy will be required over the 10 year horizon of the ITP in order to progress Council's goals for improvements to the public transport system.

The key determinants of public transport patronage are well documented. Existing and prospective users want a safe, reliable, well-communicated, convenient and connected system. In addition, users also want fast and frequent services with short waiting times for modal interchange.

Public transport coverage and frequency are essential to improving mode share and providing convenient travel choices to the community. Improved coverage, particularly into our growing suburbs, will ensure that new residents are connected into the public transport network sooner and are not forced into car dependency. Increased frequency of services will provide more confidence, convenience and comfort to existing and prospective users including for trips that involve modal interchange. Council will continue to advocate for the items identified in the City of Whittlesea Advocacy Prospectus 2023 – 2025.



Local network issues to be progressed as part of the City of Whittlesea's advocacy include:

- Extend existing bus routes into growth areas of Wollert and Donnybrook
- Increase bus frequencies for all existing services
- Improved provision of school bus routes
- Improve timetable integration between different modes of transport
- Provide a new bus route, by 2025, as an interim service until the Wollert rail extension is built
- Investigate the introduction of demand responsive bus services into the growth areas of Wollert and Donnybrook
- Explore the potential for Bus Rapid Transit (BRT).

Improved densities of land use must be coordinated with improved public transport infrastructure. Continued engagement with the State Government will aim to ensure that improved public transport infrastructure is provided to support growing areas in a timely and efficient manner.

Council will continue to advocate to the State Government for the following public transport infrastructure:

- Wollert Rail extension (by 2030)
- Electrification north of the Craigieburn line to Donnybrook, Beveridge and Wallan (by 2030)
- Tram 86 route extension to South Morang station.

The existing public transport network in the City of Whittlesea is shown in Figure 16.

The Public Transport Accessibility Index (Figure 17) demonstrates ease of access to public transport based on catchment, number of services and frequencies.

Community transport provides accessible transport for residents who experience exclusion from a diverse range of activities due to barriers to accessing other forms of transport. Community transport's primary purpose is to support people's social connections and inclusion and to promote independence and wellbeing.

It can include door-to-door transport provided to people who require assistance with transport and mobility to undertake daily activities. It can also include flexible transport services (Flexi-Ride) to assist with mobility to fill gaps in the public transport system within growth corridors.

The perceived and actual safety of using public transport is an important factor in determining how willing people are to use public transport, particularly among female community members.

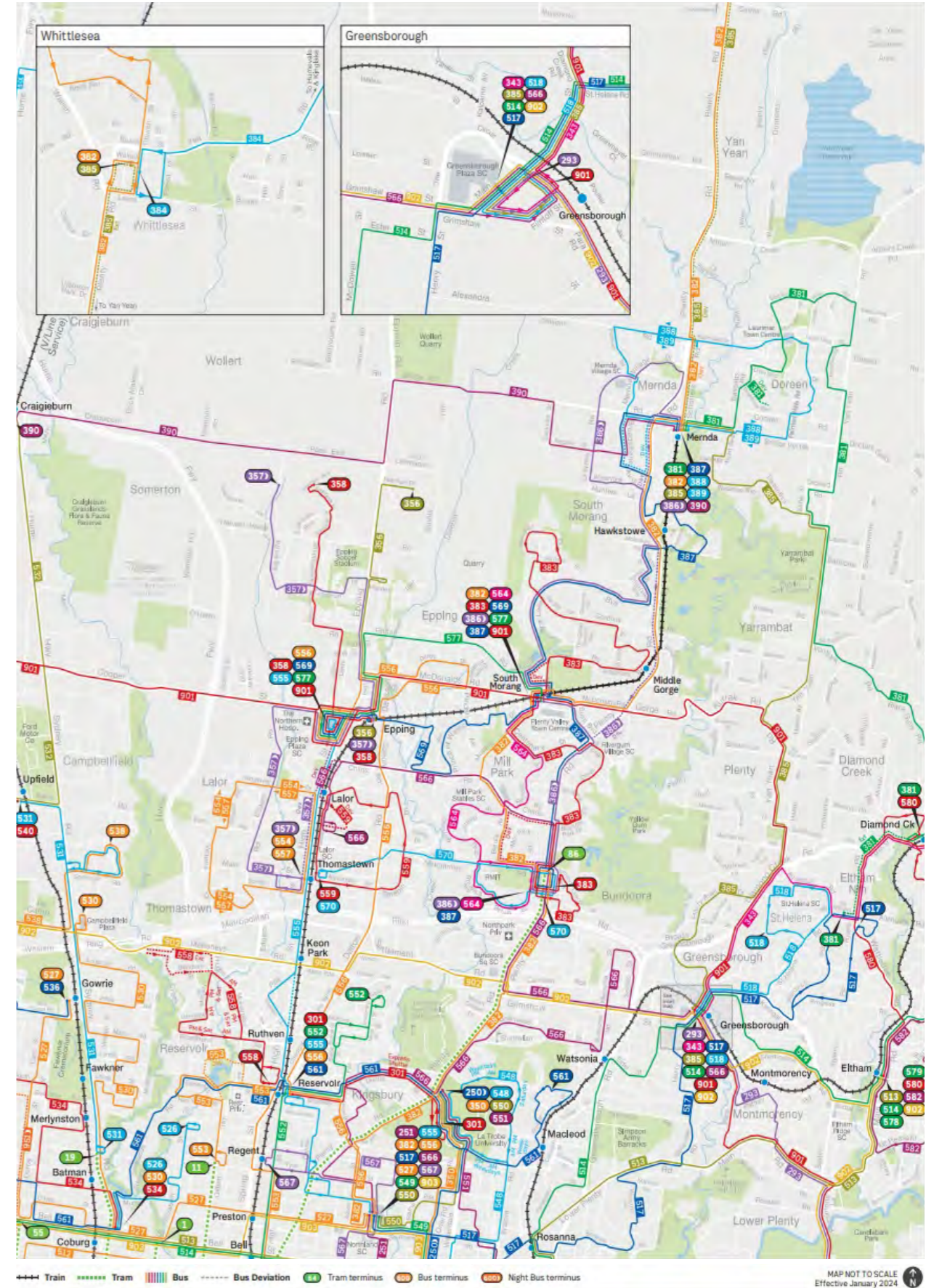


Figure 16: Existing Public Transport Network (Public Transport Victoria)

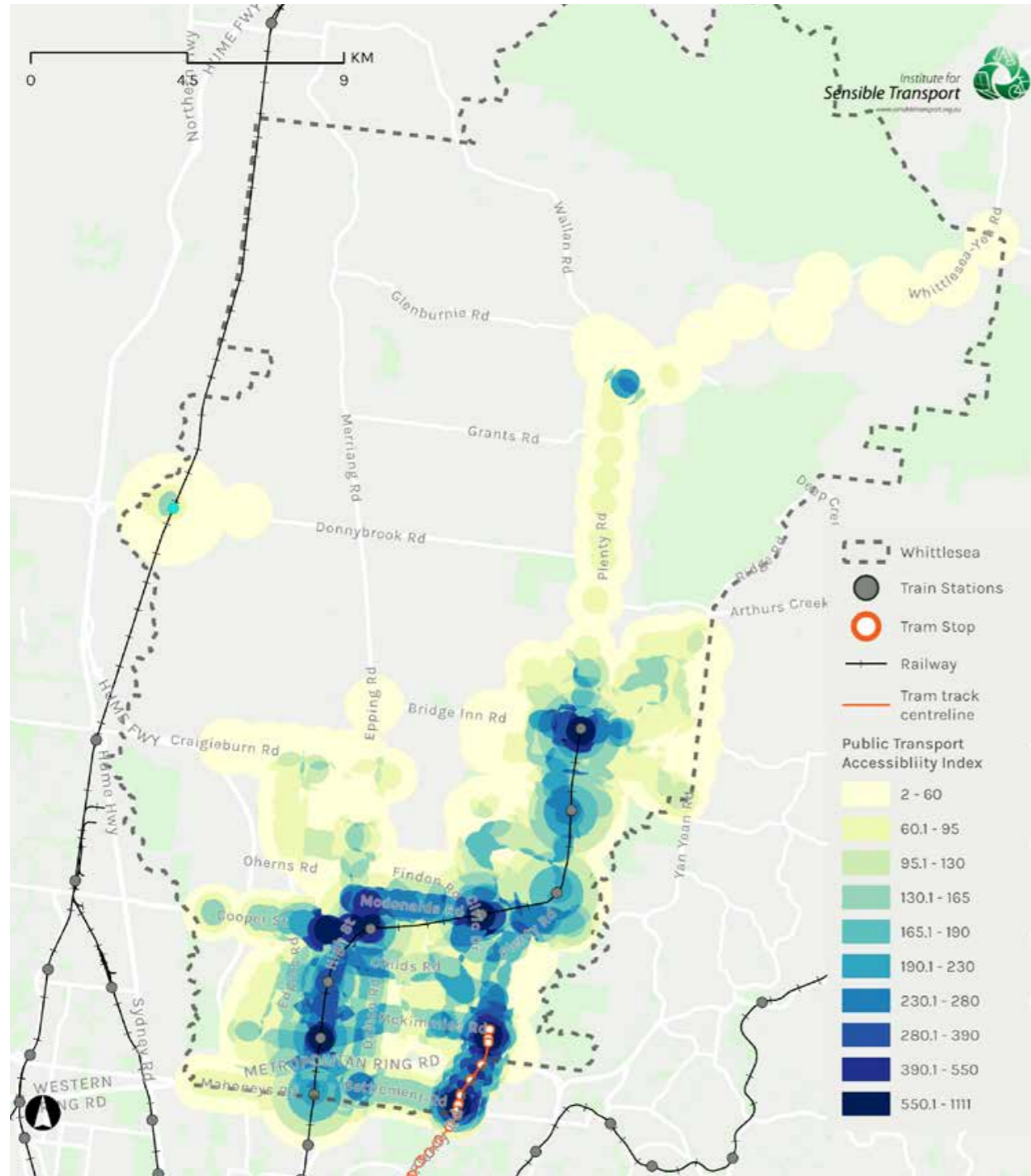


Figure 17: Public Transport Accessibility Index for Whittlesea (Background Paper, Institute for Sensible Transport, 2023)

Action	
Public transport	
3.1	Continue to advocate for improved bus route coverage/extensions and service frequencies, a new interim bus service, greater deployment of electric buses and the targeted introduction of on-demand services.
3.2	Advocate for safe, secure bike parking at train stations and bus stops.
3.3	Advocate for improved walking and cycling infrastructure and connections around the catchment of key public transport nodes and interchanges.
3.4	Advocate for the Bus Review to provide faster and more direct services and improved integration between different modes of public transport.
3.5	Advocate for safety and accessibility improvements to public transport interchanges and waiting facilities and improved access to Myki ticket machines for the benefit of all public transport users.
3.6	Continue to advocate for the Wollert Rail extension, electrification of the Craigieburn line to Donnybrook and for Tram 86 route extension.
3.7	Advocate for the provision of an early connected bus capable network to facilitate the timely implementation of new bus services commensurate with new residents moving in.
3.8	Propose local bus priority measures and advocate for bus priority on arterial roads.
3.9	Partner with relevant stakeholders, and advocate for increased funding, to support and resource the delivery of more effective community transport outcomes, that consider trip chaining (grouping multiple trips together) and caring needs for the community.
3.10	Prioritise the safety of women when designing or advocating for new public transport infrastructure and routes with consideration of the impact of trip chaining.

Road network



Objective:

An efficient and safe road transport network, which is future-proofed for our growing community

The City of Whittlesea has an extensive and growing road network. Council owns and manages the local and collector road network with the State Government having ownership and management of the declared arterial road network through the Department of Transport and Planning. (Please refer to Figure 1 which shows the arterial road network within the municipality).

Many of the declared arterial roads in the City of Whittlesea are heavily congested, particularly during peak times as reflected in the key concerns consistently expressed by our community. The impact of congestion and lengthy commutes can include lack of family time, social isolation and negative health outcomes.

Upgrades to sections of Donnybrook Road, Craigieburn Road East, Epping Road and Bridge Inn Road have long been called for by the City of Whittlesea, with the need identified early when the development of Precinct Structure Plans (PSPs) commenced for the growth areas of Wollert and Donnybrook. These roads are built to a rural standard, with poor shoulders, poor pedestrian infrastructure and an absence of bicycle infrastructure, yet are increasingly relied on for movement of our growing communities. The current condition of these roads creates safety issues, particularly for vulnerable road users.

Council will continue to advocate to the State Government for funding to upgrade these roads, including enhancing walking and cycling infrastructure provision.

It is widely recognised that adding capacity to the road network is not a solution to managing congestion. It requires an all-encompassing approach that appreciates the value and contribution of all modes of transport and how the network and assets are managed, to provide a sustainable outcome.

Specific changes to the use and functioning of the road network can allow more efficiency to be gained out of the existing assets. Improved traffic flow, reduced vehicle queuing and improved integration between connecting modes of public transport and active transport, have the potential to make the transport network more efficient. A more efficient network can offer more predictable and reliable journey times, noting that usage of the road network can vary considerably between the time of day, weekdays and weekends.

The City of Whittlesea will continue to advocate for:

- Targeted upgrades of declared arterial roads
- Pedestrian and cyclist infrastructure to be prioritised in cross section designs for new road upgrades to cater for the safe movement of vulnerable road users and active transport connectivity within our growing community
- The declaration and duplication of Findon Road to an arterial road
- The declaration of Bridge Inn Road (Epping Road to Plenty Road) to an arterial road.

The City of Whittlesea will also continue to upgrade targeted local roads, collector roads and intersections in the municipality.

As road networks develop in new estates, consideration should be given to interim turnaround options for buses.

The space on Whittlesea’s roads is limited and there is strong competition for this scarce space. A mode hierarchy can assist Council to determine the optimal amount of space to allocate between modes in situations where there is insufficient space to cater for all modes of transport.

Figure 18 shows the mode hierarchy in our urban areas and prioritises sustainable mobility. Figure 19 shows the mode hierarchy for our regional roads, where motorised transport will continue to be the priority in road space allocation, whilst aiming to provide safe and separated paths to support active transport.



Figure 18: Mode Hierarchy – Urban Areas

Figure 19: Mode Hierarchy – Regional Roads

- Providing connected footpaths and safe pedestrian crossings
- Ensure access to bus stops meets DDA compliance
- Re-configuration of road reserve space to balance the needs of competing transport modes.

Council’s Place and Movement Plan framework can also inform the classification of the road network, to more clearly illustrate the role and function of roads and associated levels of service linked to desired land use outcomes, to deliver an integrated network for all users and modes of transport.

Great streets have the potential to provide opportunity for social interaction and cohesion, to support and drive business activity and to serve as urban parks for locals. Applying the Place and Movement Plan and its concepts will help Council get more out of streets, integrating placemaking and design initiatives that activates them.

Road safety continues to be a focus in the municipality, particularly given the growth in population and increased number of residents moving around. Council is committed to the Safe Systems Approach and reducing road trauma to ensure that everybody can travel safely on our network.

The needs of vulnerable road users will continue to be a particular focus, noting that speeding is the leading cause of death on Victorian roads.

Accessibility and inclusion will be addressed through the following considerations of the road network:

- Ensure best practice walking and cycling infrastructure design is factored into the approval process for new roads and for upgrades of existing roads

Action
Road Network
4.1 Continue to advocate for the identified upgrades to the arterial road network that support all modes of transport.
4.2 Prepare and implement a new Road Safety Plan.
4.3 Explore the potential for reduced speed limits and other initiatives to improve safety for all users on Council-owned local roads.
4.4 Continue to develop and implement Local Area Traffic Management (LATMs) across the municipality to improve road safety.
4.5 Investigate improvements to crossing facilities to better ensure that pedestrians can safely cross in one movement (and advocate for this on State Government roads).

Travel behaviour change



Objective:

Promote and encourage greater adoption of healthy and sustainable transport choices within the community, including for new residents

Achieving a meaningful and sustained uplift in mode share for active and public transport (particularly for the short trips) will depend on the provision of high quality infrastructure and connectivity, as well as ongoing education and promotion of active and public transport.

Part of the education challenge is to ensure the community understands how to undertake those shorter trips by walking, cycling or public transport, with the knowledge of routes, timetables, fares etc.

Education can also support the safe and respectful use of the transport system, including footpaths, shared user paths and public transport services. Once people become more aware of how to utilise these mode choices, they will be more likely to adopt more regular travel habits around these modes. Whilst residents may continue to own and use a car, there is an opportunity through travel behaviour change to expand the range of transport choices for certain trips.

It is also important for new residents to be provided with the tools and information early on in their relocation to the municipality to be able to make smarter travel choices.

Without the supporting infrastructure, or adequate education and promotion, it is likely that car dependency will become entrenched.

Travel habits around walking, cycling and public transport can be shaped through travel choices adopted for school travel. These can have a profound impact on a young person’s health and wellbeing. Education, promotion and programs are an important mechanism to instil desired travel choices for school travel.

There is also a requirement for Green Travel Plans to be prepared as part of Planning Permit Applications for specific new developments and this presents an opportunity for new residents, schools or businesses moving in, or relocating, the chance to re-evaluate their travel choices.

The Council’s Green Travel Plan presents an opportunity to consider convenient travel choices for how staff travel to work. Extrapolating to the wider community, there is an opportunity to engage with the business community and promote alternative travel choices to staff through behaviour change initiatives and programs.

Action
Travel behaviour change
5.1 Work in partnership with relevant stakeholders, including schools and other community groups, to pilot and deliver new and innovative behaviour change initiatives, promotions and programs.
5.2 Promote informed transport choices targeted at our new residents.
5.3 Develop and implement the Green Travel Plan for Council staff.

Technology and innovation



Objective:

Harness technology to develop innovative solutions to contemporary transport challenges

Technology can play a role in supporting people to make informed, efficient and convenient travel choices.

This includes the growing role offered through micromobility options, including electric bikes and scooters. Cargo bikes are favourable for women and families, allowing them to take kids to childcare and to collect shopping.

This is highly relevant to the large portion of short car trips that occur within the municipality and the opportunity to substitute with walking, cycling and public transport. Key to enhancing opportunities for electric micromobility is the development of a network of protected bicycle lanes and paths.

Council supports the Victorian State Government’s ZEB (Zero Emission Buses) transition plan.

An ever-expanding range of transport data, including Apps, can support incremental improvements to assist people to make more informed travel choices and route choices.

Technology is providing Council with opportunities to increasingly understand and improve the way people

travel around the municipality and better understand trip lengths, common origins and destinations.

Transport data may also inform Council as to congestion pinch-points, queue lengths and vehicle time delay across the road network at different times of day and for different types of vehicles, which can assist with improved planning and advocacy.

The rapid development of electric vehicle technology, including improvements in battery technology and charging infrastructure, will support the ongoing uptake of electric vehicles.

There is an opportunity to explore smarter parking management technologies in order to better manage the supply and demand of parking space in the municipality.

The rapid transformation of the transport sector, driven by technologies such as ride-sourcing platforms (for example, Uber), electric vehicles, and autonomous cars, presents both challenges and opportunities. These changes have the potential to significantly alter travel behaviour and the overall mobility landscape in the City of Whittlesea.

Action
Technology and innovation
6.1 Support the growing uptake of micromobility devices (including e-bikes and e-scooters) through promotion, consideration of share schemes and ensuring our infrastructure supports their use and investigate options to advocate for subsidised e-bikes.
6.2 Support the Northern Council Alliance partnership with the delivery of the Electric Vehicle Transition Plan.
6.3 Explore opportunities to utilise data sources and emerging technologies to allow people to make smarter route choices and travel choices, to inform planning and prioritisation of infrastructure and to boost effective and efficient parking management.
6.4 Engage with industry stakeholders to support the growing role of emerging technologies around ride sourcing and on-demand services.

Freight



Objective:

Support the efficient movement of goods in, out, through and around the municipality

A high quality, reliable and efficient freight network, to support a growing freight transport and logistics task, is critical to maintaining the City of Whittlesea's economic vitality, connectedness and liveability. It is also essential to facilitate effective multi-modal and end-to-end supply chains. However, this is challenged by road congestion and rail capacity constraints in the efficient movement of goods in, out and around the municipality, and to service national networks and international gateways.

The City of Whittlesea needs to continue to work in partnership with the State Government and industry stakeholders to continue to improve the productivity of the freight sector and mitigate adverse impacts from

freight movements on the local community. This will be especially relevant for the future delivery and operation of the Beveridge Intermodal Precinct (BIP).

Freight network improvements will be important to help create and unlock capacity for increasing volumes of freight movements in, out and around the City of Whittlesea. The Principal Freight Network (PFN) is an important framework that identifies and protects Victoria's key road and rail freight routes and places. The Hume Freeway is a key part of the PFN running along the western boundary of the municipality. The proposed E6 freeway also would be part of the future PFN. (See Figure 20).

The City of Whittlesea will work in partnership with all stakeholders in the freight industry, including freight transport and logistics operators, key freight owners, as well as the State and Federal Government, to:

- Plan and deliver the BIP and working in partnership with the State Government and the key freight owners to ensure the efficient and productive movement of goods through the BIP, whilst minimising the congestion impact of freight vehicles servicing the BIP on the local road network and discouraging the practice of empty running of vehicles
- Manage and minimise the impact of freight vehicles on the local community, including noise, vibration, air quality and severance
- Plan upgrades of Council owned roads to support our industrial precincts
- Advocate for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR).

The City of Whittlesea will continue to support the freight transport requirements of our industrial precincts, which in turn support local manufacturing. There is a need to ensure the access and infrastructure provision is appropriate (e.g. for loading/unloading requirements) for the major commercial precincts supporting our retail and health sectors.

In the context of our fast-growing areas, Council will continue to support the requirements for construction related freight movements.

With regards to local freight movements and requirements, we will seek to:

- Assess new industrial land to be developed through the PSP process
- Review changes in the composition of freight movements resulting from the pandemic, including the rise in home deliveries using smaller vehicles.

Council will support the Victorian Freight Plan, to include High Productivity Freight Vehicles (HPFV), Heavy Vehicles, Rail Freight and first/last kilometre freight access.

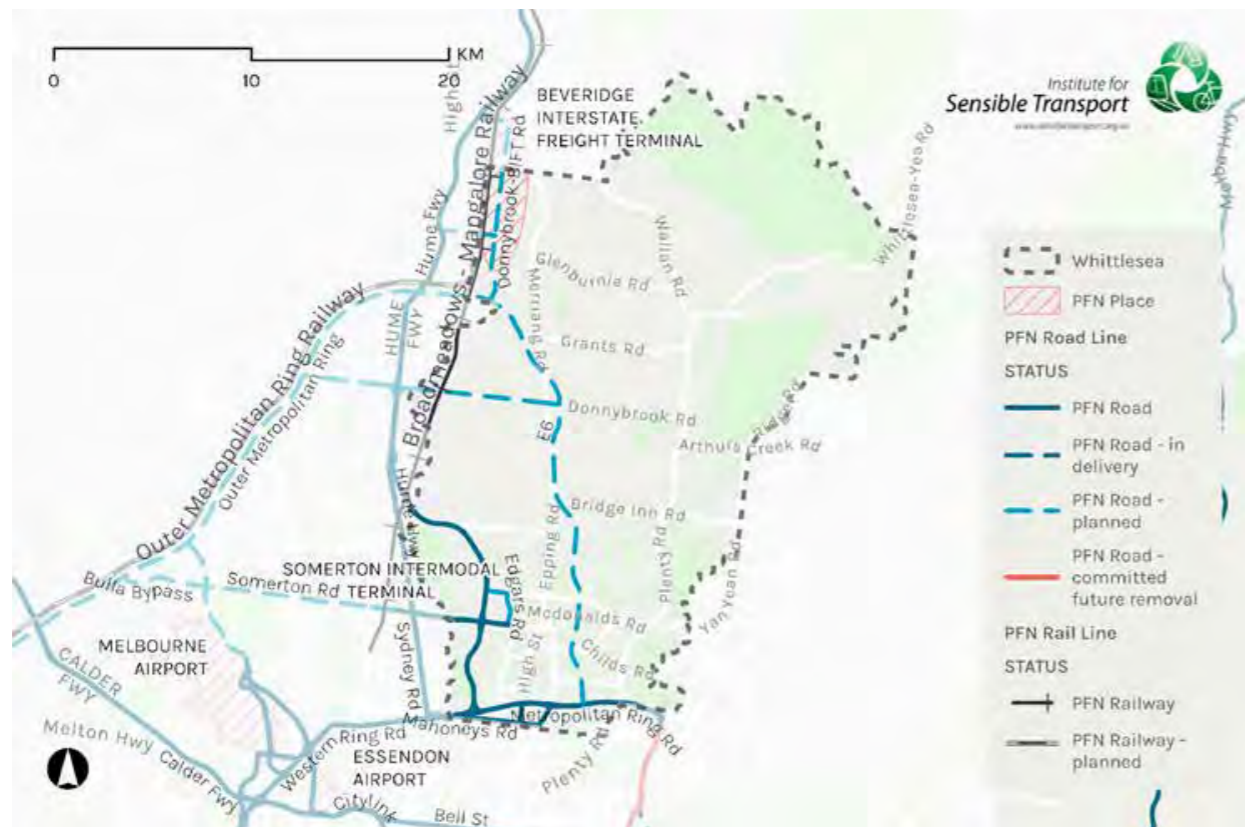


Figure 20: Principal Freight Network in the City of Whittlesea (DTP)

Action
Freight
7.1 Work in partnership with relevant stakeholders in the planning and delivery of Beveridge Intermodal Precinct and other industrial precincts.
7.2 Advocate to the State Government for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR) which will provide the necessary capacity to service the future Beveridge Intermodal Precinct.
7.3 Undertake a freight study to understand impacts on the road network.



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Parking management



Objective:

Deliver an equitable and inclusive design to parking management in the municipality, which provides a balanced approach to the parking needs of our growing community

The management of car parking is an ongoing challenge, particularly around activity centres and schools.

Providing additional parking capacity is not a long-term solution, given ongoing population growth, as it can encourage further car ownership and usage.

Parking can also impact the local amenity of our urban centres and public realm if turnover is not appropriately managed.

A sensible approach to parking management can influence the level of parking demand (particularly around Activity Centres and areas of high activity). Complementary actions to promote walking and cycling for shorter trips, and reduce unnecessary car use, will also be explored.

There is also a need to ensure accessible parking is provided for those with additional mobility needs.

Council will develop a parking management plan which considers the following key principals:

- Support economic prosperity and walkable town centres
- Protect amenity of activity centres and residential neighbourhoods
- Prioritise safety around schools and community facilities
- Ensure safe streets.

Action

Parking management

- 8.1 Develop a municipality-wide Parking Management Plan.

Action plan

The action plan seeks to deliver on each of the objectives and meet the vision of the ITP. The action plan will be reviewed every two years to ensure that it remains relevant to the ITP vision, the Integrated Planning Framework and the Whittlesea 2040 vision. This will also allow the inclusion of new actions identified in the Community Plan.

In terms of timeframes, short term is within 3 years, medium term is 4 – 6 years and long term is 7+ years.

Focus Area 1 Land use integration



Action	Team Lead	Timeframe	Cost/Funding Source
Land use integration			
1.1 Partner with developers and state government agencies to improve outcomes in our growing suburbs, including innovative solutions to see early delivery of essential infrastructure to avoid gaps in the network (particularly active transport network) and opportunities to provide higher density housing near the Principal Public Transport Network.	Strategic Futures	Long term	Operating Budget
1.2 Support the implementation of the Epping Central Structure Plan and partner with State Government to implement the activity centre program and deliver improved public and active transport infrastructure required to support the provision of more housing and jobs within the activity centre.	Strategic Futures	Medium term	Operating Budget/Capital
1.3 Integrate the Place and Movement Plan into the development of infrastructure projects (including developer works) to support the delivery of liveable streets.	Transport Planning; Traffic Engineering; Urban Design and Placemaking	Long term	Operating Budget
1.4 Plan for and deliver improved and safe walking infrastructure and amenity within the walkable catchment of activity centres (including neighbourhood activity centres) and industrial parks.	Transport Planning	Ongoing	Capital Budget
1.5 Incorporate and protect existing and proposed transport infrastructure as part of strategic land use plans and future development proposals, including the land use outcomes required to support the transport infrastructure.	Strategic Futures	Long term	Operating Budget
1.6 Encourage intensification of housing and other development within the walkable catchment of activity centres and high frequency public transport stops.	Strategic Futures	Long term	Operating Budget

Focus Area 2 Walking and cycling



Action	Team Lead	Timeframe	Cost/Funding Source
Walking and cycling			
2.1 Continue to implement the Walking and Cycling Plan 2022-2027, Northern Trails 2022 and Place and Movement Plan. Prepare a refresh of the Walking and Cycling Plan 2022-2027.	Transport Planning	Medium term	Capital Budget
2.2 Prepare a Gender Design Guide to inform the design and development of new paths and other transport infrastructure.	Transport Planning	Short term	Operating Budget
2.3 Engage with under-represented community groups, including our CALD community, to encourage greater participation in walking and cycling.	Transport Planning	Short term	Operating Budget

Focus Area 3 Public transport



Action	Team Lead	Timeframe	Cost/Funding Source
Public transport			
3.1 Continue to advocate for improved bus route coverage/ extensions and service frequencies, a new interim bus service, greater deployment of electric buses and the targeted introduction of on-demand services.	Transport Planning; Advocacy & Stakeholder Engagement	Long term	Operating Budget
3.2 Advocate for safe, secure bike parking at train stations and bus stops.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.3 Advocate for improved walking and cycling infrastructure and connections around the catchment of key public transport nodes and interchanges.	Transport Planning; Traffic Engineering; Urban Design and Placemaking	Medium term	Operating Budget
3.4 Advocate for the Bus Review to provide faster and more direct services and improved integration between different modes of public transport.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.5 Advocate for safety and accessibility improvements to public transport interchanges and waiting facilities and improved access to Myki ticket machines for the benefit of all public transport users.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.6 Continue to advocate for the Wollert Rail extension, electrification of the Craigieburn line to Donnybrook and for Tram 86 route extension.	Transport Planning; Advocacy & Stakeholder Engagement	Long term	Operating Budget
3.7 Advocate for the provision of an early connected bus capable network to facilitate the timely implementation of new bus services commensurate with new residents moving in.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.8 Propose local bus priority measures and advocate for bus priority on arterial roads.	Transport Planning; Advocacy & Stakeholder Engagement	Medium term	Operating Budget
3.9 Partner with relevant stakeholders, and advocate for increased funding, to support and resource the delivery of more effective community transport outcomes, that consider trip chaining (grouping multiple trips together) and caring needs for the community.	Access and Inclusion	Medium term	Operating Budget
3.10 Prioritise the safety of women when designing or advocating for new public transport infrastructure and routes with consideration of the impact of trip chaining.	Social Policy; Transport Planning; Strategic Futures	Medium term	Operating Budget

Focus Area 4 Road network



Action	Team Lead	Timeframe	Cost/Funding Source
Road network			
4.1 Continue to advocate for the identified upgrades to the arterial road network that support all modes of transport.	Transport Planning; Advocacy & Stakeholder Engagement; Strategic Futures	Long term	Operating Budget
4.2 Prepare and implement a new Road Safety Plan.	Transport Planning	Short term	Grant Funding
4.3 Explore the potential for reduced speed limits and other initiatives to improve safety for all users on Council-owned local roads.	Transport Planning; Traffic Engineering	Medium term	Operating Budget
4.4 Continue to develop and implement LATMs across the municipality to improve road safety.	Traffic Engineering	Medium term	Operating Budget
4.5 Investigate improvements to crossing facilities to better ensure that pedestrians can safely cross in one movement (and advocate for this on State Government roads).	Transport Planning; Traffic Engineering; Advocacy & Stakeholder Engagement	Short term	Operating Budget

Focus Area 5 Travel behaviour change



Action	Team Lead	Timeframe	Cost/Funding Source
Travel behaviour change			
5.1 Work in partnership with relevant stakeholders, including schools and other community groups, to pilot and deliver new and innovative behaviour change initiatives, promotions and programs.	Transport Planning	Medium term	Operating Budget
5.2 Promote informed transport choices targeted at our new residents.	Transport Planning	Short term	Operating Budget
5.3 Develop and implement the Green Travel Plan for Council staff.	Sustainable Organisation and Community	Short term	Operating Budget

Focus Area 6 Technology and innovation



Action	Team Lead	Timeframe	Cost/Funding Source
Technology and innovation			
6.1 Support the growing uptake of micromobility devices (including e-bikes and e-scooters) through promotion, consideration of share schemes and ensuring our infrastructure supports their use and investigate options to advocate for subsidised e-bikes.	Transport Planning	Short term	Operating Budget
6.2 Support the Northern Council Alliance partnership with the delivery of the Electric Vehicle Transition Plan.	Transport Planning; Sustainable Environment	Medium term	Operating Budget
6.3 Explore opportunities to utilise data sources and emerging technologies to allow people to make smarter route choices and travel choices, to inform planning and prioritisation of infrastructure and to boost effective and efficient parking management.	Transport Planning	Short term	Operating Budget
6.4 Engage with industry stakeholders to support the growing role of emerging technologies around ride sourcing and on-demand services.	Transport Planning	Short term	Operating Budget

Focus Area 7 Freight



Action	Team Lead	Timeframe	Cost/Funding Source
Freight			
7.1 Work in partnership with all stakeholders in the planning and delivery of Beveridge Intermodal Precinct and other industrial precincts.	Strategic Planning	Short term	Operating Budget
7.2 Advocate to the State Government for the timely construction of the E6 freeway and the Outer Metropolitan Ring Road (OMR) which will provide the necessary capacity to service the future Beveridge Intermodal Precinct.	Transport Planning	Long term	Operating Budget
7.3 Undertake a freight study to understand impacts on the road network.	Transport Planning	Medium term	Operating Budget

Focus Area 8 Parking management



Action	Team Lead	Timeframe	Cost/Funding Source
Parking management			
8.1 Develop a municipality-wide Parking Management Plan.	Transport Planning; Traffic Engineering; Parking Services	Medium term	Operating Budget

Monitoring progress

The outcome indicators included in evaluation framework below will enable Council to link and report the progress and performance of the Integrated Transport Plan to the delivery of the Integrated Planning Framework (IPF) goals.

ITP Focus Area	IPF Goal	Key Direction	Outcome Indicator/s
Land use integration	LNS	Smart, connected transport network	Improved access to public transport within walking distance of home
	LNS	Well designed neighbourhoods and vibrant town centres	Improved accessibility and walkability of public spaces
	LNS	Housing for Diverse Needs	Increased provision of higher density housing in appropriate locations
Walking and cycling	LNS	Smart, connected transport network	Increased use of walking and cycling paths
	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Public transport	LNS	Smart, connected transport network	Increased patronage of public transport
	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Road network	LNS	Smart, connected transport network	Improved connectivity of the road network
Travel behaviour change	SES	Leaders in clean, sustainable living	Increase in sustainable transport use
Technology and innovation	LNS	Smart, connected transport network	Improved connectivity of the road network
Freight	LNS	Smart, connected transport network	Improved connectivity of the road network
Parking management	LNS	Smart, connected transport network	Improved connectivity of the road network



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For help with this strategy in your
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Free telephone interpreter service
 131 450