

[REDACTED]

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**From:**

**Sent:**

[REDACTED]  
Sunday, 18 July 2021 8:06 PM

**To:**

Strategic Planning

**Subject:**

Roundabout

Hi we are a Wattle Glen resident for over twenty Years. Living at Mannish Rd turning of Main Hurstbridge Rd has become a Danger Spot with the speed Limit at Main Hurstbridge Rd is 70 km . It is also the intersection on to Wilson Rd has become very busy since the opening of the new Bike and track to Diamond Creek . Also the Exit from the Wattle Glen Train station could be incorporated.We would like to propose a Roundabout at Mannish —Wilson Rd intersection and speed Limit lowered starting from Kangaroo Ground Rd —Wattle Glen Rd Roundabout. As it has become a real Danger spot to turn off or out of Mannish and Wilson Rd , we would like to see some Action taken. Thanks. And Kind regards [REDACTED]

[REDACTED]

[REDACTED]

Sent from my iPad

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Wednesday, 22 September 2021 6:33 PM  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Link to access Council's Wattle Glen community workshop for Saturday 11 September  
**Attachments:** image004.jpg

Hi Paul

Do you know who I would email requesting gates that close on peppers paddock all the way around it? My toddler is a runner and it is so dangerous with the open exit.

Thanks  
[REDACTED]

On Mon, 13 Sep. 2021, 8:58 am Paul Fyffe, [REDACTED] wrote:

Hi [REDACTED]

I'm glad you enjoyed the workshop. We received great input from the group.

You might not have seen that the next steps of the project are:

- The current round of consultation closes on 27 September. Apart from attending one of the two workshops, this includes the opportunity to complete a survey or provide a written submission through Council's Participate Nillumbik website ([Wattle Glen Public Realm Framework Project | Participate Nillumbik](#))
- The results of the consultation will be reported to a meeting of Council, which is currently scheduled to occur in November
- We will release a first draft of the plan for consultation, which is scheduled to occur in March 2022
- There will be a further round of the consultation on the plan later next year.

So, there will be significant opportunity for you to provide input into the draft plan.

We will keep you informed of key points in the project, such as to advise you of consultation prior to it commencing.

Regards  
[REDACTED]

03 9433 3218



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**Subject:** Re: Link to access Council's Wattle Glen community workshop for Saturday 11 September

Best wishes

On Fri, Sep 10, 2021 at 3:48 PM [REDACTED] wrote:

Good afternoon

This email is to remind you that you are registered to attend the **Wattle Glen Community 'Online' Workshop #1** and also, to provide you with the link to access the meeting.

**TIME:** 2.00pm-3.30pm (Melbourne)

**EVENT DETAILS:** The event has been organised with Teams. Please click the below link to join the session.

## Microsoft Teams meeting

**Join on your computer or mobile app**

[Click here to join the meeting](#)

We look forward to you joining us for this workshop!

(Please note, if you wish to connect to the meeting via a mobile or iPad, you may need to download the Microsoft Teams app. The prompt to download the app. should appear when you try to link with your device.)

If you have any questions prior to the event please contact myself, Paul Fyffe (contact details below).

Regards



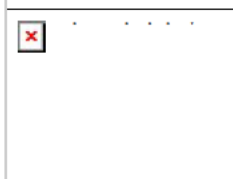
03 9433 3218



Due to the coronavirus situation, most of our staff are working remotely. Whilst we aim to respond promptly to you, delays may be encountered. During this time, please make use of our online services where possible at <http://www.nillumbik.vic.gov.au/>. If the matter is urgent, please contact us directly on 9433 3111.

**Stay safe, look after yourselves and your loved ones during this time.**

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**Nillumbik Shire Council**  
**Civic Drive (PO Box 476) Greensborough Victoria 3088**  
**03 9433 3111 | [nillumbik@nillumbik.vic.gov.au](mailto:nillumbik@nillumbik.vic.gov.au)**  
**[nillumbik.vic.gov.au](http://nillumbik.vic.gov.au) |**

*Nillumbik Shire Council acknowledges and pays respect to the Wurundjeri people, the traditional custodians of these lands and waters.*

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** Sunday, 19 September 2021 8:56 AM  
**To:** Strategic Planning  
**Subject:** Website enquiry

I wish to inform the planners in the Nillumbik Council of a particularly dangerous incident involving the planning of road changes happening in the Wattle Glen area.



My husband walking was very nearly knocked down by a cyclist coming off the bike lane which ends suddenly at this roundabout.

From what I can see there's not a lot that can be done about this dangerous part of the road.

I have noted that it's almost impossible for motorists travelling at 70 then 80 on Heidelberg-Kinglake Road, to maintain the regulation length from cyclists using the bike path. Speedsters use this road like it's part of a race circuit.

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]

Sent from my iPad



## Department of Transport

Metro Operations  
12 Clarke Street  
Sunshine Victoria 3020

[REDACTED]  
[REDACTED]  
Nillumbik Shire Council  
PO BOX 476  
GREENSBOROUGH VIC 3088

Sent via email to: [strategic.planning@nillumbik.vic.gov.au](mailto:strategic.planning@nillumbik.vic.gov.au)

Dear [REDACTED]

### RE: ENGAGEMENT ON THE WATTLE GLEN PUBLIC REALM FRAMEWORK PROJECT

Thank you for your letter dated 6 July 2021 inviting the Department of Transport (DoT) to participate in Nillumbik Shire's Wattle Glen Public Realm Framework Project.

The Department of Transport generally supports the objectives of the project and provides the following comments for Council's consideration:

1. DoT welcomes this engagement with Council to improve active transport connections and accessibility between Wattle Glen Station and surrounds by connecting gaps in the network. DoT's Strategic Cycling Corridors (SCC) were reviewed and updated in late 2020 with intent of supporting commuter trips and linking key destinations for all ages and abilities and can be used to assist Council's planning. Further information can be found on the following link: <https://transport.vic.gov.au/getting-around/walking-and-cycling/strategic-cycling-corridors>
2. Within the area of interest to the Wattle Glen Public Realm Framework is a significant landholding held by VicTrack – denoted by the blue outline in **Attachment 1**. A major part of this land (green shading) is leased to Metro Trains Melbourne (MTM) under conditions set out in the Franchise Agreement. These conditions include requirements to maintain the land. Should Council have interests relating to this land, the respective Public Transport Victoria (PTV) Franchise Manager can provide detailed advice.
3. The land shown with pink shading in **Attachment 1** is leased by VicTrack, presumably to the owner/occupier of the adjoining house and the only access to that house appears to be via the VicTrack land. VicTrack will be able to provide details of these leases, including expiry.

Please advise if you require contact details for the PTV Franchise Manager or VicTrack property group.

DoT looks forward to further engagement with Nillumbik Shire Council to assist with any transport related matter within the framework.

Should you have any further queries or require further information, please do not hesitate to contact me on [REDACTED]

Regards,

[REDACTED]

[REDACTED]

Strategic Transport Planner  
Transport Network Planning Integration  
Department of Transport

18/08/2021

**Attachment 1 – VicTrack Land**

## Attachment 1 – VicTrack Land



## **Submission for Wattle Glen Public Realm Project from the Friends of Watery Gully**

The Friends of Watery Gully in Wattle Glen is a volunteer group who have worked for 27 years with Council Environment Services Officers to rehabilitate and revegetate Council owned Peppers Paddock and nearby road reserves. Five of our members attended the two Council Public Realm workshops and while the Friends of Watery Gully support the ideas proposed in the Wattle Glen Residents' Association submission to the Public Realm Project, the workshops raised some different issues that the Friends of Watery Gully would like to address.

1. It appeared that most, if not all, of the community attendees agreed that the natural environment was the main drawcard for living in Wattle Glen and for visitors (tourists) to Wattle Glen. However, despite this support for the environment, one suggestion was for using the footpath known as Old Hurstbridge Road for railway station car parking. The Friends of Watery Gully vehemently oppose this suggestion as no doubt significant environmentally destructive works would be required to facilitate parking to today's standards and thereby undoing many years of careful vegetation rehabilitation in that area. Furthermore, parking cars *inside* one of Wattle Glen's natural assets and reducing the area of the reserve is counter to everything the Green Wedge Shire should stand for. Another concern is polluted runoff from the car park entering the adjacent wetlands which were constructed by the Friends of Watery Gully following a successful, large budget, grant application to Melbourne Water made by the Friends. The same wetlands that one workshop attendee raved about frog calls from the wetlands as being a feature of Wattle Glen.
2. The Friends of Watery Gully fully support the purchase by Council of the vacant private land for sale adjacent to the northern boundary of Peppers Paddock as mentioned in the Wattle Glen Residents' Association submission. It was pleasing that this suggestion for purchasing the land gained momentum by residents through the workshops and through subsequent resident discussions. As well as all the arguments and enthusiasm put up by the Wattle Glen Residents' Association and other individual residents at the workshops variously there were also suggestions for a dog park and for a skate park in Wattle Glen, and this land would be ideal for either or both functions as it has plenty of room – approximately 37 acres. The Friends would also be more than happy to extend their vegetation rehabilitation and establishment activities into this area if Council deemed this appropriate.
3. Whilst many workshop attendees mentioned the excessive speed of vehicles on Heidelberg-Kinglake Rd in front of the railway station, a different suggestion was for a 40km/h limit along Kangaroo Ground Rd from the roundabout to Valley Rd. Given this stretch of road has so many cars stopping and leaving from Peppers Paddock playground, the public toilets and the General Store, not to mention the school crossing, such a speed restriction could be a real safety improvement particularly as the road then narrows as it passes the parking areas of the Tennis Club and the CFA.
4. While at the workshop one person was calling for wider roads along Wilson Rd, the Friends of Watery Gully advocate for the retention of as much vegetation as possible in Wattle Glen and would like to suggest improving the safety of Wilson Rd through the use of traffic calming measures.
5. The Friends of Watery Gully appreciates that when protecting the natural environment there may be a cost. One resident at the workshops was very supportive of the natural environment, but then asked for more lighting of a night around Wattle Glen. Night lighting has a severe impact on wildlife. Therefore we implore Council to put minimising negative impact on the natural environment at the forefront of their decision-making regarding proposals from the Public Realm

Project, particularly as all residents at the workshops were clear about the importance of Wattle Glen's natural environment.

6. The same principle must be applied to the proposed footbridge across the Watery Gully Creek at Peppers Paddock which is planned to connect the playground and other facilities to the wetlands area. However, some discussion at the workshops saw this footbridge as a commuter short cut to the railway station, presumably with a need to make it a wide concrete path with lights at night. Our preference for the footbridge would be for it to be as unobtrusive as possible.

Thank you for considering our submission.

[REDACTED]

Convenor  
Friends of Watery Gully

## **Wattle Glen Public Realm Framework Project Submission**

One of the key aims of this project is to plan for improved connections and accessibility, particularly for pedestrians and cyclists, between key destinations.

The following is my input from experience into a better and safer way of moving through the intersection of Heidelberg – Kinglake Road (referred to as Main Road throughout) and Mannish/Wilson Roads.

### **CURRENT SITUATION**

This is the only unprotected cross road between Heidelberg and Kinglake and traffic growth has been steady over 40 years, until recent years. In the last few years, there has been a huge increase in traffic using the route Broadgully Road, Wilson Road, Main Road and Kangaroo Ground Road as a short cut to the eastern suburbs.

The speed limit is currently 70kph from Diamond Creek until just past Wattle Glen when it rises to 80 kph.

As a result, there is no safe place to cross the road, and difficulty for turning traffic from Wilson and Mannish Roads into the speeding busy Main Road.

### **FATALITIES**

Over the past 35 years, there have been 4 fatalities, as follows:

(Other than the first case, dates could be error, but the deaths occurred as described)

1. A car exiting right from Wilson Road was hit by a bus travelling north on Main Road on a weekday preschool time in 1997 (approx). The car driver died later in hospital.
2. A car exiting the current railway carpark was hit by a car travelling south on the Main Road. The driver of the car hit, a young woman died at the scene. This occurred on a clear Saturday morning late 80s
3. Unsure of when, but possibly 90s or 00s, 2 cars were racing south from Hurstbridge and one chose to enter the Kangaroo Ground roundabout on the incorrect side and ran head on into a north bound car. The speeding driver died.
4. Earlier, possibly the late 80s, a two car collision half way between Kamarooka Drive and the Kangaroo roundabout resulted in a fatality.

All of these deaths could have been prevented with a roundabout and/or a lower speed limit.

Near misses with pedestrians are frequent, due to speed, weather, and cars concentrating on turning, particularly for peak hour train travelers in the dark and wet of winter.

## **SOLUTION**

The solution to the current situation is three fold:

1. A small roundabout similar in size to the Main Road/Parker Road intersection in Hurstbridge. (Note: a larger roundabout would require extensive height build up and drainage works on the western side of Main Road).
2. A traffic island in the centre of Main Road to provide a refuge for pedestrians and cyclists. (Note that this could be combined with the roundabout)
3. Reduced speed to 50kph between this roundabout and the Kangaroo Road roundabout.

Finally, thank you for taking time to consider the above I am happy to discuss it further with Project Team members, Councillors and Council staff on site or by phone.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

-

# **WATTLE GLEN RESIDENTS' ASSOCIATION INC.**

(Incorporation No. A OO 26090 Z))

ESTABLISHED 9th February 1968

PLANNING FOR ....

\*PEOPLE \*RECREATION \* ENVIRONMENT \*SPORTING \*WELFARE \*ROADS

9/8/2021

## **Submission for the Wattle Glen Public Realm Framework Project**

- A. **Erect a footbridge on Peppers Paddock to cross Watery Gully Creek** thus joining both sections of Peppers Paddock to make it a picnic area with a bush experience.

The Wattle Glen Residents Association first suggested this footbridge in 2018 as part of State Government Pick-My-Project grant to build a pedestrian bridge over Watery Gully Creek on the Council owned reserve Peppers Paddock in Wattle Glen. Although we gained lots of community support the Wattle Glen population is not as big as North Eltham who had the winning project.

Given Council officers had been involved in preparing the costings for our proposed footbridge we then asked Council to consider funding – perhaps using grant money. Following councillors discussions the CFO told us “The forward plan of the capital works proposed projects will include the Footbridge for Councillors to consider for the 2020-2021 budget.” We assume it is still being considered.

We see this footbridge as making Peppers Paddock a fantastic tourist destination situated as it is beside Council’s Green Wedge Regional Trail, just near where this trail will meet the extension of the soon to be completed Diamond Creek Regional Trail. This project will be a wonderful opportunity for parents visiting the plastic playground and barbecue shelter to walk with their children across the footbridge to the wetlands that the Friends of Watery Gully have been years revegetating on the northern side of Peppers Paddock.



Photo Taken from shelter paid for mostly by WGRA

We do not want this footbridge dominating the fantastic bush areas of Peppers Paddock and thus defeating its purpose, so minimal intrusion is asked for with only Donnybrook stone casual paths needed and Friends of Watery Gully will offer volunteers for any necessary vegetation repairs.

#### **B. Council purchase of rural land bounded by Clarke Ave and Mannish Road.**

1. The public acquisition of this rural land for community use presents a fortuitous and unique opportunity.

Especially since COVID many people (young and old) -have been using the informal tracks on this rural land as loops for personal exercise, bike riding, dog walking, cubby house building, yabbing, etc. This vacant land is **now advertised for sale** and perhaps if our Council is sincere about enhancing our Green Wedge, then officers and councillors should consider Council buying this land for public open space. (Similar to how Council took responsibility for the Temple Ridge Reserve in Hurstbridge when that land was no longer needed by the Hurstbridge Water Trust.)

This Wattle Glen land has high strategic values; and presents great potential benefits - socially, environmentally, economic - far greater than its limited residential development potential - to strengthen the local environment, social cohesion, and people's mental and physical health and well being; to improve Nillumbik's trails offering and tourism appeal; to provide local business opportunities and local employment (especially for young, indigenous and disadvantaged people).

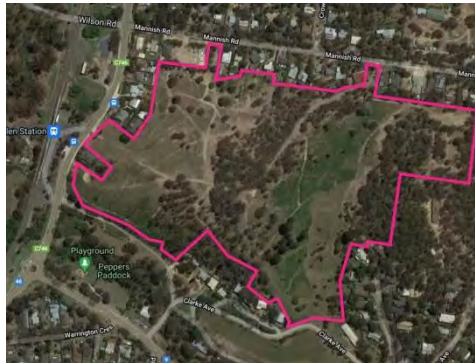


2. Nillumbik's greatest economic advantage lies in our natural environment and scenic terrain - together with an extensive, varied and interconnecting recreational trails network (catering for many users - visitors, walkers, mountain bikes and BMX, horse riding, all ages and abilities) can help unlock Nillumbik's eco-tourism potential, and thus providing the necessary niche, unique backdrop and critical 'point of difference' to become **Victoria's/Australia's leading shire for recreational trails**. However, such ambition is not possible without critical investment to build the necessary 'eco-tourism attractions/destination' infrastructure.

3. Obviously, such investment will have enormous 'post Covid recovery' benefits, and help restore people's mental and physical well being.

As well as being an opportunity to enhance the indigenous vegetation and biodiversity values, retaining this land as public open space will help Wattle Glen's treed character, and also provide off-road trails to connect the northern residential area of Wattle Glen to the school, shop, CFA, Tennis Club, other trails such as Nillumbik's Green Wedge Regional Trail that converge in Wattle Glen, etc.

The trails on this land could be low key construction suitable for walking, BMX/bikes and horses. This area could also become an informal destination for users of the nearby Diamond Creek Regional Trail as mentioned elsewhere in this submission.



Land for sale, now known as [REDACTED]

14.16 ha

'Residential Land'

[REDACTED]

[REDACTED]

[REDACTED]

### **C. Construction of two small roundabouts**

We acknowledge these roundabouts would need to be a VicRoads decisions, but expect Council to have a lot of influence in working with VicRoads on these safety needs for Wattle Glen.

1. A small roundabout on the intersection of Heidelberg-Kinglake Rd, with Mannish Rd and Wilsons Rd is seen to be urgently needed. This roundabout would be good for safely, slowing traffic for those using the railway station. Mannish Rd residents are also finding increased traffic is making this corner dangerous to use and there is also a need for the proposed roundabout to have islands so pedestrians can more safely cross Heidelberg-Kinglake Rd.

A roundabout at this location would also provide a safer way for pedestrian to cross Heidelberg Kinglake Rd which they must do to get to the Wattle Glen Railway Station.

Also, a new need has appeared as walkers and cyclist wishing to access the newly opened Diamond Creek Regional Trail in Wilson Rd, need a safe way to cross over Heidelberg-Kinglake Rd.

As one Wattle Glen resident wrote to WGRA:

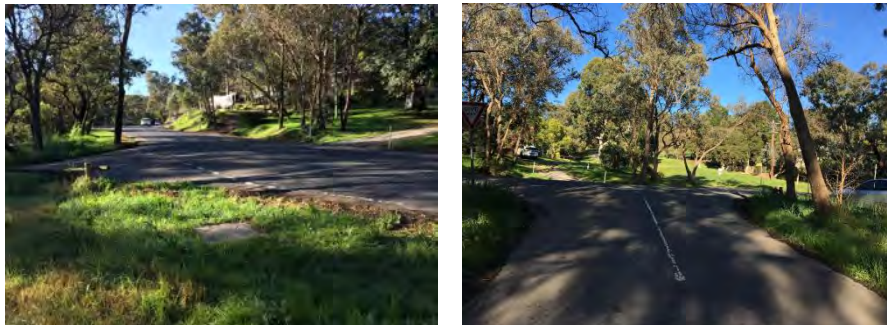
*"I'm particularly keen on your proposing the roundabout at the Mannish Rd and Heidelberg-Kinglake Rd intersection.*

*The intersection has become increasingly trafficked due to more cars using Wilson Rd as a shortcut (a very dangerous narrow and winding road which should have limited access/reduced speed limit anyway). Also the many pedestrians and bike riders using the new Diamond Creek to Wattle Glen trail are crossing the road at this point.*

*Personally, as I live on Mannish Rd, exiting Mannish Rd by car or on foot/bike has become very dangerous given the 70km speed limit at the intersection."*



2. A small roundabout (similar to the three in Hurstbridge on the main road) at the corner of Kangaroo Ground Rd and Neerim Rise/Valley Rd needs consideration. As well as providing easier entry and egress and for Valley Rd, Neerim Rise and as a turning point for the unsafe Bateson Rd exit, a small roundabout would also slow traffic entering the residential area of Wattle Glen and at the same time, help define our residential township.



(This roundabout may also dissuade so many trucks using this entry to Wattle Glen as a rat run to the eastern suburbs of Melbourne.)

#### **D. Diamond Creek Regional Trail**

As the Diamond Creek Regional Trail crosses Scrubby Creek, its location changes from Diamond Creek to Wattle Glen and at this location it also crosses the Urban Growth Boundary going into Nillumbik's Green Wedge. That is, entry for Wattle Glen the "Gateway to the Green Wedge". This location would be a good opportunity for the Green Wedge Shire to have signs to reinforce

the importance of the Green Wedge. This could be a sign that also recognises the original inhabitants of Diamond Valley as well as Wattle Glen being the gateway with details of why the Green Wedge is important.

Information about the local flora and fauna could also be a feature as well as any heritage sites being mentioned – sites such as the former Diamond Creek Racecourse, the mine site near the Wattle Glen entrance, early white landowners eg The Ellis Model farm.

However we do not want this introduction to the Green Wedge to be weed infested so lots of so part of our submission is for Council planting of indigenous grasses and mid storey plants as well as trees along the new trail.



The Diamond Creek Regional Trail about to leave Wattle Glen going to Hurstbridge

**E. Build a sealed footpath joining the Diamond Creek Regional Trail to Peppers Paddock, the General Store, the Green Wedge Trail and to the proposed informal trails on the rural land between Mannish Rd and Clarke Ave.**

As the Diamond Creek Regional Trail has now reached Wilson Rd in Wattle Glen, there is a need for a connecting sealed footpath that would be great for pedestrians, cyclists and wheelchairs accessing the Regional Trail. Where the regional trail crosses Wilson Rd there is already a daily line up of parked cars in the potholes of the reserve in Wilson Rd and this parking may be reduced if there is an easier way of getting to the trail.



A sealed continuous pedestrian/cycle path between the Diamond Creek Regional Trail and Wattle Glen township is sorely needed. The good news is that there is already a sealed path on

the bridge crossing the Diamond Creek and along Heidelberg-Kinglake Rd so all that is needed is when crossing the railway line and 100 metres along Wilson Rd.

The aforementioned roundabout at the corner of Mannish Rd and Heidelberg - Kinglake Rd could be part of this linking path.

**F. Explore the possibility of establishing community gardens and other uses for the land adjacent to Ellis cottage.**

This land is the defining “open Space” between the townships of Diamond Creek and Wattle Glen. Unfortunately it did not get on Council’s Indicative map for this project however, in spite of the overhead power lines, it is effectively community open space.

Given its original purpose as part of the Ellis Model Farm and given the heritage listed Ellis Cottage abuts this land, it may be a great location for a community garden if enough people are interested.



Ellis Cottage



The section near Heidelberg-Kinglake Rd could also be an off leash fenced dog park instead of people continuously letting their dogs run on the Wattle Glen oval that is also used for soccer and cricket teams and training.

**G. Funding for a "Wattle Glen public place based officer"**

to manage all the public resources Wattle Glen now has such as the Diamond Creek Regional Trail, Peppers Paddock, Wattle Glen Memorial Park with its sporting clubs, the WG/DC buffer area, CFA and Tennis Club which are situated in the Watery Gully Reserve.

This idea was sparked from reflecting on underfunding of Council's Environment Works Team. The argument is that if you keep adding all this shiny new stuff (oval upgrade, club rooms, Diamond Creek Regional Trail, etc), you need the staff to manage the investment.

#### **H. One more piece of asphalt for Green Wedge Trail.**

The Green Wedge Trail along the side of Kangaroo Ground Rd is asphalted from the General Store to the CFA station and was constructed by Council. However, this trail is used to the end of the residential area in Valley Rd by pedestrian and bikes going to the Railway Station, the General Store and kids to school.

We caution about over build but see a black asphalt path would appear visually as the best alternative and would encourage more people to travel by train to work, school, etc instead of having to cope with what is depicted below as the current path.



[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
[REDACTED]

1. Council seeks an integrated approach to this Wattle Glen Public Realm [PR] Project, which aims to enhance public places, to identify linkages, and to better reflect community aspirations and preferred character.
2. This submission takes a strategic approach. With an integrated approach, and to get 'best bang for buck', the development of this Wattle Glen Public Realm [PR] Project is best undertaken in the context of priority 'clean water and environmental repair' needs.

As it contains new and big ideas, I wish to arrange further conversation with relevant officers to better explain them than what is possible in this submission.

### **CELEBRATING OUR INDIGENOUS ENVIRONMENT & PROMOTING HEALTH AND WELL BEING**

3. This submission is structured as follows:

- I. **A POSSIBLE WATTLE GLEN VISION FOR THE FUTURE**
- II. **WATTLE GLEN IS INSTRUMENTAL IN NILLUMBIK BECOMING THE  
RECREATIONAL TRAILS MECCA FOR METROPOLITAN MELBOURNE  
IMPROVE WALKABILITY, LOCAL TRAILS NETWORK & CONNECTIVITY**
- III. **EMBRACING AND INTEGRATING OUR ECOLOGICAL RESPONSIBILITY**
  - A. **PRIORITISE ENVIRONMENTAL & WATERWAY REPAIR - IN AN EFFICIENT WAY**
  - B. **PROMOTE & PLAN EXCELLENT STORMWATER TREATMENT AND GREEN  
INFRASTRUCTURE INTEGRATION**
- IV. **PUBLIC ACQUISITION OF RURAL LAND FOR COMMUNITY USE**
- V. **SPECIFIC ACTIONS**
- VI. **CONCLUSION**

#### **I. A POSSIBLE WATTLE GLEN VISION FOR THE FUTURE**

4. There exists a very strong community aspiration that values and wishes to enhance our indigenous environmental, landscape and vista values and Wattle Glen's "Gateway To The Green Wedge" role.
5. In this 'PR Project' context, a vision for Wattle Glen could be:
  - Wattle Glen boosts an enriching range of recreational experiences - for all ages and abilities, that celebrates our indigenous environment and landscape values, including aboriginal heritage and way of relating to country.
  - Wattle Glen has become an environmental exemplar and a public demonstration site for:
    - Creative Green Infrastructure.

- Efficient environmental repair and management practices.
- Environmentally sensitive and sustainable bushfire risk management techniques.
- An enriching and integrated trails network - for all ages and abilities.
- Meaningful job creation.
- Best household management of waste and recyclables.

## **II. WATTLE GLEN IS INSTRUMENTAL IN NILLUMBIK BECOMING THE RECREATIONAL TRAILS' MECCA FOR METROPOLITAN MELBOURNE**

### **IMPROVE WALKABILITY, LOCAL TRAILS NETWORK & CONNECTIVITY**

6. Recreational trails promote social cohesion, good mental and physical health and well being, enriched experiences - for all ages and abilities, and planned properly, can help strengthen the local environment.
7. Wattle Glen boosts strong building blocks to offer a stand-out and diverse range of recreational experiences in an indigenous environment. Via an integrated design approach, there exists huge potential to strengthen a unique Green Wedge township identity, and to locally develop an enriching and integrated trails network that promotes health & well being, biodiversity and environmental integrity, and Wattle Glen's natural bushland township character. Such a vision naturally fits Council's eco-tourism objective for Nillumbik.
  - Various important trails converge in Wattle Glen: the Diamond Creek-Hurstbridge part of the Diamond Creek Regional Trail, Green Wedge Regional Trail, horse trails at the top of Pretty Hill Lane to Kangaroo Ground, a network of residential footpaths, on-road bike lanes to Hurstbridge, Peppers Paddock tracks; but important integrational elements are missing.
  - With our good train connections and scenic landscapes, Nillumbik can potentially become the recreational trails' mecca for metro Melbourne or even Victoria.
  - Can generate local business opportunities and local employment (especially for young, indigenous and disadvantaged people).

## **III. EMBRACING AND INTEGRATING OUR ECOLOGICAL RESPONSIBILITY**

8. However, it needs to be recognised that:
  - i. Despite being a conservation shire, our local trails are grossly infested with weeds, much of our natural environment is degraded, and our waterways are in a deplorable state.
  - ii. On a dry continent and facing global warming and biodiversity extinction crises, our waterways and indigenous ecosystems are critical and of the highest and strategic importance.
  - iii. Indigenous vegetation is the backbone of country, and essential to the integrity of environmental (eco) systems, the Green Wedge, and habitat for indigenous wildlife.

- iv. We have an ecological responsibility.
- v. The way we currently undertake environmental repair is inefficient and wasteful.
- vi. In tandem with proper environmental maintenance, the bushfire threat can effectively be reduced, and opportunities exist to develop expertise in environmentally sensitive and sustainable bushfire risk management techniques.

#### **A. PRIORITISE ENVIRONMENTAL & WATERWAY REPAIR - IN AN EFFICIENT WAY**

- 9. If we are serious about turning around the continuing environmental decline, and about passing on a healthy and sustainable environment to future generations - and time and again Council consultation confirms this is a strong Nillumbik community wish - then we need:
  - To prioritise the protection and reinvigoration of ecosystems (biodiversity, soil and waterway health), and commit to serious and sustained environmental repair.
  - To recognise the need for effective works programming (crucially needing vigilant follow-up and workers' 'ownership' of rehabilitation sites), for manpower/labour, and for research and data collection.
  - Council to be visionary, to act as a leader, and to undertake active lobbying for recurrent funding for efficient and effective environmental repair, and for a lasting and meaningful jobs' creation scheme.
  - Council to auspice environmental repair training, employment and efficient works programming and oversight.
  - Refer "Specific Action A. Along Watery Gully Creek & Reserve" for a priority site.

#### **B. PROMOTE AND PLAN EXCELLENT STORMWATER TREATMENT AND GREEN INFRASTRUCTURE INTEGRATION**

- i. An objective 'to maximise clean water and indigenous biodiversity throughout the township' naturally lends itself to 'excellent stormwater treatment (SWT) and green infrastructure (GI)' integration.
- ii. GI is a natural (and creative) filtering system to clean polluted water before it enters the waterways, and to optimise biological functioning<sup>i</sup> and community health and wellbeing outcomes.

<https://www.epa.gov/green-infrastructure/what-green-infrastructure> outlines GI design elements such as "Rain Gardens", "Bio-swales", "Green Streets and Alleys", "Green Parking", "Permeable Pavements".

- iii. All civil engineering repair and infrastructure upgrades should be considered through a GI lens.

10. Excellent SWT and GI offer a smart and natural integration mechanism, via:

- Identifying and planning 'Green Infrastructure' opportunities to integrate storm water and other community facilities and infrastructure (eg. recreational trails,

residential streets & foot paths, roads & reserves, drains, public car-parking, wetlands) throughout the township (urban and rural areas).

- Enhancing walkability (including along residential streets) and the trails network experience in our indigenous environment.

11. Wattle Glen could become an environmental exemplar and a demonstration site of Green Infrastructure and good and integrated design.

In Wattle Glen, prominent road reserves of the two main roads running closely parallel two waterways, offer such fantastic public demonstration sites (including the central Peppers Paddock community space with its developing wetland feature).

Eg. GI integration could span:

- Along the south side of WG-KG Rd, from the roundabout to Reynolds Road (or Lorimer Road).
- Along the west side of HB-KL Rd, from the roundabout to Wilsons Road (including Railway Station and proposed new public car park).
- Along the southern approach into Wattle Glen. (Liaise with the State Government's Level Crossing Removal Project, which plans extensive planting in that area).
- Along the Watery Gully Creek [WGC] (from the barrel drain passing underneath HB-KL Rd - Valley Rd - Watery Gully Rd - Lorimer Road), including the proposed public land acquisition.

#### IV. PUBLIC ACQUISITION OF RURAL LAND FOR COMMUNITY USE

12. Strategic planning is about anticipating and foresight; and Council should be proactive. The public acquisition for community use<sup>ii</sup> of 'rural land bounded by Clarke Ave and Mannish and Main Roads' currently up for sale, presents a unique and fortuitous opportunity to expand and integrate environmental and community assets, to do something amazing, and to add fantastic value for the local Wattle Glen community, environment, visitors and eco-tourism.

Especially since the Covid lockdowns, there's been a marked increase in the popularity of trails - so too have many local people (young and old) been using the informal tracks on this rural land as loops for personal exercise, bike riding, dog walking, yabbing, cubby house building, etc.

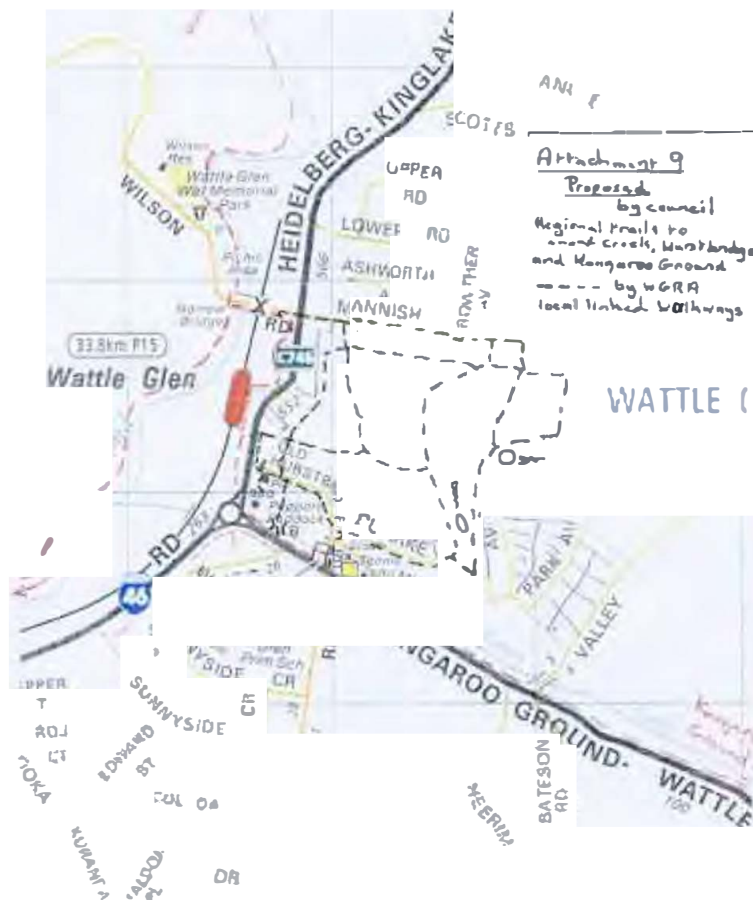
13. This Land:

- Located on Melbourne's Urban Growth Boundary, has high strategic value and potential - socially, environmentally, economically - far greater than its limited residential development potential.
- Is centrally located in Wattle Glen, close to the railway station, the Diamond Creek Trail and other local trails, Peppers Paddock and General Store.

- Is abutted by 54 residential properties; and hopefully residents will be interested in taking part in its environmental rehabilitation.
- Supports a significant diversity of flora and fauna species and high water catchment values.
- Has close strategic linkages to the Watery Gully Creek and bio-link to its south (and indirectly to the Diamond Creek bio-link to its west), and the larger Green Wedge to its north and east; and to various local facilities.
- Offers unique terrain and landscape; expansive views, including to the city; two old dams; a variety of recreational and unique experiences - for many different users [all ages, children, walkers, bikers, horse riders, the local and larger Nillumbik community and visitors (including longer-stay visitors)].
- Presents fantastic opportunities:
  - to build an important community asset, social infra structure and human capital;
  - to strengthen social cohesion, and people's mental and physical health and well being;
  - to enhance and diversify the local recreational offering and facilities; Nillumbik's trails offering and eco-tourism appeal and local business opportunities;
  - to improve local connections to railway station, Sporting Complex, Peppers Paddock, General Store, school, CFA, Tennis Club, other trails converging in Wattle Glen;
  - to re-enforce the Green Wedge system at a very strategic location;
  - to strengthen local ecosystems and wildlife habitat and linkages; and the local neighbourhood and township characters;
  - to provide meaningful and long term local employment (especially for young, indigenous and disadvantaged people); and
  - to contribute to a sustainable future for our children and their children's children.
- Will help put Wattle Glen *and* larger Nillumbik on the map.

14. These trails could be low key construction suitable for walking, BMX bikes and horses. This area could also become an informal destination for users of the nearby Diamond Creek Regional Trail.

Eg. the land could also accommodate a local Dog Park, skate park; a giant slide onto Peppers Paddock; exercise equipment.



## V. SPECIFIC ACTIONS

### A. Along Watery Gully Creek (WGC) & Reserve - all along the waterway, the walking tracks and the WG-KG Rd embankments:

1. [especially along WG-KG Road's north side embankment, from Clarke Ave to Tennis Club; and from Valley Rd to Watery Gully Rd and to Lorimer Rd], address **gross weed infestations and a serious safety issues** (trail hazards; non-indigenous bushfire biomass). A 'serious environmental repair' commitment is required.
2. Identify **excellent stormwater treatment-GI opportunities**.
3. Make safe & improve **unsealed tracks**.
4. Between CFA and Valley Rd (in WGC Reserve), seal **footpath**.

### B. Along WG-KG Rd:

5. [GI demonstration site]. Along south side WG-KG Rd road verge, between roundabout and Reynolds Rd, demonstrate and plan '**excellent' SWT & GI (rain garden) integration** - (on PP side, connecting with the stormwater outlets into WGC at Clark Ave and near roundabout), including shade tree planting.

6. Rationalise **bus stops**? Investigate removal of school bus shelters along WG-KG Rd (south of Peppers Paddock) and integrate them with the new shelters along HB-KL Rd (east of the Railway Station)? Thus enabling more parking for eg. trucks accessing the General Store.

Maybe wait till the Mannish-Wilsons Rds' roundabout has been built?

7. Rationalise **signage**; eg, delete those no longer relevant, and combine two or three signs onto a single pole.
8. Install **signage** making local traffic aware of local wildlife (ducks, echidna, wombats) crossings and their linkages/corridors; Eg. Often ducks forage on Peppers Paddock and at the roundabout at the HB-KL - WG-KG Roads' intersection, and at Clarke Ave - WG-KG Rd intersection.
9. Assess desirability (including community consultation) of a **roundabout** at 'WG-KG - Valley Roads & Neerim Rise' intersection - assuming VicRoads is not going to go crazy with chopping down trees in the area, and ensures improved indigenous revegetation - to help define the township, slow down traffic coming down hills, and improve safety and biodiversity link protection.
10. Build **on-road bike lanes** to Kangaroo Ground.

#### C. Along west side of HB-KL/Main Road:

11. Along southern entry into WG, west side of roundabout, to Wilson Road cnr, and promoting the '**indigenous environment**' experience, undertake **extensive planting**, including rehabilitation of the **two gullies** on either side Railway Station, and improve walkability & **trails' connectivity** (to eg. DC Trail) - all integrated with '**excellent**' **SW & GI** (eg. from southern MW SW pit).

- LXP & new carpark projects are relevant here.

A lot of vegetation clearing has occurred along the train-line duplication between Diamond Creek and Wattle Glen, and also along the Main Road and its approach into WG from the south (DC).

The Level Crossing Removal Project will plant over 1000 trees and 7000 plants in the rail corridor and road reserve between DC & WG.

12. West of WG roundabout [GI demonstration site], place a **sculpture**<sup>iii</sup> - to help define township identity and southern approach into the township.
13. Extend the **on-road bike lanes** along HB-KL Road existing to Hurstbridge back to the Diamond Creek township.
14. Rationalise **signage**; eg, delete those no longer relevant, and combine two or 3 signs onto a single pole.
15. Install **signage** making local traffic aware of **local wildlife** (eg. ducks, echidna, wombats) crossings and their linkages/corridors; Eg. echidnas, wombats? across HB-KL Rd, between Old Hurstbridge Rd and Railway Station.

**16. Residential walking circuit:** Up steps from Main Rd to Sunnyside Cr, then connecting to Edwards St onto Kamarooka Dve, and back to Reynolds Rd, onto the Main Road footpath.

**D. At corner of Wilson-Main Rd:**

**17.** On and around railway land at the SW corner of Wilson-Main Rd, connect **trails**, and integrate walking tracks, **railway car-parking**, **natural gully**, and **excellent storm water treatment & GI**.

**18.** Assess desirability (including community consultation) of a **roundabout** - to help define the township, slow down traffic coming down hills, and improve safety and biodiversity link protection.

**E. At Wilson Road end of DC Trail:**

**19.** Address haphazard **car-parking** - incorporate it with Soccer/Sporting Complex car-park, and make a connecting **footpath** to the Trail and onto the HB-KL Rd.

**20.** Re-instate Wilson Road **picnic facilities**, and investigate installing a **bike rack**.

**F. At Peppers Paddock:**

**21.** Across Watery Gully Creek build a **footbridge**.

**22.** Near picnic tables and seating, plant **strategic shade trees** (especially against midday & afternoon sun).

**23.** Along Old HB Road, improve maintenance and west entrance, and investigate integration of **bike trail connections (including to public land acquisition)**.

**24.** At HB-KL Rd entrance into Old Hurstbridge Road, install **"No Parking" signs**.

**25.** At Clarke Ave entrance of Old Hurstbridge Road, install a **functional locking mechanism** on the gate.

**26.** Assess a site for a **household waste & recycling sorting station?**

- Possible action: Improve and optimise local household waste and recycling management.
- Identify throughout the township locations for household waste collection and recycling sorting stations (as is done in many other countries).

**G. Along Lower Clarke Ave:**

**27.** Rehabilitate road verge and 'tree & grass islands' with **indigenous vegetation**, demonstrate **excellent SWT & GI** integration, promote habitat for **local ducks and King Parrots** that often frequent in this area.

**VI. CONCLUSION**

15. An integrated approach to addressing our problems and opportunities is smart. Affirming and prioritising clean water and indigenous vegetation and wildlife (biodiversity) is essential in all our planning and what we do.

16. Subsequently Council having collected various ideas from the community and crystalised concepts, **a detailed and next stage 'design and planning project' for Wattle Glen is necessary.**

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<sup>i</sup> of water catchments and local biodiversity, including the strengthening of wildlife habitat and corridors.

<sup>ii</sup> Similar to Council buying Lot 1 in Hurstbridge (\$2.5M); and Temple Ridge Reserve in Hurstbridge when that was no longer needed by the Hurstbridge Water Trust; and the Labor Government buying 4.5 ha site 'Bell St, Eltham - Fabbro's Farm' site in 2010 (\$700K) [DVL8Feb12].

The initial offering price of the land acquisition should be based on no prospect for residential development, and the cost of environmental repair and of rectifying the wilful environmental vandalism and neglect over many years.

<sup>iii</sup> An archway or gateway - celebrating our indigenous environment and aboriginal heritage / "Wattle Glen: A Gateway To The Green Wedge"?



Our patron, Her Excellency the Honourable Linda Dessau AC, Governor of Victoria

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1/10/2021

Rosa Zouzoulas  
Nillumbik Council  
PO BOX 476  
**GREENSBOROUGH VIC 3088**

Dear Rosa,

### **SUBMISSION TO PROPOSED STRATEGY**

**Proposal:** Wattle Glen Public Realm Framework Project  
**Location:** Wattle Glen

Thank you for providing the CFA with the opportunity to comment on Wattle Glen Public Realm Framework Project. Apologies for the delay in response.

#### **Bushfire Hazard**

- The Wattle Glen area contained within the broader Shire of Nillumbik can experience significant bushfire events from time to time. When they occur, there is the potential to expose the community to all aspects of bushfire attack – Radiant Heat, Direct flame contact and significant ember attack.

#### **Bushfire Mitigation Measures**

- While such events are inevitable, the acknowledgement of such risk and appropriately researched and implemented action to reduce the *Likely and consequence* of such emergency events is critical at all levels of decision making. Accordingly, CFA recommend that the threat of bushfire risk be taken into consideration at all times during examination of future planning for this project.
- CFA are always willing to provide expertise in support of such future planning.

If you wish to discuss this matter in more detail, please do not hesitate to contact the Manager Community Safety on 8746 1400 .

Yours sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

CFA Fire Prevention and Preparedness