

**SUMMARY OF SUBMISSIONS – FIRST ROUND OF ENGAGEMENT  
WATTLE GLEN PUBLIC REALM FRAMEWORK PROJECT**

No.	Submitter* and Key Points Drawn (*The names of private individuals are not shown in accordance with Council’s privacy protocols)	Officer Comment
1	<p>Private Individual</p> <ul style="list-style-type: none"> <li>• Comments that they are a long term resident of Wattle Glen.</li> <li>• Advises that the intersection of Mannish Road and Heidelberg-Kinglake Road has become a danger sport with the speed limit on the main road being 70km per hour.</li> <li>• Also comments that the intersection between Heidelberg-Kinglake Road and Wilson Road has become very busy since the extension of the Diamond Creek Trail to Wattle Glen.</li> <li>• Further, states that the exit from the Wattle Glen train station could be “incorporated”.</li> <li>• Proposes a roundabout at the intersection of Mannish, Wilson and Heidelberg-Kinglake Roads and a lowering of the speed limit starting at the intersection of Heidelberg-Kinglake and Kangaroo Ground-Wattle Glen Roads.</li> <li>• Closes by stating that it has become really dangerous to turn off, or out of, either Mannish Road or Wilson Roads and action needs to be taken.</li> </ul>	<ul style="list-style-type: none"> <li>• Heidelberg-Kinglake Road is a State Government arterial road, which means Council can only advocate for improvements. Development and endorsement of a PRF is expected to assist advocacy by Council.</li> </ul>
2	<p>Private Individual</p> <ul style="list-style-type: none"> <li>• There should be fencing/gates all way around Peppers Paddock as without this there is a danger that toddlers will run out of the park.</li> </ul>	<ul style="list-style-type: none"> <li>• This matter has been recorded as a submission to the Wattle Glen PRF Project. However, the matter has also has been directed to the relevant unit in Council for consideration for more immediate action.</li> </ul>
3	<p>Private individual</p> <ul style="list-style-type: none"> <li>• Advises that the traffic conditions for pedestrians is very dangerous at the intersection of Heidelberg-Kinglake and Kangaroo Ground Roads.</li> </ul>	<ul style="list-style-type: none"> <li>• Both roads are arterial roads and Council would need to advocate to the</li> </ul>

	<ul style="list-style-type: none"> <li>• Refers to a situation where the submitter's husband was nearly knocked down by a cyclist coming off the bike lane which ends suddenly at this intersection.</li> <li>• Also mentions that there is significant scope for an accident between cyclists using the cycling lane on this section of road and motorists. Further, comments that the speed of motorists is a key issue in respect to this.</li> </ul>	<p>State Government for improvement.</p>
4	<p>Department of Transport (DoT)</p> <ul style="list-style-type: none"> <li>• States that 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.</li> <li>• Advises that DoT's Strategic Cycling Corridors (SCC) are intended to support commuter trips and linking key destinations for all ages and abilities and can be used to assist Council's planning.</li> <li>• States that within the focus area of Council's Wattle Glen project there is a significant landholding held by VicTrack and a major portion of this land is leased to Metro Trains Melbourne (MTM). Should Council have interests relating to this land, Public Transport Victoria should be contacted to provide detailed advice.</li> <li>• Advises that certain land on the west side of the railway line 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.</li> <li>• Comments that DoT looks forward to further engagement with Nillumbik Shire Council to assist with any transport related matters within the project.</li> </ul>	<ul style="list-style-type: none"> <li>• A map provided with the submission identifies this land which is leased to MTM as primarily comprising station land on the east side of the railway line.</li> </ul>
5	<p>Friends of Watery Gully</p> <ul style="list-style-type: none"> <li>• Comments that the Friends of Watery Gully in Wattle Glen is a volunteer group who have worked for 27 years with Council's Environment Services Officers to rehabilitate and revegetate Council owned Peppers Paddock and nearby road reserves.</li> </ul>	

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| <ul style="list-style-type: none"> <li>• Notes that one suggestion made from an attendee at one of the Wattle Glen PRF Project's recent community workshops was to use the Old Hurstbridge Road for railway station car parking. Comments that the Friends of Watery Gully strongly oppose this suggestion due to anticipated environmental impacts (e.g. impacts on vegetation and impacts from run-off), the reduction in the area of reserve that this would create and because the proposal's conflict with the Shire's Green Wedge ethos.</li> <li>• Recommends Council purchase vacant private land which is for sale adjacent to the northern boundary of Peppers Paddock.</li> <li>• States this land would be ideal for certain ideas for enhancements which have been raised by the community, such as requests for a dog park and skate park in Wattle Glen.</li> <li>• Comments that if Council were to purchase this land, the Friends of Watery Gully would be happy to extend environmental works into this area if Council deemed this appropriate.</li> <li>• States that there appears to be significant merit, particularly in terms of safety benefits, by reducing the speed limit on Heidelberg-Kinglake Road in front of the railway station to 40km per hour.</li> <li>• Comments that safety improvements to Wilson Road should not be made at the cost of vegetation and therefore, improvements should be pursued by traffic calming measures, rather than widening the road.</li> <li>• Implores Council to put minimising negative impact on the natural environment at the forefront of their decision-making regarding proposals for the public realm. Comments that this request is consistent with a strong concern for the environment that was evident from the community workshops held for the project.</li> <li>• Explains that the principle of putting the natural environment at the forefront of decision making should be applied to considering any proposal for night time lighting (as night time lighting has a severe impact on wildlife) and also to any proposal for a footbridge across the Watery Gully Creek at Peppers Paddock. States that the</li> </ul> | <ul style="list-style-type: none"> <li>• The land referred to is understood to be 36 Mannish Road in Wattle Glen, which is a large property that is predominantly Green Wedge land. It is not currently within the scope of the Wattle Glen PRF project to consider purchasing any appreciable area of land.</li> </ul> |
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	<p>preference of the Friends of Water Gully for any such footbridge would be for it to be as unobtrusive as possible.</p>	
6	<p>Private individual</p> <ul style="list-style-type: none"> <li>• Advises that the submitter has drawn on their experience to recommend a better and safer way of moving through the intersection of Heidelberg – Kinglake Road (referred to as Main Road throughout the submission) and Mannish/Wilson Roads.</li> <li>• Advises that there is no safe place to cross at this point in the road network and it is difficult for traffic turning from Wilson and Mannish Roads into the main road.</li> <li>• Details that over the past 35 years there have been four fatalities at and in the approach to this point of the road network.</li> <li>• Further, comments that near misses are frequent, highlighting the danger.</li> <li>• States that the solution to the current situation is three fold, as follows: <ol style="list-style-type: none"> <li>1. A small roundabout similar in size to the Main Road/Parker Road intersection in Hurstbridge. (Comments that a larger roundabout would require extensive height build up and drainage works on the western side of Main Road).</li> <li>2. A traffic island in the centre of Main Road to provide a refuge for pedestrians and cyclists. (Comments that this could be combined with the roundabout).</li> <li>3. Reduced speed to 50kph between this roundabout and the Kangaroo Road roundabout.</li> </ol> </li> </ul>	
7	<p>Wattle Glen Residents' Association Inc.</p> <ul style="list-style-type: none"> <li>• Recommends Council's Wattle Glen project pursue a number of actions, particularly: <ol style="list-style-type: none"> <li>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.</li> <li>b) Council purchase 36 Mannish Road, stating this land has high strategic value to the</li> </ol> </li> </ul>	<ul style="list-style-type: none"> <li>• This idea of a footbridge has previously been given some consideration by Council and is being investigated further by the Wattle Glen PRF Project.</li> </ul>

	<p>community (e.g. it should be used to provide local walking trails) and the local environment.</p> <p>c) Construction of two small roundabouts, one on the intersection of Heidelberg-Kinglake, Mannish and Wilson Roads and one at the corner of Kangaroo Ground – Wattle Glen Road and Neerim Rise/Valley Road.</p> <p>(the submission highlights the safety benefits for motorists, cyclists and pedestrians from these suggested roundabouts)</p> <p>d) Signage on the Diamond Creek Trail as it enters Wattle Glen to identify to users that they are entering Wattle Glen and the Green Wedge and to provide them with some local information (e.g. local flora and fauna and history).</p> <p>e) Build a sealed footpath joining the Diamond Creek Regional Trail to Peppers Paddock, the General Store, the Green Wedge Trail and to informal trails that could be provided on the rural land (i.e. 36 Mannish Road) between Mannish Rd and Clarke Ave.</p> <p>f) Explore the possibility of establishing community gardens and other uses for the land adjacent to Ellis cottage.</p> <p>g) Funding for a "Wattle Glen public place based officer" to manage all the public resources in Wattle Glen such as the Diamond Creek Regional Trail, Peppers Paddock, Wattle Glen Memorial Park with its sporting clubs, the Wattle Glen/Diamond Creek buffer area, CFA and Tennis Club which are situated in the Watery Gully Reserve.</p> <p>h) In a sensitive manner asphalt some additional length of the Green Wedge Trail, noting that the trail is used to the end of the residential area in Valley Road as a route by pedestrian and cyclists to get to the railway station, the general store and the local school.</p>	
8	<p>Private individual</p> <ul style="list-style-type: none"> <li>• Provides a broad strategic response to the consultation and the aims of the project.</li> </ul>	

- Presents a possible Wattle Glen vision for the future which points to and emphasises such matters as Wattle Glen as a Gateway to the Green Wedge, the indigenous environment, landscape values, aboriginal culture, creative green infrastructure, environmental management, environmentally sensitive bushfire management, an enriching, inclusive and integrated trails network, meaningful job creation and best household management of waste and recyclables.
- States that Wattle Glen is instrumental in Nillumbik becoming the recreational trails destination for metropolitan Melbourne, noting the significant attributes that Wattle Glen has (e.g. existing trails and bushland character), but important elements still need to be provided.
- States that it needs to be recognised that the environment needs to be better cared for and that Council should be a visionary and act as a leader to this end.
- Comments that there also needs to be a focus on green infrastructure, such as rain gardens and permeable pavements.
- States that Wattle Glen could become an environmental exemplar and a demonstration site of green infrastructure and good and integrated design.
- States that there are a number of sites within the focus area for Council Wattle Glen PRF Project where green infrastructure could and should be exemplified.
- Comments that Council should acquire 36 Mannish Road, which is currently up for sale, as the land is highly strategically located and presents fantastic opportunities. For example, opportunities to enhance and diversify the local recreational offering and facilities to strengthen local ecosystems and wildlife habitat and linkages.
- Recommends a series of specific actions in and adjacent to the focus area of the project, such as:
  - To recommend weed, trail and stormwater management improvements in vicinity of the Watery Gully Creek.

	<ul style="list-style-type: none"> <li>○ West of the Wattle Glen roundabout, place a sculpture to help define township identity and southern approach into the township.</li> <li>● States that 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.</li> </ul>	
9	<p>Country Fire Authority (CFA)</p> <ul style="list-style-type: none"> <li>● The Wattle Glen area contained within the broader Shire of Nillumbik can experience significant bushfire events from time to time.</li> <li>● The CFA recommends that the threat of bushfire risk be taken into consideration at all times during examination of future planning for the Wattle Glen PRF Project.</li> </ul>	