



Ordinary Meeting of Council

Olympia, Ibbott & Hawdon Rooms; Level 4, 1 Flintoff Street, Greensborough

24 February 2020 commencing at

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201973



K20 Architecture
Schematic design

11718 Hwy 3, Suite 100
St. Albert, Alberta T8N 6R9
403.763.8444
www.k20architecture.com

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PROJECT: **BELLFIELD COMMUNITY HUB**
CLIENT: **BANUYULE CITY COUNCIL**

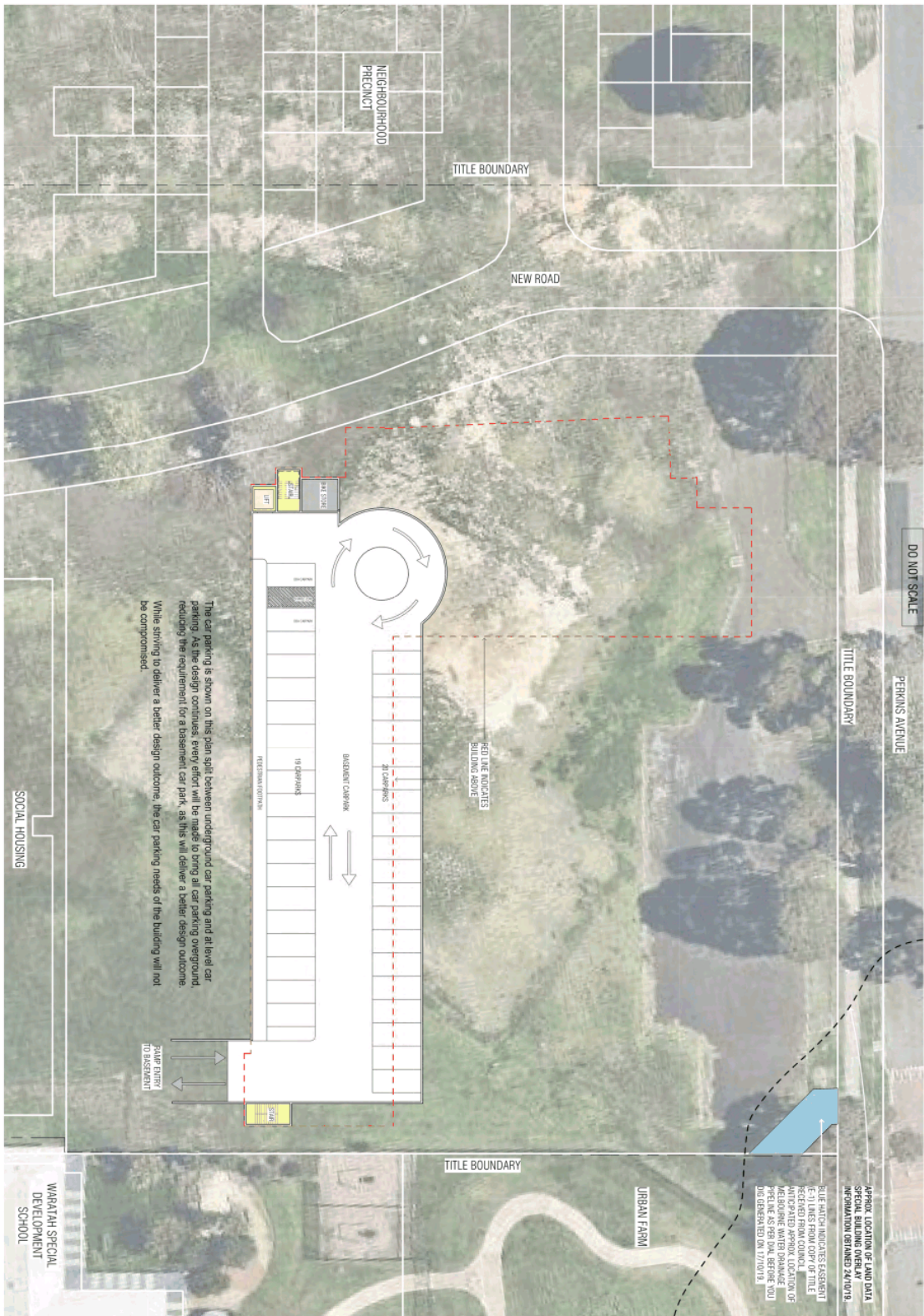


SCALE: 0.5X
1:200

PROPOSED BASEMENT FLOOR PLAN
DATE: 21/01/20
PROJECT NO: SK02
DRAWN BY: P09

Client: Banuyule City Council | Project: Bellfield Community Hub | Date: 2019

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The car parking is shown on this plan split between underground car parking and at level car parking. As the design continues, every effort will be made to bring all car parking on ground, reducing the requirement for a basement car park, as this will deliver a better design outcome. While striving to deliver a better design outcome, the car parking needs of the building will not be compromised.



K20 Architecture
Schematic design

1178 New Street
Salford, Greater Manchester, M6 6PU
0161 875 3444
www.k20architecture.com

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PROJECT: **BELLFIELD COMMUNITY HUB**
CLIENT: **BAYVILE CITY COUNCIL**

Bayvile
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PROPOSED GROUND FLOOR PLAN

DATE: 21/01/20
DRAWN: SK03
P09





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Schematic design

11718 Hwy 31, Suite 100
Scottsbluff, NE 68903
781-838-3444
www.k20architecture.com

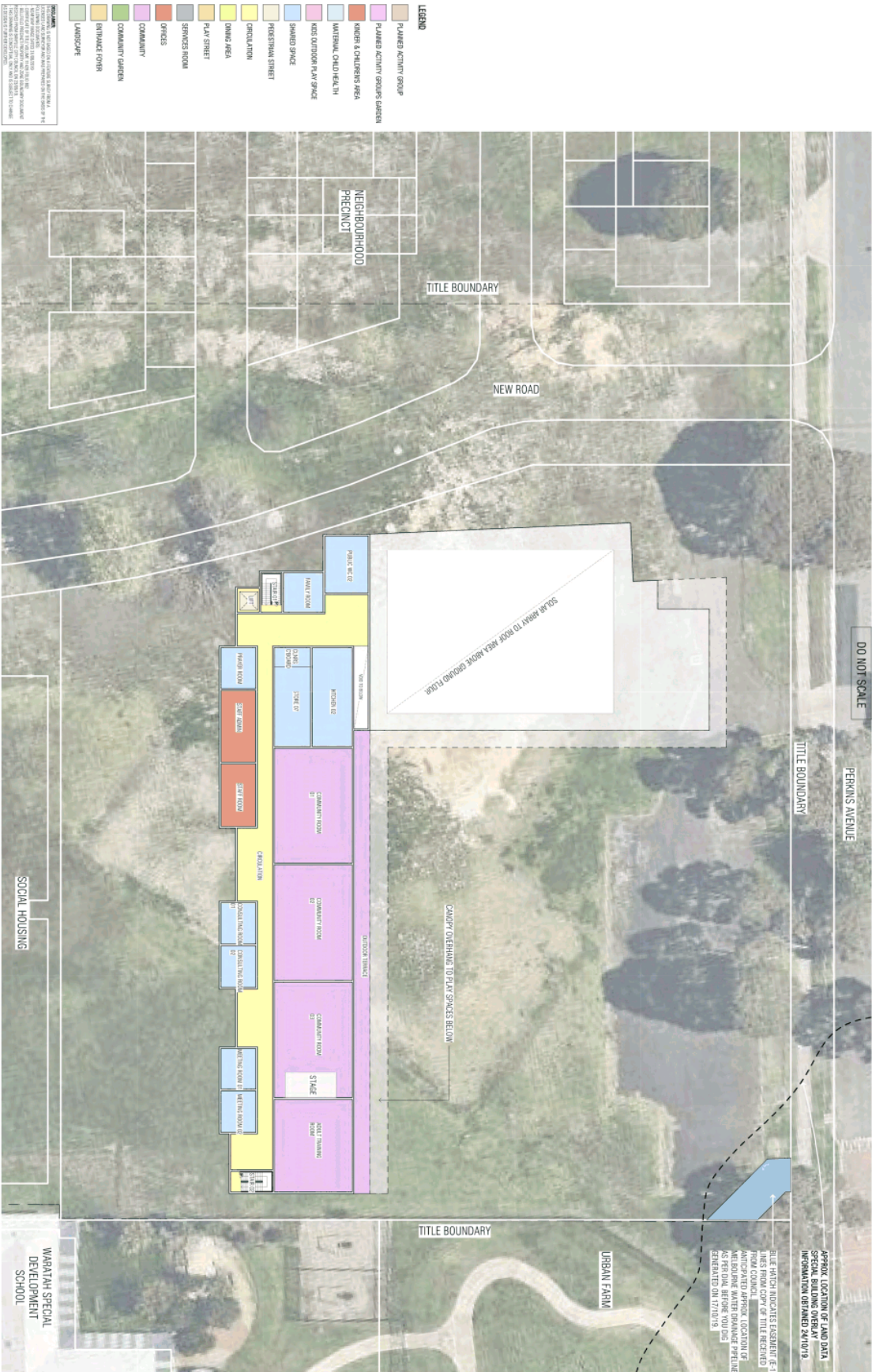
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PROJECT: **BELLFIELD COMMUNITY HUB**
CLIENT: **BAYVILLE CITY COUNCIL**



SCALE: 1:200
DATE: 2/10/20
PROJECT NO: SK04
PAGE: P09

PROPOSED FIRST FLOOR PLAN





K20 Architecture
Schematic design

10710 Hwy 3, Suite 100
Scottsbluff, Nebraska 68903
781.539.3434
www.k20architecture.com

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PROJECT: **BELLFIELD COMMUNITY HUB**
CLIENT: **BAYVILLE CITY COUNCIL**



SCALE: PLAN 1"=200'

DATE: 2/10/20
PROJECT NO: SK05
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CONTEXTUAL RESPONSE & EXECUTIVE SUMMARY



Banyule Council welcomes the opportunity to provide a response to the Draft Urban Design Guidelines for the Hurstbridge Duplication Stage 2 project.

This response reflects existing policy commitments and the broader context that public transport and more specifically train corridors and stations play in shaping how people move and live.

Train Stations - a lasting legacy and their role in place

Any decisions made today about the design, function and role of the train stations planned for both Greensborough and Montmorency will leave an indelible legacy.

Council advocates to the LXRIP that the planned train stations, at a time of major impending transport upheaval in our municipality, need to deliver the right outcome for public transport users and the public transport system as a whole.

Stations as catalysts for change

Any new station must be viewed as once-in-a-lifetime opportunity. With truly integrated thinking, stations have the ability to change:

- how we travel and move, and
 - the function, perception and desirability of place.
- In real terms, a station project leaves a twenty, thirty or forty year legacy. It is a piece of public infrastructure that can redefine and change transport habits, generate urban renewal, provoke housing change, create economic development or even help facilitate the decentralization of jobs from Melbourne CBD. In the case of Greensborough – a new station coupled with a fully integrated transport interchange has the potential to unlock the activity centre as a destination for future investment as a local employment, retail, recreational and residential location.

Appropriate transport infrastructure in this context then has two important functions:

1. to create a nodal point for multiple non-car trips (and reducing journeys by car);
2. unlock the potential for creating a truly accessible activity centre that can deliver local jobs, economic investment, housing and entertainment – the 20 minute neighbourhood concept.

Transport Interchange for Greensborough

LXRIP is aware that Banyule Council has long advocated for a proper transport interchange at Greensborough as part of this key activity centre. It is a critical part of improving the principal activity centre from which other planning, design and public realm can then unfold. To lose the opportunity to achieve a truly integrated outcome seems contrary to all best practice public transport thinking.

Active transport

Council also strongly advocates that increased accessibility and connectivity to help drive behavior change should be the desired focus for the project over just delivery of modest additional commuter parking outcomes. Vastly improved pedestrian and trail networks, transport interchanges, station visibility, gradients and physical separation (at Greensborough) and the overall user experience should all be delivered through this project. Similarly, innovative trial projects could be considered as alternatives to more parking, such as rolling out a short-term low cost or free electric bike hire schemes to coincide with the new station openings as a way to encourage modal shift.

Design and engagement

While the reasons for the State's emerging timetable for these projects and the focus on service improvements are understood, there is concern with rushing the design and consultation process. This response has highlighted the significant long term legacy that will be left by these projects. A project of this scale demands that due thought and time is given to properly assess those impacts and achieve the best possible long term outcome.

The project boundary for each station should not be considered just as the physical transport corridor reservation or confined simply to rail transport thinking. The relationship of each station to its environs and our communities is critical. Local assets, opportunities, barriers, connections (all modes), how we access transport, other transport modes and the role of the train station in and to each centre, both now and into the future, needs to be fully understood and explored with Council and our community.

Response to Urban Design Guidelines

This response has been prepared in the context of a review of Council's strategic plans, transport strategies and policies and current planning for both the Greensborough principal activity centre and Montmorency neighbourhood activity centre.

This response highlights various unrealised opportunities with the current design guidelines and advocates that the following critical outcomes must be addressed:

- A multi-modal transport interchange at Greensborough Station paired with a bus services review
- The inclusion of a shared use path within the rail corridor connecting existing local paths and access to the stations
- High quality station precincts with civic appeal and enhanced public realm
- Montmorency Station Forecourt extended to include the intersection of Station, Birns and Were Street to enhance Were Street as a destination for events and create a multi-functional space that can be used by the community;
- Minimise loss of vegetation and mitigate the impacts of screening removal from the heavily treed interface to the rail corridor;
- Increase the provision of commuter parking on the Hurstbridge Railway Line at the most appropriate park and ride facility at Watsonia Railway Station.
- Permeability and enhanced access between affected stations and their residential, commercial and education precincts

Detailed design response

A review of the Draft Urban Design Guidelines has been provided for each precinct and Council looks forward to further engagement to discuss this response in more detail.

POLICY CONTEXT



The response to the draft Urban Design Guidelines is supported by a number of State and Local policies which advocate for the 20 minute neighbourhood through an integrated transport network, and a place based approach to decision making. These policies are outlined below.

State Government:

Plan Melbourne 2017-2050 is the current Victorian metropolitan planning strategy that defines the future shape of the Melbourne metropolitan area and state. A key principle and direction of the Plan is the opportunity to live locally through the creation of 20- minute neighbourhoods where people can access most of their everyday needs within a 20- minute walk, cycle or local public transport trip.

The Plan's vision relies on a place- based planning approach whereby government departments and agencies focus on the outcomes of a place rather than on individual projects and services. Principle 9 of the Plan states that: Melbourne's growth relies on effective governance, strong leadership and collaborative partnerships. Maintaining strong working relationships between all spheres of government, the public and private sectors and the wider community will ensure that all Melburnians share the benefits and the responsibilities of putting plans to practice.

This approach is also supported by the Transport Integration Act 2010 (TIA). The TIA enshrines the notion that transport and land-use planning, in the State's own words, are 'interdependent'. The recent establishment of the Department of Transport and Programs such as Movement and Place are further significant steps to put the user and place at the heart of transport planning.

The Department of Transport, under 'Our transport future' describe the approach to our transport system:

- Changing lives and transport
- Getting the balance right in managing demand, making the most of existing assets, taking up new technologies and planning for major infrastructure, requires thinking of transport as one system, not individual projects or modes.
- Our key focus is on improving people's access to jobs, opportunities and world-class education and health services, no matter where you live.
- Improved transport links at key places will give people greater choice in where to live and work, and access to more education, healthcare and social opportunities.

The Victorian Infrastructure Plan released in 2017 included funding and priority details of major transport infrastructure projects such as the duplication of the Hurstbridge rail line from Greensborough to Eitham. The plan also includes a commitment to the Victorian Cycling strategy and provisions of infrastructure to ensure pedestrian and cycling safety.

The Victorian Cycling Strategy 2018-28 seeks to establish the Strategic cycling corridors (SCC). The SCC are the main routes of the bicycle network. They are a subset of the Principal Bicycle Network (PBN) which is a high-level plan for some 3500km of existing and proposed on-and- off road cycling routes. Strategic cycling corridors are the most important routes for people cycling for transport as they link up important destinations. The final draft SCC route follows the rail corridor between Greensborough and Eitham.

Local Government:

In 2006 Council adopted the Greensborough Structure Plan which provides a framework for the redevelopment of strategic precincts within the activity centre and identifies opportunities for reshaping the centre and re-establishing pedestrian networks and urban environments. It seeks to promote a sustainable traffic and transport network, maximise mobility for all, and ensure an integrated centre that is legible, connected and easy to navigate for pedestrians.

In 2015, Council adopted the Banyule Integrated Transport Plan 2015-2035 (BITP), a long- term strategic plan that guides transport and land use decisions in the municipality. The BITP provides an overall framework to address transport issues and create more accessible, safe, liveable and sustainable communities within Banyule. The BITP resulted in the development of the Greensborough Activity Centre Transport Master Plan and the Banyule Walking Strategy.

The Northern Regional Trails Strategy was adopted by Council in 2016 and was developed in conjunction with six of our neighbouring municipalities in Melbourne's northern region. The Strategy supports the provision of important cycling access to the Banyule municipality and is highly relevant to providing access for cyclists to the Greensborough Activity Centre from surrounding areas via the Plenty River Trail, the Banyule Shared Trail, the Greensborough to Eitham Link Trails and the Metropolitan Ring Road Trail.

The Greensborough Activity Centre Transport Masterplan 2017 seeks to guide the realisation of Council's vision for the activity centre as a major public transport hub for the northeast region of Melbourne providing regional access to jobs, education, shopping and services while supporting a vibrant local community. The Masterplan outlines the immediate transport challenges facing Greensborough Activity Centre and the potential risks and opportunities presented by State significant projects such as the Hurstbridge Rail Line Duplication. As such, it has identified the inclusion of an integrated transport interchange with integrated bus and rail connections which link Greensborough to the local and wider regions as a key element of the planning for the track duplication between Greensborough and Eitham.

The Banyule Walking Strategy, a component of Council's broader Integrated Transport Plan, was adopted by Council in 2018.

The key objective of the strategy is to create a comprehensive walking network which is safe, easy and comfortable. Several barriers that discourage people from walking were identified, which include steep topography, railway lines and level crossings, and incomplete pedestrian infrastructure. The Walking Strategy recognises the importance of an off- road shared path along the railway corridor to deliver a connected walking network.

The Public Open Space Plan guides and directs Council's planning and development of public open space. The plan identifies the Melbourne – Hurstbridge Railway Line as a major barrier that discourages access to open space. A key recommendation is to investigate strategies to strengthen connectivity between the Greensborough Principal Activity Centre and public open space in neighbouring areas and to investigate strategies for increasing the availability of local public open space for residents that are not within a 400 metre walking distance of a park.

*The design response for this project should give consideration to this suite of complimentary policies and strategies.

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DESIGN GUIDELINES - RESPONSE

- Supported
- Issues identified
- Not supported

| # | LXRP Urban Design Guideline | Response | Recommendation |
|---|---|--|---|
| 4.1 GREENSBOROUGH TO SHERBOURNE ROAD | | | |
| 1 | Identity – a well-defined identity and sense of place is key to creating strong and vibrant communities The Hurstbridge Corridor works should celebrate and protect the existing vegetated character of the corridor by maintaining and strengthening stands of mature trees where possible. Understorey planting should be maximised to contribute to the biodiversity networks along the corridor | <p>●</p> <p>Council's Public Open Space Plan (2016 – 2031) identifies that the Melbourne – Hurstbridge Railway Line constitutes a significant habitat and wildlife corridor throughout the municipality. The objective to retain existing and install new native vegetation (inclusive of large spreading canopy trees) along the rail corridor is strongly supported.</p> <p>It is important that key local trail and pathway connections are retained and considered as part of the rail design. Any alterations to bridges and overpasses will require attention to associated pathways and trails.</p> | <ul style="list-style-type: none"> • Interfaces between rail infrastructure and public open space must be given a high priority to ensure that the amenity of the public open space is not adversely impacted • Interface treatments must ensure that the two opposing land uses can function independently without detriment |
| 2 | All works within the Hurstbridge Rail corridor should be carefully considered when within areas of Aboriginal Cultural Heritage or Environmental Significance Overlays. This includes areas within a 200m distance of Plenty River and Karingal Yallog Creek. Appropriate measures should be put in place to protect significant vegetation along the corridor. | <p>●</p> | |
| 3 | Ensure high quality and urban architectural expression and finishing of bridges and overpasses that are visible from existing and planned public spaces (such as... Mountnorreny station forecourt, Petrie Park...). | <p>●</p> | |
| | The design detail, materials and forms must be coordinated to create a cohesive rail corridor design that considers the hierarchies of respective locations and the overall journey as part of the design response. | | |

| # | LXRP Urban Design Guideline | Response | Recommendation |
|---|---|---|---|
| 1 | Infrastructure associated with the rail corridor such as gantries, signalling, and substations should be considered to minimise vegetation removal and minimising visual impact to surrounding residential interfaces and views from public real. | Further clarification is required for pedestrian crossings, their locations and proposed infrastructure, and its impacts on its surroundings. It is important that key local trail and pathway connections are retained and considered as part of the rail design. Any alterations to bridges and overpasses will require attention to associated pathways and trails. | <ul style="list-style-type: none"> Improve and retain active transport connections across the Hurstbridge Railway Line Improve and expand active transport connections to transport infrastructure and activity centres Deliver a shared user path along the Hurstbridge rail corridor from Greensborough to Eltham connecting to existing trails (i.e. Plenty River Trail) and adjacent open space (i.e. Poulter Reserve, Plenty River Reserve, E.J Andrews Reserve, Petrie Park and Sherbourne Road Reserve). Path to comply with the design guidelines contained within the Northern Regional Trails Strategy (refer to Section 3.2 on page 17) and Council Standard Drawing SD205 (150mm thick coloured concrete path). |
| 2 | Built form elements, such as pedestrian crossings, anti-throw screens, crash barriers, and fences are to be designed as part of an integrated strategy for the rail corridor to ensure a high-quality visual result | Council's Public Open Space Plan (2016 – 2031) identifies the Hurstbridge Railway Line as a major barrier that discourages access to open space. The Hurstbridge duplication project should deliver a range of crossing opportunities (i.e. pedestrian bridges, underpasses etc.) to mitigate this barrier and provide better/safer connectivity and access to public open space. | |
| 3 | Ensure high quality and urban architectural expression and finishing of bridges and overpasses that are visible from existing and planned public spaces (such as... Mountnorony, station forecourt, Petrie Park...). | It is noted that a key recommendation is to investigate strategies to strengthen connectivity between the Greensborough Principal Activity Centre and public open space in neighbouring areas and also to investigate strategies for increasing the availability of local public open space for residents that are not within a 400 metre walking distance of a park (i.e. there is a gap in the open space provision north of the rail corridor in proximity to Mayona Road). The installation of a shared user path along the Hurstbridge rail corridor is a key requirement for Council. This route is identified as a Strategic Cycling Corridor by the Victorian Government and a priority missing path in the Northern Regional Trails Strategy. | |
| 4 | The existing vegetated character of Banyule should be celebrated by responding to and leveraging material palettes and architectural details of the area | | |

| # | LXRP Design Guidelines | Response | Recommendation |
|---|--|--|---|
| <p>Accessibility – A highly accessible and inclusive environment provides a positive user experience and contributes to health, wellbeing and the perception of care in a community</p> <p>Connectivity and Wayfinding – A well connected and legible environment contributes significantly to a strong economy and an integrated community</p> | | | |
| 1 | The design of structures within the public realm (such as bridges and road crossings) should maximise visual transparency and passive surveillance for all users, to make connections easy to locate and navigate. | An improved public realm that is sensitive to its surroundings and environment is supported. The design of the new stations and shared path must give due regard to crime prevention through environmental design principals. A key strategic action within the Public Open Space Plan is to work towards making all public open space in Banyule safe and feel safe through openness, natural surveillance and good sightlines. There have been a number of crimes and antisocial behaviour reported in and around Greensborough. | <ul style="list-style-type: none"> Explore the feasibility of realigning the Plenty River Trail to the eastern bank of the Plenty River between George Court and Para Road in order to avoid the extremely steep terrain on the western bank. It is noted that a key recommendation is to investigate strategies to strengthen connectivity between the Greensborough Principal Activity Centre and public open space in neighbouring areas and also to investigate strategies for increasing the availability of local public open space for residents that are not within a 400 metre walking distance of a park (i.e. there is a gap in the open space provision north of the rail corridor in proximity to Mayona Road). The Northern Regional Trails Strategy advocates for directional signage at all intersections of trails. |
| 2 | Future-proof cross-corridor pedestrian and cycling connectivity at existing and potential crossing points. Pedestrian crossings south of Greensborough Station and at Montmorency Station are to be reinstated, and improves to pedestrian movement are to be considered including the potential for an additional crossing to improve safety near Montmorency Secondary College | <p>There are a number of key activity precincts along the corridor, including schools, recreation and sporting open spaces commercial and industrial zones. The railway line currently creates a barrier to safely and effectively move between north and south. The implementation of the SCC would create a safe and effective link for travel across the Greensborough and Montmorency area and better connect the activity precincts.</p> <p>Key destinations include schools, Montmorency and Greensborough activity centres, Plenty Trail, parks and sporting fields.</p> <p>North-South connections are important to achieving a more integrated transport solution and providing alternatives to car travel.</p> | <ul style="list-style-type: none"> Prioritise the need for a pedestrian crossing on Para Road - crossing to connect rail line crossing and bus stops on either side of Para Road (South of Grimshaw Street). Further consultation regarding the most appropriate location is required. |
| 3 | Prevent informal pedestrian rail crossings with barriers and deterrence mechanisms | Key destinations include schools, Montmorency and Greensborough activity centres, Plenty Trail, parks and sporting fields. | |
| 4 | Wayfinding to key local destinations for pedestrians and cyclists should be optimised through signage and maintaining key view lines. | North-South connections are important to achieving a more integrated transport solution and providing alternatives to car travel. | |
| 5 | Maintain and improve pedestrian access to Railway Road from the Para Road Plenty River Bridge to provide a connection to the north side of the railway corridor. | In accordance with Council's Walking Strategy, implement the Banyule Principal Pedestrian Network (BPPN) to support walking as a preferred mode of transport for short trips. | |

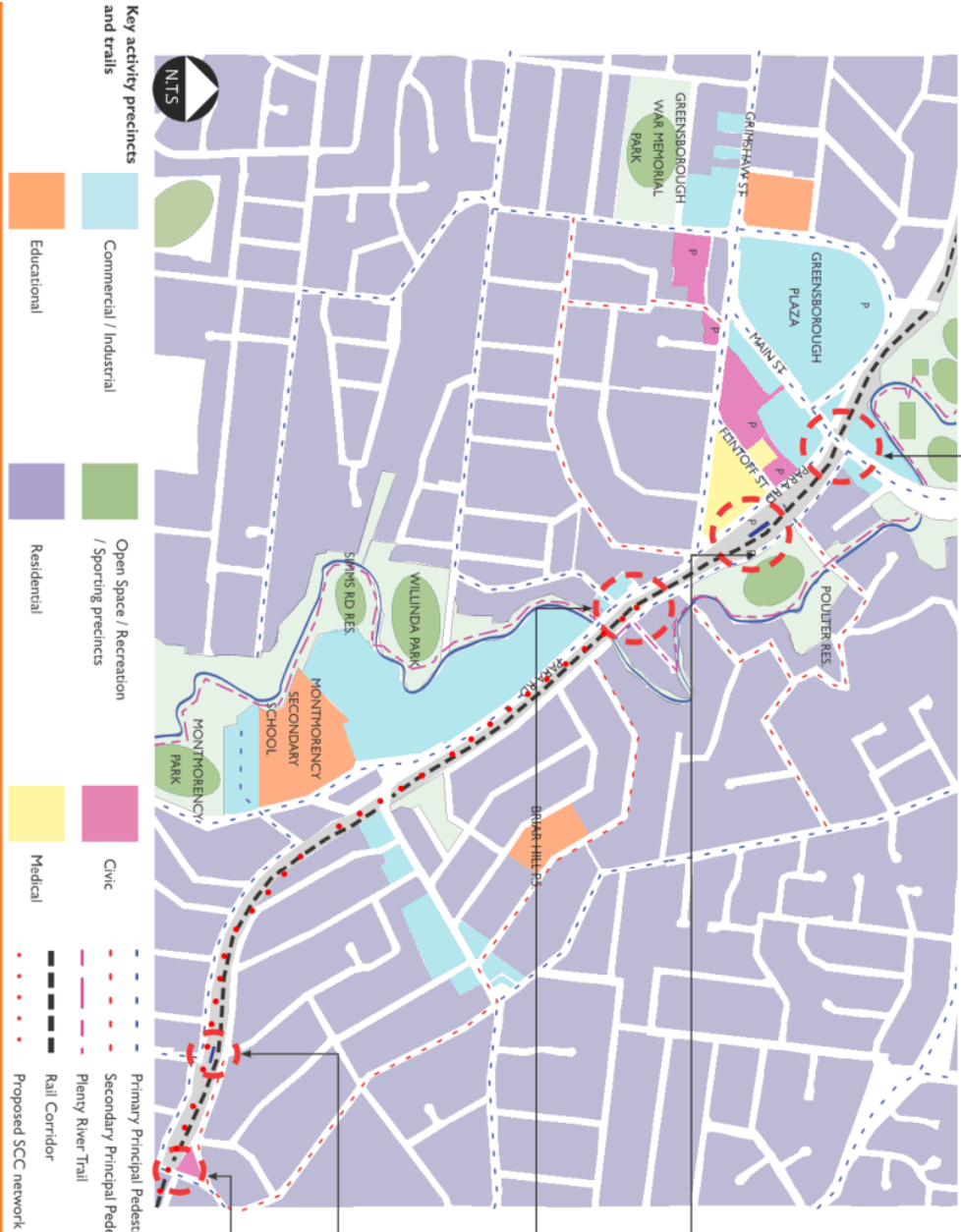
| # | LXRP Design Guideline | Response | Recommendation |
|---|---|---|---|
| <p>Safety – A safe environment is essential for a strong, connected and happy community</p> <p>Amenity – High quality urban amenity associated with access to services and the experience of a great public place contributes to a successful, equitable and prosperous community</p> | | | |
| 1 | <p>Maintain clear sightlines and high visual permeability through any new structure to adjacent footpaths, public spaces, and key movements corridors to avoid potentially unsafe areas of entrapment.</p> | <p>Interfaces between the rail corridor and public open space to be developed to ensure the amenity of the open space is not impacted by the new works and there is a landscape buffer between two opposing land uses.</p> <p>The design of the new stations and desired shared path must give due regard to crime prevention through environmental design principals. A key strategic action within the Public Open Space Plan is to work towards making all public open space in Banyule safe and feel safe through openness, natural surveillance and good sightlines. There have been a number of crimes and antisocial behaviour reported in and around Greensborough.</p> | <ul style="list-style-type: none"> Follow the principles of CPTED that promote surveillance and safety Promote pedestrian zones and minimises conflict between pedestrians and cars Promotes permeability between station precinct and neighbouring suburbs to enhance access for locals including intuitive wayfinding, lighting and surveillance Provide access in appropriate locations to public amenities and facilities including shared pathways, bike parking facilities and water fountains and public toilets |
| 2 | <p>Maximise visibility under rail bridge at Plenty River, paying attention to environmental and aboriginal culturally sensitive areas. The design of the bridge should maintain clear sightlines and avoid obstructing visibility to the Plenty River Trail from Para Road to maximise passive surveillance</p> | | |
| 3 | <p>Areas that are not intended for public occupation should be designed with limited access to avoid potentially unsafe areas of entrapment and misuse</p> | | |
| 4 | <p>Use high quality materials for abutments, bridge undercroft, structural piles, and retaining structure with a high level of articulation to display sensitivity to the local environment and to prevent area being targeted for graffiti and vandalism</p> | | |
| 5 | <p>Allow for the provision of vegetated screening to residential interfaces with the rail corridor</p> | | |

| # | LXRP Design Guideline | Response | Recommendation |
|---|--|---|--|
| 1 | Maintain and protect existing mature vegetation and areas of environmental significance where possible. Adopt council guidelines for tree works. In cases of unavoidable tree removal, seek opportunities to reuse material in guidance with local stakeholders. | The proposed design guidelines and generally support and further recommendations are included in this response. | <ul style="list-style-type: none"> Infrastructure and landscaping to be at a scale consistent with the local character and physical demands of the site Prioritise use of 100% renewable materials Incorporate the use of water sensitive urban design elements, including stormwater re-use Seek to minimise native vegetation losses which interface the rail corridor and offset any losses with 5:1 commensurate plantings Re-use any of the existing materials where possible within the station buildings, forecourts or civic spaces |
| 2 | Employ innovative construction techniques to minimise construction footprint to protect trees and maximise long term environmental and amenity benefits. Use contextually appropriate stabilisation measures to allow planting to occur on embankments to increase biodiversity. Consider use of batters with gradients, benching, and terracing with retaining wall structures where appropriate. | | |
| 3 | Minimise hard surfaces through preferencing permeable ground surfaces, stone, and increased paving. Hard surfaces, structures and fences should incorporate landscape and / or architectural detailing to soften their appearance. | | |
| 4 | Provide ecologically and environmentally sensitive designs to protect and enhance interfaces between the rail corridor and open spaces including Plenty River, Perrie Park, and Karingal Yalloc Creek | | |
| 5 | Integrate WSUD measures into landscape treatments for trenches and retaining structures | | |
| 6 | Specify a plant selection that strengthens local biodiversity and vegetated landscape character in consultation with Banyule Council | | |

4.1 Greensborough to Sherbourne Road

The installation of the SCC along the Hurstbridge rail corridor is a key requirement for Council. The delivery of a shared user path between Greensborough and Montmorency (extending to Ethham) will improve local connections and provide an opportunity to deliver the community with a safe alternative transport route.

The rail corridor creates a significant barrier to establishing a safe, effective, direct pedestrian network. Such poor integration has created a more circuitous pedestrian network, forcing users onto major roads. Poor linkages with bus stops, level rail crossings and underpasses are further impacted by limited pedestrian crossing points on major roads.



Main Street – Diamond Creek Road
Relocating the Greensborough Station further west towards Main Street allowing for reduced grades from Rail Platforms to Street Level, incorporating at ground or elevated pedestrian and cycling crossings to Main Street, creating a much improved gateway into Greensborough for public transport users.

Existing Greensborough Rail Station
This is a major, car dominant intersection and in combination with the rail corridor creates a significant physical barrier to access the open space and trails to the north.

Poor crossing points between the north and south of the station makes it inaccessible for cyclists, prams and disabled users. Pedestrians only choice is to access Main Street to the north-west or Poulter Street to the south-east.

Implementation of the SCC and an appropriately located station with accessible and legible points of entry will improve connections into existing pedestrian networks.

Poulter Ave - Para Road (at level crossing and underpass)
This is a main north-south connecting point for the pedestrian network, Plenty River Trail and bus patrons. There is no clear link between each of the public amenities. Users on the pedestrian network and bus patrons cannot access the underpass and have no safe crossing point at which to access the level rail crossing point.

The implementation of the SCC with bridge access and links to the surrounding trails and pedestrian networks is strongly recommended by Council.

Montmorency
Implementation of the SCC would provide direct and safe access within Montmorency and between key activity precincts from the Montmorency area.

Mountain View Road
The SCC will provide an improved connection between key activity precincts and link into the broader pedestrian network.

4.2 Greensborough

LXP Urban Design Guideline

Response

Recommendation

Identity – A well-defined identity and sense of place is key to creating strong and vibrant communities

| # | Identity – A well-defined identity and sense of place is key to creating strong and vibrant communities | Response | Recommendation |
|---|---|--|---|
| 1 | The design response must create a unique and visually prominent station precinct that addresses Para Road and the Greensborough Activity Centre. The station building should be prominent from key gateway points including Main Street, Para Road, and Flinthoff Street. | <p>The design response must create a sense of arrival at a major activity centre and a sense of integration as part of one activity centre.</p> <p>The project is an opportunity to create a whole of place solution and establish a major activity centre that encapsulates the idea of a 20-minute neighbourhood by centrally locating and making accessible multiple transport modes.</p> <p>Consideration for this UDG should respond to the vision for the Greensborough Activity Centre as outlined in the Greensborough Activity Centre Plan 2007 – the green book.</p> | <ul style="list-style-type: none"> A Whole of Place and Place-based approach to design The design response should create a sense of arrival at a major activity centre and should give a sense of integration as part of one activity centre Create a much-improved gateway into Greensborough for public transport users Relocating the station, and /or station entrance further west towards Main Street, improving the station's relationship with the heart of the activity centre and surround retail, civic and open space precincts |
| 2 | The scale and articulation of the built form must maintain and frame views from Greensborough Activity Centre to Poulter Avenue Reserve and the Plenty River Corridor. | | |
| 3 | The design solution should reinforce the unique topography and landscape setting of Greensborough through the provision of informal street tree planting and understory treatments that reflects the local landscape. | | |
| 4 | Retain existing mature vegetation where possible and harness new landscape and vegetation opportunities | | |
| 5 | The two station approaches from the north and south should reflect their local, drawing upon the urban character of the Activity Centre to the south and the quieter, residential scale to the north. | | |
| Urban Integration - a well-integrated environment is a sound framework for the successful development of a great place | | | |
| 1 | Ensure the visual impact of built form and infrastructure is minimised and in keeping with the scale and character of the surrounding local area. The design response must mitigate the visual impact from surrounding residential interfaces and open spaces. | <p>We find that the scope of the project is too narrow and does not consider the potential for urban integration into the broader precinct.</p> <p>In line with Plan Melbourne, a place-based approach, "... where all government departments and agencies focus on the outcomes of a place rather than an individual projects and services" should be taken.</p> | <ul style="list-style-type: none"> Relocate the station, and /or station entrance further west towards Main Street, improving the station's relationship with the heart of the activity centre Unlock urban renewal opportunities along Para Road and Diamond Creek Road Deliver a shared user path along the Hurstbridge rail corridor from Greensborough to Eitham connecting to existing trails (i.e. Plenty River Trail) and adjacent open space (i.e. Poulter Reserve, Plenty River Reserve, E. Andrews Reserve, Petrie Park and Sherbourne Road Reserve) |
| 2 | The upgraded substation should be integrated into the overall station architecture to minimise the projects visual impact and footprint. | <p>This project is an opportunity to partner with Council to explore the development of an integrated bus interchange for the precinct.</p> <p>The design has a unique opportunity to leave a legacy that re shapes the character of the activity centre and creates a highly activated and vibrant transport hub.</p> <p>It is an opportunity to re-imagine a neglected and forgotten 'edge' to the Activity Centre through integration into the surrounding broader precinct to include the commercial, recreational, residential and school precincts.</p> | |
| 3 | Explore opportunities to relocate the existing signalling building within the rail corridor to a less visually prominent location | <p>This project can transform Greensborough into a multi-modal transport hub with an integrated bus interchange, commuter and taxi drop off/ pick up zones and connection into bike and walking trails.</p> <p>The project can maximise much needed opportunities for increase orbital connectivity for the Northeast region through a fully integrated transport interchange.</p> | |

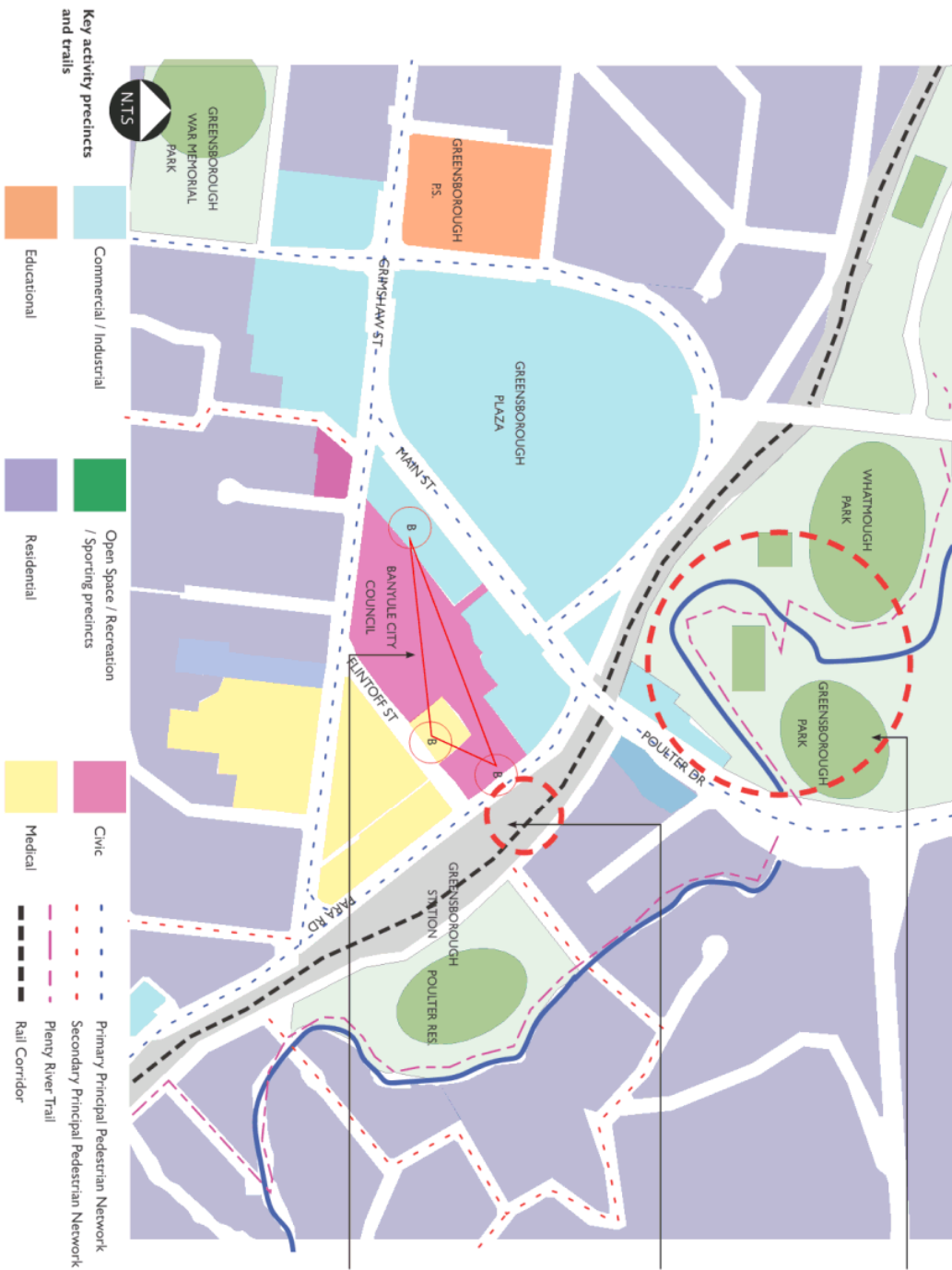
| # LXR Design Guideline | Response | Recommendation |
|---|----------|--|
| <p>Connectivity and Wayfinding – A well connected and legible environment contributes significantly to a strong economy and an integrated community.</p> <p>Accessibility – A highly accessible and inclusive environment provides a positive user experience and contributes to health, wellbeing and the perception of care in a community.</p> | | |
| <p>1 The design layout and built form should improve visual and physical connections to key pedestrian and cycling routes, such as the Plenty River Trail, adjacent sporting fields, and the Greensborough Activity Centre</p> | ● | <p>The proposed design guidelines recognise the importance of improving and establishing connections to key pedestrian and cycling routes and the surrounding broader precinct which include the commercial, recreational, residential and school precincts and the necessary infrastructure to support it.</p> <p>Diamond Creek Road precinct forms part of Council's Green Book Strategy and it is recommended that physical and visual connectivity also be extended to this precinct.</p> <p>Principle 5 of Plan Melbourne seeks to create 20-minute neighbourhoods that are accessible, safe and attractive, where people can access most of their everyday needs within a 20-minute walk, cycle, or local public transport trip.</p> <p>In support of this principle, the construction of the shared user path between Greensborough and Ettham as part of the railway duplication project is strongly recommended.</p> |
| <p>2 Explore innovative design solutions to connect the station precinct to the Greensborough Activity Centre considering desire lines from Greensborough Walk and Flincoff Street.</p> <p>Explore opportunities to relocate the station entrance further west towards Main Street for improved connection to the Greensborough Activity Centre</p> | ● | <p>The creation of a shared user path along an identified Strategic Cycling Corridor is an opportunity to establish a 20 minute neighbourhood, connect to main trails including the Plenty River Bike trail and in a challenging topographical environment provides a safe, direct and easy route.</p> <p>This project is an opportunity to transform Greensborough into a multi-modal transport hub with integrated bus interchange, commuter and taxi drop off/ pick up zones and connections into bike and walking trails.</p> <p>An important opportunity for the centralisation and consolidation of transport options into a multi-modal transport hub should be considered.</p> <p>Currently, transport users are challenged by steep gradients, indirect pedestrian links and scattered bus arrangements. Bus connections often result getting off in one location, for example Main Street and having to make your way to another separate location, for example Flincoff Street.</p> <p>Shifting the station to the West towards Main street would provide a greater sense of arrival, improve legibility and permeability into and across the precinct, and provides greater pedestrian accessibility in terms of grades and levels.</p> <p>Further detail is required to understand how the design will respond to the topography of the site and the traffic conditions of Para Road / Main Street / The Circuit route.</p> |
| <p>3 The station Parkteer must be located with visibility within the station precinct and direct access to the existing Principal Bicycle Network, along the Main Street and the Plenty River Trail.</p> | ● | <p>Seek the best possible integration of the train station beyond the rail reservation with this important activity centre and in particular; strongly supports the new stations will need to maximise public value by taking a precinct wide approach that encourages integrated land development around stations</p> <p>Achieve the principles of the Greensborough Structure Plan, including sustainability; innovative urban design; diversity, ease of movement and connectivity; greener Greensborough, public realm; and an integrated centre</p> <ul style="list-style-type: none"> Provide level access through lifts, ramps or escalators Creates a lasting public infrastructure legacy capable of catalysing urban renewal and realising the maximum benefit that policy demands of a project of this nature – including modal shift through high quality design ease of use and visual integration with activity centre Establishes Greensborough as multi-modal transport hub including an integrated bus interchange commuter and taxi drop off / pick-up zone adjacent Greensborough station entry. Ensure station location and connection with the Greensborough town centre is prioritised and strengthened. Improve bus to bus and bus to train connectivity: |
| <p>4 The design solution must provide a kiss n ride drop off area, appropriately located for direct access to the station entry</p> | ● | <ul style="list-style-type: none"> Reduce transfer distances; Provide opportunities to include new north-south pedestrian route, linking the activity centre with areas to the Diamond Creek precinct and Plenty River Parklands; Improve access for those with restricted mobility by removing steep pedestrian ramps and replacing them with lifts and/ or escalators; Deliver a shared user path along the Hurstbridge rail corridor from Greensborough to Ettham connecting to existing trails (i.e. Plenty River Trail) and adjacent open space (i.e. Poulter Reserve, Plenty River Reserve, E J Andrews Reserve, Petrie Park, and Sherbourne Road Reserve). |
| <p>5 Improve vehicle wayfinding and to station drop off and carparking areas from Main Street, Poulter Avenue, Para Road, and Flincoff Street through architectural or landscape detailing and wayfinding signage</p> | ● | |
| <p>6 Consolidate station car parking and minimise vehicle entry points along Poulter Avenue</p> | ● | |
| <p>7 The design solution should include provision of train replacement bus bays separated from route bays</p> | ● | |
| <p>8 Utilise existing site topography to minimise the use of additional ramp lengths and vertical transport</p> | ● | |

| # | LXRP Design Guideline | Response | Recommendation |
|---|--|---|--|
| Safety – A safe environment is essential for a strong, connected and happy community | | | |
| 1 | Improve the pedestrian environment and sense of safety along Para Road with wide footpaths, buffer roadside planting, canopy trees, seating/ resting options, and lighting. | <p>● Pedestrian priority with wider footpaths, highly visible surfaces and enhanced street appeal to improve pedestrian traffic flow and activate the connection.</p> <p>Further clarity with regards to bicycle routes is required. Council strongly advocates for the construction of the SCC as part of the railway duplication project.</p> <p>The design of the new station and shared path must give regard to crime prevention through environmental design principles. A key strategic action within the Public Open Space Plan is to work towards making all public open space in Banyule safe and feel safe through openness, natural surveillance and good sightlines. There have been a number of crimes and antisocial behaviour reported in and around Greensborough.</p> | <ul style="list-style-type: none"> ● The design should incorporate the principles of CPTED that promotes surveillance and safety; ● Pedestrian priority with wider footpaths, highly visible surfaces and enhanced street appeal to improve pedestrian traffic flow and activate the connection ● Provide access in appropriate locations to public amenities and facilities including shared pathways, bike parking facilities and water fountains and public toilets ● Seek the best possible integration of the train station beyond the rail reservation with this important activity centre and in particular, strongly supports the new stations will need to maximise public value by taking a precinct wide approach that encourages integrated land development around stations ● Create a lasting public infrastructure legacy capable of catalysing urban renewal and realising the maximum benefit that policy demands of a project of this nature – including modal shift through high quality design use of use and visual integration with activity centre ● Achieve the principles of the Greensborough Structure Plan, including sustainability, innovative urban design, diversity, ease of movement and connectivity, greener Greensborough, public realm, and an integrated centre |
| 2 | Increase visibility and passive surveillance for active transport users along Poulter Avenue by minimising retaining wall structures adjacent to pedestrian footpaths or road carriageways and use of materials with high visual permeability | <p>●</p> | |
| 3 | Maintain existing vegetation where possible and maximise soft landscape opportunities, strengthening the landscape character of the local area. Maximise canopy cover of trees and shade structure within the station redevelopment including carpark areas to improve pedestrian comfort. " | <p>●</p> <p>The centralisation and consolidation of transport options into a multi-modal integrated transport hub, as a method of reducing conflict between different transport modes is strongly supported.</p> | |
| 4 | Use high quality materials for abutments, bridge under croft, structural piers, and retaining structure with a high level of articulation and vegetation screening to display sensitivity to the local environment and to prevent areas being targeted for graffiti and vandalism. | <p>●</p> | |
| 5 | Reduce conflict between different transport modes (active and non-active) through the design layout to provide safe movement for all users, particularly around the station forecourt | <p>●</p> | |

| # | LXRP Design Guideline | Response | Recommendation |
|---|--|----------|---|
| 1 | Minimise concrete structures and hard ground surfaces, stone, and increased planting Hard surfaces, structures and fences should incorporate landscaping and/or architectural detailing to soften their appearance. | ● | <ul style="list-style-type: none"> Prioritise use of 100% renewable materials including low carbon asphalt and concrete Incorporate the use of WSUD elements, including stormwater reuse Seek to minimise native vegetation losses which interface the rail corridor and offset any losses with 5:1 commensurate plantings Re use any of the existing materials where possible within the station buildings, forecourts or civic spaces |
| 2 | Provide appropriate canopy cover and shade structures within the station development including the carpark areas to reduce heat island effect. | ● | |
| 3 | Plant selection should provide high value amenity and strengthen local biodiversity where appropriate. | ● | |
| 4 | Explore design solutions that reduce the energy consumption and costs associated with construction and operation of the facility. Consider the durability of materials and ongoing maintenance requirements and promote the use of low embodied energy and recycled materials. | ● | |
| 5 | Incorporate Water Sensitive Urban Design (WSUD) opportunities that utilise and highlight the natural topography | ● | |

4.2 Greensborough

This project is an opportunity to establish a multimodal transport interchange at Greensborough that facilitates public transport use and improves orbital transport connections essential in the north east.



Diamond Creek Road Precinct and Open Space

This area has a poor physical and visual connection. Provision for new north-south pedestrian routes linking Greensborough Activity Centre with areas to the north including Plenty River parklands and the Diamond Creek Road precinct should form part of the railway duplication.

Relocating existing station west

Relocating the Greensborough Station further west towards Main Street allowing for reduced grades from Rail Platforms to Street Level, incorporating at ground or elevated pedestrian and cycling crossings to Main Street and existing pedestrian network and trails, creating a much improved gateway into Greensborough for public transport users.

Bus connections

Bus connections often result getting off in one location, for example Main Street and having to make your way to another separate location, for example Flintoff Street. New integrated bus interchange achieved through an elevated deck over the rail platforms with all bus bays within the Transport Interchange, allowing full access for all bus services, and also linking to Main Street bus bays.

B - existing bus stops

4.3 Montmorency Station Design Guidelines

| # | LXRP Design Guideline | Response | Recommendation |
|--|---|--|--|
| 1 | <p>Identity - well defined identity and sense of place is key to creating strong and vibrant communities</p> <p>Reinforce and enhance the local village character of Montmorency through a design response that reflects the scale and character of the precinct.</p> <p>New infrastructure should respond to the site's topography in a sensitive and complimentary manner.</p> <p>Minimise visual bulk and adopt a palette of natural materials where appropriate.</p> | <p>Given the distinct village feel in Montmorency, the design of the station should be more discreet and integrated into the surrounding landscape and existing urban form.</p> <p>Locals strongly identify with the 'village' feel of the area and this should be reflected in the scale of the design.</p> | <ul style="list-style-type: none"> A strong sense of arrival will need to be established in the station precinct. This should extend to both north and south sides of the station. Council designs for the Were Street upgrade will be undertaken mid-2020. This presents an opportunity for LXRP to partner with Council to achieve a cohesive identity and design outcome for the area. |
| 2 | <p>Explore design options to maintain the existing environmentally significant Yellow Box tree at the station entry. If unavoidable be removal is required, seek opportunities to re-establish the landscape character</p> | | |
| 3 | <p>Maintain and enhance tree canopy coverage and understory planting to support the local identity and biodiversity</p> | | |
| <p>Urban Integration - a well-integrated environment is a sound framework for the successful development of a great place</p> | | | |
| 1 | <p>Vibrancy – Animation and diversity in the experience of a great public place supports a prosperous and healthy community</p> <p>The station forecourt must maintain and enhance the established visual and physical connection between the station entry and the Montmorency Shopping Village</p> | <p>It is important to understand that the station is a bookend to an active main street. In its current format it has no sense of arrival and is a lost opportunity to truly integrate the entire commercial area into an active public realm.</p> <p>The current station precinct has a poor urban edge and is a barrier to achieving a more cohesive integration into the broader area. We strongly support maintaining a visual and physical connection to the station entry and the Montmorency Shopping Village.</p> <p>The station design should include establishing a legible integration of Myona Road, the Station and Were Street to continue the visual and physical connection of the public realm. The design outcome should provide a pedestrian friendly zone, that is multi-functional to encourage activation beyond the limits of Were Street</p> | <ul style="list-style-type: none"> Deliver high-quality public realm outcomes sympathetic to the look and feel of Montmorency's urban village Delivers a safe and highly visible pedestrian connectivity to Were Street activity centre via a new fit for purpose crossing Ensure the station design response respects the Montmorency character and built form We recommend that the design of the Station Forecourt is extended to include the intersection of Station, Birns and Were Street. This will extend Were Street potential as a destination for events and create a multi-functional space that can be used by the community. Council designs for the Were Street upgrade will be undertaken mid-2020. This presents an opportunity for LXRP to partner with Council to achieve a cohesive identity and design outcome for the area. |
| 2 | <p>Design solution should enable integration with commercial and residential development</p> | | |



| # | LXRP Design Guideline | Response | Recommendation |
|---|--|--|---|
| <p>Accessibility – A highly accessible and inclusive environment provides a positive user experience and contributes to a strong economy and an integrated community</p> <p>Connectivity and Wayfinding – A well connected and legible environment contributes significantly to health, wellbeing and the perception of care in a community</p> | | | |
| 1 | Retain and improve the pedestrian crossing between Mayona Road and Station Road to provide DSPT compliant access across the rail corridor | <p>Improved pedestrian crossings are supported however require further' clarification of its proposed location and whether it will be a pedestrian bridge or at level crossing.</p> <p>The final location of the station and pedestrian crossing should create a strong visual and fully accessible physical link between north and south integrating with the Mony Activity Centre.</p> | <ul style="list-style-type: none"> The design response should establish an intuitive and legible pedestrian flow between the north and south of Montmorency station and the broader activity precincts. Implement the SCC into the design of the station. Consider the critical edges of Station Street, Birns and Were Street to establish a pedestrian friendly zone that links to Were street and the station. Promote permeability between station precinct and neighbouring suburbs to enhance access for locals including intuitive wayfinding, energy efficiency LED public lighting and surveillance Delivers a high-quality public realm outcomes sympathetic to the look and feel of Montmorency's urban village Delivers a safe and highly visible pedestrian connectivity to Were Street activity centre via a new fit for purpose crossing Ensure the station design response respects the Montmorency character and built form |
| 2 | Maintain and enhance pedestrian connectivity between the Montmorency Shopping Village and the station entry | <p>Principle 5 of Plan Melbourne which seeks to create 20-minute neighbourhoods that are accessible, safe and attractive, where people can access most of their everyday needs within a 20- minute walk, cycle, or local public transport trip, will make our suburbs healthier and more inclusive.</p> <p>In line with this principle the construction of the SCC as part of the railway duplication project is strongly supported. The SCC is an opportunity to establish a 20-minute neighbourhood, connect to main trails including the Plenty River Bike trail and in a challenging topographical environment provides a safe, direct and easy route.</p> <p>A broader response for improved connectivity within Montmorency to improve walkability and connectivity between key community assets should be considered.</p> <p>There are a number of key activity precincts within a 500m radius of the station, including schools, recreation and sporting open spaces, and commercial zones. The train station currently creates a barrier to safely and effectively move between north and south. The implementation of the SCC would create a safe and effective link for travel across activity precincts, and alternative transport choices outside of car use.</p> <p>Key destinations include schools, Plenty River Trail, Petrie Park and sporting fields, and Were Street Activity Centre.</p> <p>North-South connections are important to achieving a more integrated transport solution and providing alternatives to car travel.</p> | |
| 3 | The design layout and built form should improve connectivity to key pedestrian routes, including the rail corridor crossing at the station and Mountain View Road through visual cues and wayfinding | <p>●</p> | |

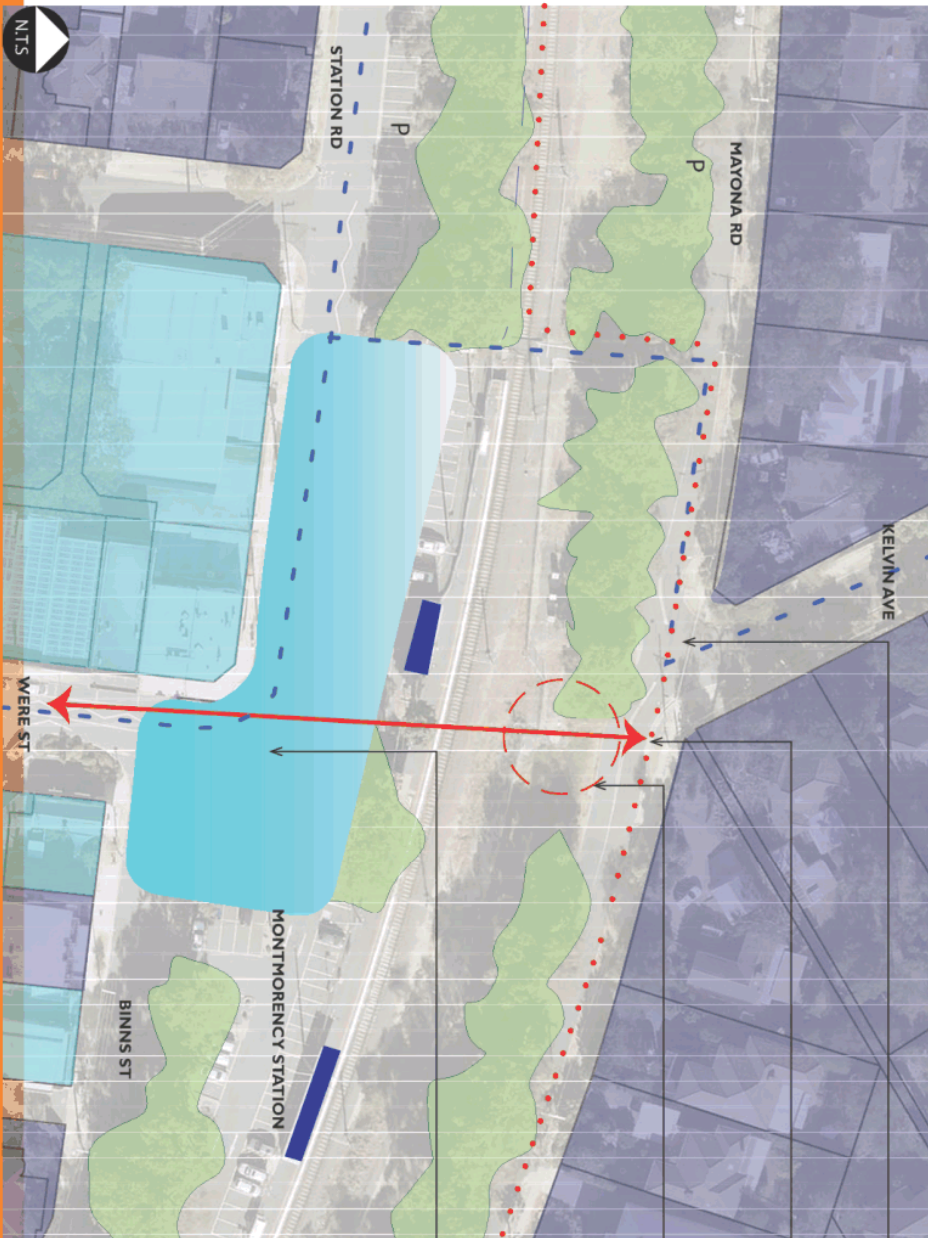
| # | LXRP Design Guideline | Response | Recommendation |
|---|--|--|--|
| Safety – A safe environment is essential for a strong, connected and happy community | | | |
| 1 | Reinststate a pedestrian rail crossing between Station Road and Mayona Road. Utilise existing site topography to minimise the use of additional ramp lengths and vertical transport. Ensure potential overpasses or underpasses are of generous size, well-lit and have clear sightlines between entrances | Whilst an improved pedestrian crossing is generally supported, further clarification of its proposed location and whether it will be a pedestrian bridge or at level crossing is required. Safety and improved amenity can be achieved through a well integrated multi functional forecourt that promotes pedestrian movement, surveillance, and a strong physical and visual connection with Were Street. | <ul style="list-style-type: none"> Incorporate signage and wayfinding to facilitate safe movement and access. The Northern Regional Trails Strategy also advocates for directional signage at all intersections of trails. Deliver a safe and highly visible pedestrian connectivity from Were Street to the Station via a new fit-for-purpose crossing Pedestrian priority in transition zones to minimise conflict between car and pedestrians Provide access in appropriate locations to public amenities and facilities including shared pathways, bike parking facilities and water fountains and public toilets Council designs for the Were Street upgrade will be undertaken mid-2020. This presents an opportunity for LXRP to partner with Council to achieve a cohesive identity and design outcome for the area. |
| 2 | Use high quality materials for abutments, bridge undercroft, structural piles, and retaining structure with a high level of articulation and vegetation screening to display sensitivity to the local environment and to prevent areas being targeted for graffiti and vandalism | Further inclusions such as signage and wayfinding are also required to facilitate safe movement and access. The design of the new stations and shared path must give due regard to crime prevention through environmental design principals. A key strategic action within Council's Public Open Space Plan is to work towards making all public open space in Banyule safe and feel safe through openness, natural surveillance and good sightlines. | |
| 3 | Preserve where appropriate or provide tree canopy coverage and understory planting throughout the station precinct to improve pedestrian comfort | | |
| 4 | Minimise the impacts on established streetscapes of Mayona Road, Station Road, and Binnis Street by providing visual screening of the rail corridor to residential interfaces and enhance pedestrian amenity. | | |
| 5 | Ensure above ground infrastructure is minimised and keeps with the 1-2 storey village character | | |
| 5 | Create a station forecourt that provides a place for people to rest, wait, and meet, ensuring weather protection. Explore opportunities for the station entry and forecourt to be visible from Were to maximise public surveillance | | |

| # | LXRP Design Guideline | Places must be sustainable, enduring and resilient in order to support and nurture current and future generations | Response | Recommendation |
|---|--|---|--|--|
| 1 | Maintain and protect existing mature vegetation and trees of environmental significance where possible. Adopt council guidelines for tree works. In cases of unavoidable tree removal, seek opportunities to reuse material in guidance with local stakeholders. | ● | The proposed design guidelines with regards to resilience and sustainability are generally supported with additional recommendations included in this response. As part of Council designs for upgrades to Werne Street, integrating WSUD further into the streetscape space will be investigated. Applying WSUD principles to this project as an opportunity to integrate these spaces more cohesively. | <ul style="list-style-type: none"> Preference be given to use of 100% renewable materials. Incorporate the use of water sensitive urban design elements, including stormwater re-use. Seek to minimise native vegetation losses which interface the rail corridor and offset any losses with 5:1 commensurate plantings. Re-use any of the existing materials where possible within the station buildings, forecourts or civic spaces Create flexible, active public spaces beyond the station precinct to promote community engagement |
| 2 | Explore options to retain existing mature vegetation to minimize impacts of works to sensitive interfaces | ● | | |
| 3 | Incorporate WSUD opportunities that utilise and highlight the natural topography and keep with the current treatment within the station forecourt and commuter carpark | ● | | |
| 4 | Minimise concrete structures and hard surfaces through preferencing permeable ground surfaces, stone, and increased planting. Hard surfaces, structures and fences should incorporate landscaping and / or architectural detailing to soften their appearance | ● | | |
| 5 | Provide appropriate canopy cover and shade structures within the station development including the carpark areas to reduce heat island effect | ● | | |
| 6 | Explore design solutions that reduce the energy consumption and costs Associated with construction and operation of the facility. Consider the durability of materials and ongoing maintenance requirements and promote the use of low embodied energy and recycled materials. | ● | | |

4.3 Montmorency

The design outcome for Montmorency must retain its Village feel, reflective of its landscape character and built form. It is these elements that the community identify strongly with and what makes Monty.

Council is currently planning for the Were Streetscape Upgrade and design will begin mid-2020. This is an opportunity to take a place based approach to the design for Montmorency, where LXRIP partner with council to design a multi-faceted space. A public realm that provides opportunities to prioritise pedestrians, facilitates economic development and realises a 20-minute neighbourhood through shared trails and cycling.



- Implement the shared user path an identified SCC as part of the duplication works
- Retain clear north-south visual connection from Were Street through to station forecourt
- Establish a sense of arrival with a legible point of entry for pedestrians approaching from the north
 - The design for this space will need to reflect a multi-purpose area. This currently small non-descript access point is an important north-south crossing and forms part of the local cycle network for cyclists, walkers and train patrons. Its design and format will need to accommodate these multiple purposes
- Establish a multi-use space with pedestrian priority
- Establish a sense of arrival to montmorency station precinct
- Extend the station precinct into the intersection to create a pedestrian priority zone and seamless integration from the station precinct into Were street



4.3 Montmorency - 20 minute neighbourhood

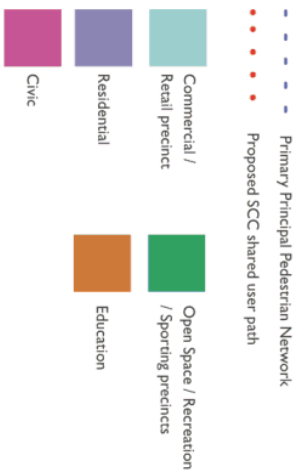
Stage 2 of the Hurstbridge Line Duplication project provides opportunities for Banyule to move towards its Banyule Integrated Transport Plan (BITP) vision of being “a city with accessible, sustainable and active communities, with good access to shops, education, shopping and community opportunities within a safe transport network”.

The delivery of a shared user path along the Strategic Cycling Corridor that aligns with the duplicated rail line between Greenborough and Montmorency will greatly enhance the local outcomes and assist the vision to become realised.

The inclusion of the SCC within the rail corridor that links to existing local paths and key activity precincts is strongly supported.



- In Montmorency a rail corridor shared user path will:
- provide direct, safe and level access to a number of key activity precincts within a 500m radius of the station;
 - improve the north-south connection;
 - improve walkability;
 - achieve a more integrated transport solution; and
 - provide alternatives to car travel.



Planning and Environment Act 1987

**VICTORIA PLANNING PROVISIONS
AND ALL PLANNING SCHEMES IN VICTORIA
AMENDMENT VC170
EXPLANATORY REPORT**

Who is the planning authority?

This amendment has been prepared by the Minister for Planning.

The Minister for Planning is the planning authority for this amendment.

What the amendment does

The amendment changes the *Victoria Planning Provisions* and all planning schemes in Victoria by introducing a new particular provision, Clause 52.03 - Level Crossing Removal Project. In summary, Clause 52.03:

- applies to the use and development of land for projects undertaken by the Level Crossing Removal Project and declared under section 10(1)(b) of the *Major Transport Projects Facilitation Act 2009*
- exempts the use and development of land for a project from other requirements of the planning scheme (including any requirement to obtain a permit) subject to meeting specified requirements (summarised below)
- requires the use and development of land for a project to be undertaken in accordance with the plans and documents approved under Clause 52.03, to the satisfaction of the Minister for Planning and other relevant authorities
- requires public consultation, and consultation with the relevant municipal council, prior to the commencement of a project
- requires an environmental management framework to reduce and manage environmental and amenity effects during construction to be prepared in consultation with the relevant municipal council and to the satisfaction of the Minister for Planning
- requires plans and reports addressing the impact of development in the Heritage Overlay, Environmental Significance Overlay, Significant Landscape Overlay or Vegetation Protection Overlay to be prepared to the satisfaction of the Minister for Planning
- requires an environmental assessment of any land to be used for new open space to be undertaken to the satisfaction of the Minister for Planning
- requires native vegetation removed, destroyed or lopped for a project to be reported and offset in accordance with the *Guidelines for removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, December 2017)
- enables use and development required to prepare for the construction of a project to be undertaken before the preparation of an environmental management framework and other pre-commencement requirements
- enable the Minister for Planning and the Secretary to the Department Environment, Land, Water and Planning (DELWP) to waive or vary certain requirements.

Strategic assessment of the amendment

Why is the amendment required?

The amendment was requested by the Level Crossing Removal Project (LXRP), part of the Major Transport Infrastructure Authority, which is an administrative office established under the *Public Administration Act 2004* in the Department of Transport.

Projects under the LXRP have been facilitated through separate planning scheme amendments which have removed the need to obtain planning permits for different parts of each project. Forty-two planning scheme amendments have been approved for level crossing removals and at least a further 20 amendments would be required by January 2023 to facilitate the removal of the remaining identified level crossings.

Most amendments have facilitated a project by incorporating a document into the relevant planning scheme to exempt the project from all other planning provisions subject to meeting specific requirements to the satisfaction of the Minister for Planning, the Secretary of DELWP and other relevant authorities. Each of these incorporated documents have generally included similar requirements, including provisions for local matters.

For each project the LXRP undertakes comprehensive consultation and engagement at various phases of the project, including prior to the commencement of construction. LXRP's consultation has supported an exemption from compliance with the normal public exhibition and notice requirements for previous amendments.

Clause 52.03 consolidates planning requirements that have generally been applied to previous projects to establish a standardised and more efficient planning approval process for the LXRP. It retains appropriate requirements for the management of potential environmental, amenity and other impacts of project construction and ensures consultation with the community and municipal councils on each project continues to be undertaken. This will remove the need for separate planning scheme amendments or planning permits for each project in the future and support the efficient delivery of projects under the LXRP.

The amendment will support the efficient delivery of the Victorian Government's commitment to remove 75 of the most dangerous and congested level crossings, and upgrade rail corridors, across metropolitan Melbourne to support growth in capacity and improve the efficiency and safety of the road, rail and pedestrian network. The Victorian Government has committed \$18 billion to complete these works by 2025, including upgrading or constructing more than 27 train stations, laying new track and making associated rail improvements.

The LXRP is delivering on the Government's commitment. Thirty level crossings have already been removed, and the Mernda Rail Extension Project, Heidelberg Duplication and rail system upgrades are underway or complete. More information about the LXRP and the projects it is delivering is available on the LXRP website: levelcrossings.vic.gov.au

The LXRP is a critical enabler of significant improvements to the metropolitan rail network. Renewing stations and upgrading rail track infrastructure will help to achieve the objectives for transport infrastructure in *Plan Melbourne 2017-2050: Metropolitan Planning Strategy*, the *Public Transport Victoria Network Development Plan - Metropolitan Rail (2012)*, *Trains, Trams, Jobs 2015-2025* and the *Victorian Rolling Stock Strategy (2015)*.

The LXRP is demonstrating transport efficiency, safety, economic and social benefits, including:

- reduced congestion, improved travel times for road users and more reliable services for train commuters by removing level crossings and upgrading rail lines to facilitate continuous traffic flow and improve operational efficiency
- increased capacity to run more trains on the network, without road crossings delaying vehicles and other users
- improved safety near level crossings by reducing potential conflicts between vehicles, trains, pedestrians and cyclists and reducing delays that contribute to risk-taking behavior
- supporting the prosperity and competitiveness of Victoria by reducing congestion and travel delays

- stimulating economic growth through the creation of thousands of new jobs during construction
- improved pedestrian and cycling access and facilities along the rail corridor and in proximity to railway stations
- improved local amenity through new publicly accessible areas, upgrades to the existing public spaces in conjunction with new or upgraded railway stations, and by reducing traffic congestion
- assisting to future-proof the rail network for further rail improvement opportunities such as the introduction of High Capacity Metro Trains, extensions to existing rail lines and increases in service frequency.

Projects under the LXRP typically include the following:

- Demolition of existing, and construction of new, buildings and works including to existing railway stations, including platforms, canopies, station buildings, entry and egress infrastructure, car parking, bicycle facilities, loading and unloading facilities and facilities for the selling on food, drinks and other convenience goods and services.
- Road and railway works to facilitate grade separation of rail and road infrastructure, and track duplication.
- Construction of new public spaces and public realm improvements, including streetscape and landscape works, pedestrian and cycling paths and associated infrastructure.
- Removal and display of signs, including illuminated and non-illuminated signage.
- Modification, removal or installation of bus stops, car parking and bicycle facilities.
- Associated rail infrastructure improvements including demolition, construction and modification of power, cabling and signals.
- Ancillary activities, preparatory and enabling works.
- The removal, destruction or lopping of vegetation to the minimum extent necessary to enable construction of the project.

In designing each project, the LXRP:

- undertakes due diligence studies to identify environmental risks, including consideration of flooding and geotechnical risks, noise and air quality
- applies the urban design principles and objectives set out in its Urban Design Framework (UDF) in consultation with stakeholders and its Urban Design Advisory Panel (UDAP).

The LXRP developed the UDF in consultation with the Office of the Victorian Government Architect. The UDF sets out principles and objectives with the aim of achieving a high-quality urban design response which enhances urban amenity and minimises any adverse impacts which may result from the proposed project and its associated structures. The role of the UDF is to guide the planning and design of the proposed project infrastructure, and to evaluate urban design proposals. More information about the UDF and UDAP is available on the LXRP website.

How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives in section 4 of the *Planning and Environment Act 1987* (the Act) as follows:

Provide for the fair, orderly, economic and sustainable use, and development of land.

New Clause 52.03 consolidates planning requirements that have generally been applied to previous projects to establish a standardised and more efficient planning approval process for the LXRP. The amendment will support the efficient removal of 75 of the most dangerous and congested level crossings, and the upgrade of rail corridors, across metropolitan Melbourne to support growth in capacity and service improvements.

The LXR is expected to have positive environmental, social and economic benefits including reducing road congestion and travel times, and contributing to a more efficient, safe and reliable road, rail and pedestrian network.

Provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

Projects under the LXR are predominantly constructed within the existing rail corridor and road reserves which generally have modified landforms and ecology.

Clause 52.03 ensures the impact of projects on the environment is appropriately managed and mitigated by requiring:

- native vegetation removed, destroyed or lopped for a project to be reported and offset in accordance with the *Guidelines for removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, December 2017)
- the approval of an environmental management framework (prepared in consultation with the relevant municipal council) that includes an overarching framework of measures to reduce and manage environmental and amenity effects during construction of a project.

Secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria.

The amendment introduces a standardised and more efficient planning approval process for the LXR. The LXR is facilitating more efficient use of existing infrastructure by improving the reliability and connection of the rail network as well as improving the safety and efficiency of the road network.

The LXR will improve:

- safety for trains, vehicles, pedestrians and cyclists, and facilitate more frequent and reliable train services and reduced traffic congestion
- local amenity through improved cycling and pedestrian access and infrastructure, landscape and urban design improvements and reducing traffic congestion.

Conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

Clause 52.03 requires that where construction of a project in a Heritage Overlay would normally require a planning permit, a heritage impact report, site photographs and site plans and elevations must be prepared to the satisfaction of the Minister for Planning.

Protect public utilities and other assets and enable the orderly provision and co-ordination of public utilities and other facilities for the benefit of the community

Clause 52.03 will ensure that the planning system continues to deliver the orderly and coordinated provision of upgraded public transport infrastructure and facilities for the benefit of the community.

Balance the present and future interests of all Victorians.

The amendment will support the efficient delivery of the Victorian government's commitment to remove 75 of the most dangerous and congested level crossings, and upgrade rail corridors, across metropolitan Melbourne by 2025.

The LXR benefits present and future users of public transport and road infrastructure. The project will continue to improve road, rail, bicycle and pedestrian links for Victorians living, working and travelling near each project, and improve the safety and operational efficiency of the road and rail networks.

The LXR also responds to the significant population LXR growth forecast for Melbourne by enabling more efficient services and connectivity on the rail line, encouraging greater use of public and active transport modes.

How does the amendment address any environmental, social and economic effects?

The amendment introduces a standardised and more efficient planning approval process for the LXP. The amendment is expected to generate positive environmental, social and economic benefits by improving the efficiency with which LXP delivers projects to remove dangerous and congested level crossings and upgrade rail corridors.

Environmental effects

The amendment improves the efficiency with which LXP can deliver the following environmental benefits:

- supporting reduced car use and increased public and active transport usage by increasing capacity to run more trains on the network and improving pedestrian and bicycle infrastructure along the rail corridor and at stations
- reduced traffic congestion and associated vehicle emissions, contributing to improved air quality
- improved amenity in residential, industrial and commercial areas currently affected by road congestion attributable to level crossings.

The new Clause 52.03 includes specific requirements to ensure that potential amenity, heritage and environmental impacts of the construction of projects are appropriately managed and mitigated by requiring:

- approval of an environmental management framework (prepared in consultation with the relevant municipal council) that includes an overarching framework of measures to reduce and manage environmental and amenity effects (including noise and run-off) during construction of each project
- approval of plans and reports that address heritage and environmental impacts of development on land in the Heritage Overlay in an environment or landscape overlay
- an environmental assessment that demonstrates that the environmental conditions of land to be used for new open space are suitable for that use
- native vegetation removed, destroyed or lopped for a project to be reported and offset in accordance with the *Guidelines for removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, December 2017)
- development in areas subject to flooding or inundation to be undertaken to the satisfaction of the relevant floodplain management authority.

In designing each project, the LXP undertakes due diligence studies to identify environmental risks, including consideration of flooding and geotechnical risks, noise and air quality.

Social effects

The amendment improves the efficiency with which LXP can deliver the following social benefits:

- improved safety by reducing the potential for conflicts between vehicles, trains, pedestrians and cyclists
- reduced congestion and improved travel times for road users
- improved local amenity through creation of new publicly accessible areas and upgrades to the existing public realm in conjunction with new or upgraded railways stations
- improved access, connectivity and transport choice by creating unencumbered access across the rail corridor in proximity to rail stations, reducing travel times for road and rail users and improving pedestrian and bicycle facilities along the rail corridor and at stations.

Economic effects

The amendment improves the efficiency with which LXP can deliver the following economic benefits:

- Supporting the prosperity and competitiveness of Victoria by reducing congestion and travel delays, which will contribute to increased productivity.
- The expected generation of over 2000 jobs during construction which will stimulate economic growth.

Does the amendment address relevant bushfire risk?

The amendment is unlikely to increase the risk of life, property, community infrastructure or the natural environment from bushfire.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The following directions are applicable to the amendment:

Ministerial Direction on the form and content of planning schemes.

The amendment complies with this direction.

Ministerial Direction No. 1 - Potentially contaminated land

The amendment complies with Ministerial Direction No.1. Clause 52.03 requires that prior to the commencement of the use of any new open space, an environmental assessment (or similar) that demonstrates that the environmental conditions of the land are suitable for that use must be undertaken to the satisfaction of the Minister for Planning.

Ministerial Direction No. 9 - Metropolitan Planning Strategy

The following is included in accordance with Ministerial Direction No.9:

- The aspects of the Metropolitan Planning Strategy relevant to the amendment are Principles 2, 5 and 8, Outcomes 1, 3 and 5, and Directions 1.2, 3.1, 3.2, 3.3, 4.4, 5.2 and 6.6.
- The Metropolitan Planning Strategy affects the amendment as it is a long-term plan to accommodate Melbourne's future growth in population and employment and identifies level crossing removals as supporting relevant directions and policies.
- The amendment is consistent with the relevant directions and policies in the Metropolitan Planning Strategy and supports its implementation by facilitating the LXR which is delivering on the Victorian Government's commitment to remove 75 of the most dangerous and congested level crossings across metropolitan Melbourne and upgrade rail corridors which will:
 - improve the safety, reliability and efficiency of the transport system across metropolitan Melbourne to support a more productive city
 - facilitate better connections to job opportunities and opportunities for urban renewal and development
 - improve local travel options through improved cycling and pedestrian safety, amenity, infrastructure, connections and access to public transport which supports 20-minute neighbourhoods, healthy lifestyles, increased public transport patronage, a mode shift away from cars and reducing vehicle emissions.
- The amendment will not compromise the implementation of the Metropolitan Planning Strategy.

Ministerial Direction No. 11 - Strategic assessment of amendments

This explanatory report has been prepared in accordance with Ministerial Direction No.9.

How does the amendment support or implement the Planning Policy Framework?

The amendment supports or implements the Planning Policy Framework as follows:

Clause 11 - Settlement

The amendment supports state and metropolitan Melbourne planning policies for settlement and activity centres by facilitating the LXR which will:

- support the activity centre hierarchy by enhancing accessibility, connectivity and amenity within activity centres to facilitate investment and growth, and contribute to maximising choices in goods and services, employment and social interaction
- improve transport network connections within and between local, regional and metropolitan centres via public transport, walking and cycling to improve levels of productivity and competitiveness while maintaining liveability
- improve access by walking, cycling and public transport to services and facilities by contributing to a more reliable and efficient public transport system, and improving safety and connectivity for pedestrians and cyclists near the level crossing and station precinct
- support metropolitan activity centres by reducing congestion, improving connectivity and providing for new publicly accessible areas and public realm improvements
- improve the safety and efficiency of major arterial road connections by delivering grade separation.

Clause 12 - Environment and Landscape Values, Clause 13 - Environmental Risks, Clause 14 - Natural Resource Management and Clause 15 - Built Environment and Heritage

The amendment supports and implements state planning policies for native vegetation management, significant environments and landscapes, floodplain management, contaminated land, noise, water quality and heritage, through the use and development, pre-commencement and native vegetation requirements specified in Clause 52.03 which require:

- native vegetation removed, destroyed or lopped for a LXR to be reported and offset in accordance with relevant state guidelines
- development on land subject to flooding or inundation to be undertaken to the satisfaction of the relevant floodplain management authority
- environmental assessment of the suitability of land to be used for open space
- approval of an environmental management framework to reduce and manage environmental and amenity effects (including noise and run-off) during construction of each project
- approval of plans and reports addressing the impact of development in a Heritage Overlay or an environment and landscape overlay.

Clause 18 - Transport

The amendment supports and implements state and metropolitan Melbourne planning policies for Victoria's transport system, sustainable personal transport, public transport and the road system by facilitating the LXR which will:

- facilitate improved public transport infrastructure and services on the Principal Public Transport Network, improved accessibility to activity centres, metropolitan Melbourne and employment corridors and contribute to economic development by delivering a more efficient road and rail system
- support development of a metro-style rail system through providing grade separation between major arterial roads and the rail line
- improve safety by reducing the potential for conflicts between vehicles, trains, pedestrians and cyclists
- facilitate coordinated improvements to public transport, walking and cycling networks to assist in activating investment and employment growth in the activity centres.
- improve active transport connections encouraging the use of sustainable personal transport, support the development of 20-minute neighbourhoods and improve access to the public transport system
- facilitate improvements to the safe, convenient and direct pedestrian and cycling access to public transport interchanges, residential and commercial activities near level crossings and stations.

- facilitate safer and more efficient movement of freight to meet local needs and service markets throughout Victoria by minimising impacts on other transport networks.

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment makes proper use of the *Victoria Planning Provisions*.

How does the amendment address the views of any relevant agency?

The amendment was requested by the LXP, part of the Major Transport Infrastructure Authority, which is an administrative office established under the *Public Administration Act 2004* in the Department of Transport.

Clause 52.03 includes similar requirements for matters related to relevant agencies, including floodplain management authorities, the Roads Corporation and acquiring authorities, as have been applied to previous projects under the LXP.

The LXP routinely consults and engages with a range of government departments and agencies (as relevant) during the design and construction of projects including DELWP, Aboriginal Victoria, Environment Protection Authority Victoria, Heritage Victoria, Melbourne Water, the Office of the Victorian Government Architect, Public Transport Victoria, Transport for Victoria, VicRoads, VicTrack and municipal councils.

Does the amendment have a significant impact on the transport system, as defined by section 3 of the *Transport Integration Act 2010*?

The *Transport Integration Act 2010* requires planning authorities to have regard to the transport system objectives, the decision-making principles and any applicable statement of policy principles when exercising powers and performing functions that are likely to have a significant impact on the transport system.

The amendment facilitates the efficient delivery of a program of works under the LXP that will result in:

- improved access to the public transport network
- network-wide improvements
- improved reliability, capacity and travel time
- improved safety for transport users and pedestrians.

The amendment has addressed the following key transport system objectives and decision-making principles in the *Transport Integration Act 2010*:

Division 2 – Transport system objectives

- S8 Social and economic inclusion: The program of works will support social and economic inclusion by increasing the capacity of the rail network and improving intermodal transport connectivity, thereby expanding opportunities for access to social and economic opportunities for metropolitan communities and identified growth areas.
- S9 Economic prosperity: The program of works will support economic prosperity in the metropolitan area and in the region by creating jobs and facilitating easier access to employment opportunities. The program will modernise and improve existing transport infrastructure, achieving greater operational efficiencies for Victoria.
- S10 Environmental sustainability: The program of works will promote the efficient use of public transport in the overall transport system and it will support the development of the rail network as a sustainable transport option for all Victorians.
- S11 Integration of transport and land use: The program of works will incorporate high quality urban design outcomes in accordance with LXP's UDF. Project land generally utilises the existing rail reserve and adjacent road reserves, thereby maximising integration with existing road operations and minimising impacts on non-transport infrastructure related land uses.

- S12 Efficiency, coordination and reliability: The program of works is expected to contribute to a more efficient and reliable metropolitan rail network through power and signalling upgrades, which will complement the Melbourne Metro project's intention to allow an increased number of services to run on existing rail lines.
- S13 Safety and health and wellbeing: removal of level crossings will eliminate conflict between trains, vehicles and pedestrians while station upgrades and overall corridor improvements will be designed and constructed to enhance safety, functionality and usability.

Division 3 – Decision-making principles

- S15 Principle of integrated decision-making: The program of works has been the subject of a coordinated process between different levels of government and relevant agencies. The amendment will support the current and future requirements of the transport system and the demands of metropolitan Melbourne.
- S16 Principle of triple bottom line assessment: Economic, environmental and social factors have been considered. The investigations and assessments undertaken for the program satisfy the principles of triple bottom-line assessment.
- S17 Principle of equity: Improvements to transport infrastructure will increase train and network efficiencies. These rail services are available to all persons, and they provide transport opportunities to those who may not have alternative options such as ownership of a private vehicle. The project also provides new shared user paths, pedestrian links and cyclist paths that will encourage the use of sustainable personal transport, support the development of 20-minute neighbourhoods and improve access to the public transport system.
- S18 Principle of the transport system user perspective: The transport system upgrades facilitated by the project will improve the public transport experience for users of the rail network.
- S19 Precautionary principle: The precautionary principle has been followed in the development of the project through careful specialist investigation and evaluation to avoid serious or irreversible damage to the environment.
- S20 Principle of stakeholder engagement and community participation: The program is supported by a consultation strategy by the LXP, which includes consultation with nearby residents, commuters, local communities, their representatives, and relevant agencies.
- S21 Principle of transparency: Stakeholder consultation processes take place for each project and continue throughout the project to ensure transparency in the development of the project.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment is not expected to adversely impact the resource and administrative costs of responsible authorities as the Minister for Planning and the Secretary of the Department of Environment, Land, Water and Planning are responsible for assessing and approving information, plans or other documents under Clause 52.03.

This is consistent with the requirements of documents incorporated into planning schemes to facilitate previous projects under the LXP.

Where you may inspect this amendment

A copy of the amendment can be inspected, free of charge, during office hours, at all municipal council offices in Victoria and at the following DELWP offices:

Barwon South West Region

Geelong office

Level 4

30-38 Lt Malop Street

GEELONG VIC 3220

Barwon South West Region

Warrnambool office

78 Henna Street

WARRNAMBOOL VIC 3280

Gippsland Region

71 Hotham Street

TRARALGON VIC 3844

Grampians Region

Level 3, 402-406 Mair Street

BALLARAT VIC 3350

Hume Region

Level 1, 62 Ovens Street

WANGARATTA VIC 3676

Loddon Mallee Region

Cnr Midland Hwy and Taylor Street

EPSOM VIC 3551

The Amendment is also available for public inspection at www.delwp.vic.gov.au/public-inspection.

VICTORIA PLANNING PROVISIONS

52.0331/01/2020
VC170**LEVEL CROSSING REMOVAL PROJECT****Purpose**

To facilitate the Level Crossing Removal Project.

52.03-131/01/2020
VC170**Application**

This clause applies to the use and development of land (other than the subdivision of land) for projects undertaken by the Level Crossing Removal Project and declared under section 10(1)(b) of the *Major Transport Projects Facilitation Act 2009*.

This clause does not apply to a project for which a document has been incorporated into this planning scheme expressly for that project.

52.03-231/01/2020
VC170**Exemption from planning scheme requirements**

Any requirement of this planning scheme to obtain a permit or any provision of this planning scheme that prohibits the use or development of land, requires the use or development of land to be carried out in a particular manner, or requires a specified thing to be done to the satisfaction of a specified person or body, does not apply to any use or development this Clause 52.03 applies to if the requirements of Clause 52.03 are met.

The provisions of this clause prevail over any inconsistent provision in this planning scheme.

52.03-331/01/2020
VC170**Use and development requirements**

The use and development of land must be undertaken in accordance with the plans and documents approved under this clause, to the satisfaction of the Minister for Planning.

The construction of a building or the construction or carrying out of works in a Floodway Overlay, Land Subject to Inundation Overlay, Special Building Overlay or Urban Floodway Zone must be undertaken to the satisfaction of the relevant floodplain management authority.

The creation or alteration of access to a road in a Road Zone, Category 1, or land in a Public Acquisition Overlay if the purpose of acquisition is for a Category 1 road, must be undertaken to the satisfaction of the Roads Corporation.

The use and development of land in a Public Acquisition Overlay must be undertaken to the satisfaction of the relevant acquiring authority.

52.03-431/01/2020
VC170**Consultation requirement**

Prior to the commencement of the use or development:

- Public consultation, and consultation with the relevant municipal council, must be undertaken to the satisfaction of the Minister for Planning.
- A report that summarises the feedback provided during consultation and explains how the feedback has been considered and responded to must be prepared to the satisfaction of the Minister for Planning.

52.03-531/01/2020
VC170**Project boundary requirement**

Prior to the commencement of the use or development, a plan that shows the boundary of the land on which the use or development will be undertaken must be prepared to the satisfaction of the Minister for Planning.

VICTORIA PLANNING PROVISIONS

52.03-631/01/2020
VC170**Other pre-commencement requirements**

The following requirements may be satisfied for separate components or stages of a project but each requirement must be satisfied prior to the commencement of the use or development for that component or stage.

The following requirements may be varied or waived by the Minister for Planning.

Prior to the commencement of the use or development (other than a preparatory use or development), the following plans and documents must be prepared to the satisfaction of the Minister for Planning:

- An environmental management framework, prepared in consultation with each relevant municipal council, that includes:
 - A summary of key construction methodologies.
 - An overarching framework of measures to reduce and manage environmental and amenity effects during construction.
 - A summary of performance monitoring and reporting processes, including auditing, to ensure environmental and amenity effects are reduced and managed during construction.
 - A summary of how each relevant municipal council, the community and other stakeholders will be engaged during construction, including enquiries and complaints management.

The environmental management framework must be accompanied by a summary of the consultation with each relevant municipal council that informed the preparation of the environmental management framework.

- If the land is in the Heritage Overlay and the development would require a permit under the overlay were it not for the exemption in Clause 52.03-2:
 - A report that addresses the impact of that development on the heritage significance of the heritage place.
 - Site plans and elevations showing the extent of that development on the land.
 - Photographs of any buildings or works to be demolished or removed, including photographs of the exterior and interior of the building and contextual images of the building's environs and setting.
- If the land is in an Environmental Significance Overlay, a Significant Landscape Overlay or a Vegetation Protection Overlay and the development would require a permit under the overlay were it not for the exemption in Clause 52.03-2, a report that addresses the impact of the development on any environmental, vegetation or landscape significance or objective specified in a schedule to the overlay.
- Any other information the Minister for Planning considers necessary to assist the Minister's assessment of the plans and documents required to be submitted under this clause.

Prior to the commencement of the use of any new open space, an environmental assessment (or similar) that demonstrates that the environmental conditions of the land are suitable for that use must be undertaken to the satisfaction of the Minister for Planning.

52.03-731/01/2020
VC170**Native vegetation requirements**

The following requirements may be satisfied for separate components or stages of a project. However, each requirement must be satisfied prior to the removal, destruction or lopping of native vegetation for that component or stage.

Prior to the removal, destruction or lopping of native vegetation to enable a preparatory use or development, information about that native vegetation must be submitted to the Secretary to the Department of Environment, Land, Water and Planning. The information must include a description

VICTORIA PLANNING PROVISIONS

of, and maps showing, the native vegetation to be removed, destroyed or lopped in accordance with application requirement 1 in Table 4 of the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017).

Prior to the removal, destruction or lopping of native vegetation (other than to enable a preparatory use or development):

- Information about that native vegetation in accordance with application requirements 1, 5 and 9 in Table 4 of the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017) must be provided to the satisfaction of the Secretary to the Department Environment, Land, Water and Planning. The information provided to the Secretary must include information about any native vegetation that has been or is to be removed, destroyed or lopped to enable a preparatory use or development.
- The biodiversity impacts from the removal, destruction or lopping of that native vegetation must be offset in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017). The biodiversity impacts from the removal, destruction or lopping of native vegetation to enable a preparatory use or development must be included in the total biodiversity impacts when determining the offset.
- Evidence that the required offset has been secured must be provided to the satisfaction of the Secretary to the Department of Environment, Land, Water and Planning.

The Secretary to the Department Environment, Land, Water and Planning may vary the timing of the above offset requirement if the Secretary considers there are exceptional circumstances to warrant the variation.

The secured offset for the project may be reconciled at the completion of a project in accordance with the *Assessor's handbook – Applications to remove, destroy or lop native vegetation* (Department of Environment, Land, Water and Planning, October 2018).

52.03-831/01/2020
VC170**Preparatory use and development**

For the purposes of Clause 52.03, a preparatory use or development is a use or development required to prepare for the construction of a project. It is limited to the following:

- Use and development that would not require a permit under a provision of this planning scheme were it not for the exemption in Clause 52.03-2.
- Works associated with investigating, testing and surveying land.
- Creation and use of construction access points, accessways and working platforms.
- Site establishment works including construction of temporary site fencing and hoarding, site offices, and hardstand and laydown areas.
- Construction and use of temporary car parking.
- Construction or installation of environment and traffic controls.
- Construction, protection, modification, removal or relocation of utility services, rail signalling, and overhead and associated infrastructure.
- Salvage and relocation of cultural heritage material and other management actions required to be undertaken in compliance with:
 - a cultural heritage management plan approved under the *Aboriginal Heritage Act 2006* or otherwise in compliance with that Act; or
 - the conditions of any permit or consent granted under the *Heritage Act 2017* or otherwise in compliance with that Act.

VICTORIA PLANNING PROVISIONS

- Demolition or removal of a building (other than a building in a Heritage Overlay) or works to the minimum extent necessary to enable another preparatory use or development.
- Removal, destruction or lopping of vegetation (other than a tree in the Heritage Overlay specified below) to the minimum extent necessary to enable another preparatory use or development.

For the purposes of Clause 52.03, preparatory development does not include:

- Demolition or removal of a building in a Heritage Overlay.
- Removal, destruction or lopping of a tree in a Heritage Overlay if the schedule to the overlay specifies the heritage place as one where tree controls apply.

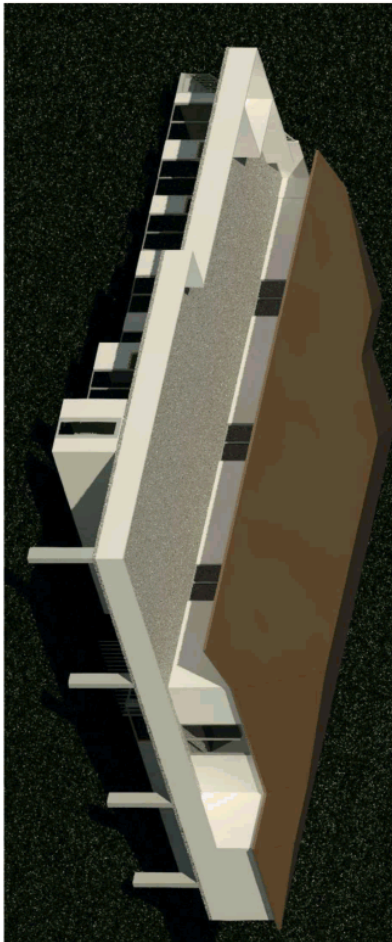
Received
14 FEB 2020

PROPOSED CHILDCARE FACILITY - LOT 2 ON PS332749L 2528m²

GOODSTART EARLY LEARNING CENTRE
21-25 BELLEVUE AVENUE, ROSANNA VIC
ST 18079

ARCHITECTURAL DRAWING LIST:

| PLAN DRAWINGS | |
|---------------------------------|------|
| COVER SHEET | A001 |
| NEIGHBOURHOOD CHARACTER STUDY | A002 |
| NEIGHBOURHOOD DESIGN RESPONSE | A003 |
| EXISTING SITE / DEMOLITION PLAN | A100 |
| PROPOSED SITE PLAN | A101 |
| PROPOSED GROUND FLOOR PLAN | A102 |
| PROPOSED CAR PARKING PLAN | A103 |
| PROPOSED FIRST FLOOR PLAN | A104 |
| ROOF PLAN | A110 |
| PROPOSED BUILDING SECTIONS | A201 |
| BUILDING ELEVATIONS | A301 |
| PROPOSED SIGNAGE | A302 |
| SHADOW DIAGRAM | A303 |
| | A401 |



14/01/2020
21-25 Bellevue Avenue
Rosanna VIC 3088
Tel: 03 9479 1234
Fax: 03 9479 1235
E: info@goodstart.com.au
www.goodstart.com.au

| NO. | DESCRIPTION | DATE | BY | APP'D BY |
|-----|---------------------|------|----|----------|
| 1 | ISSUED FOR APPROVAL | | | |
| 2 | | | | |
| 3 | | | | |
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From: GOODSTART EARLY LEARNING
LCA GOODSTART ROSANNA
21-25 BELLEVUE AVE, ROSANNA VIC

COVER SHEET

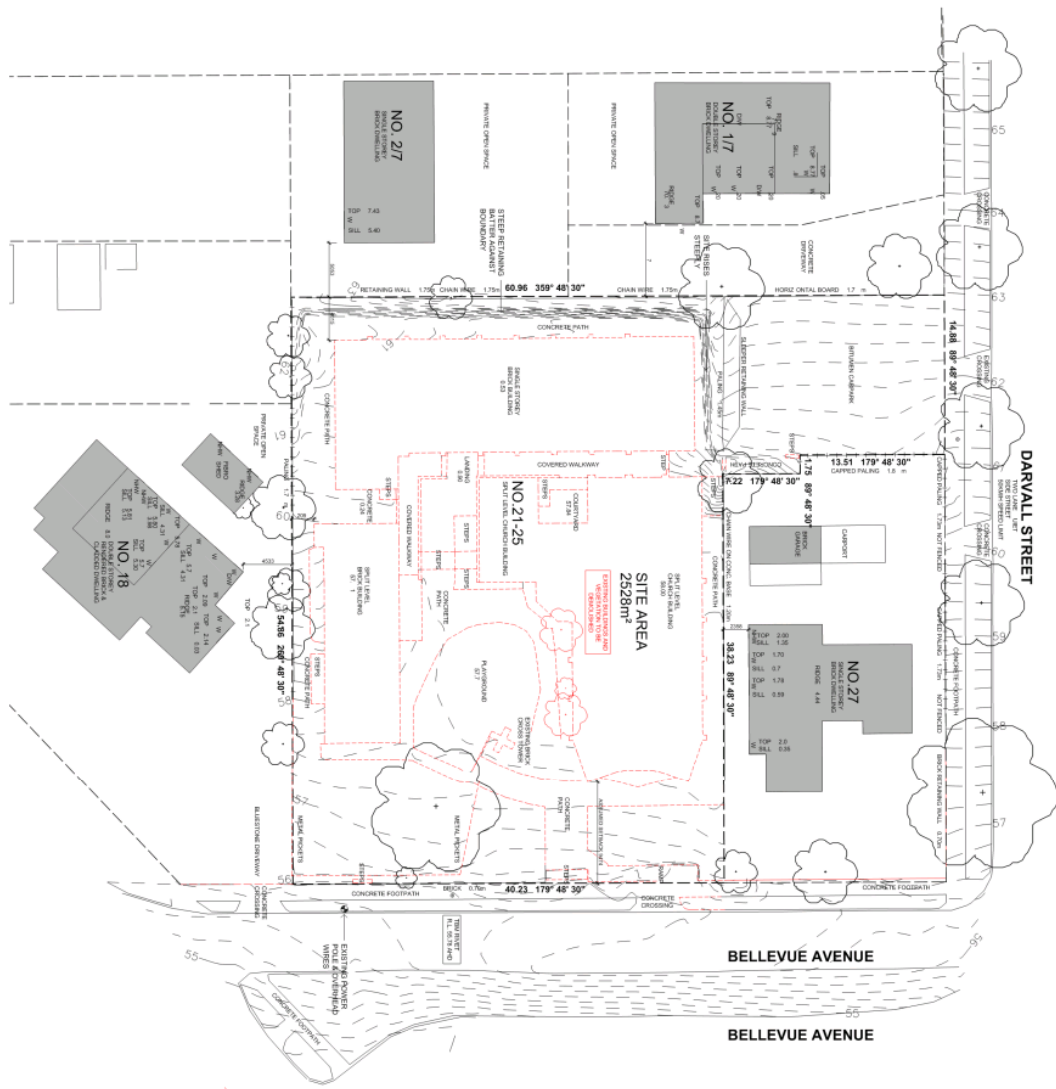
ADVERTISED PLAN
Application No. P194/2018

The listed document, known as the Advertisible Plan, is available for public inspection at the office of the Council of the City of Melbourne, 100 Queen Street, Melbourne, Victoria, 3000, during the period of advertisement. The Advertisible Plan is available for inspection at the office of the Council of the City of Melbourne, 100 Queen Street, Melbourne, Victoria, 3000, during the period of advertisement. The Advertisible Plan is available for inspection at the office of the Council of the City of Melbourne, 100 Queen Street, Melbourne, Victoria, 3000, during the period of advertisement.

FOR APPROVAL



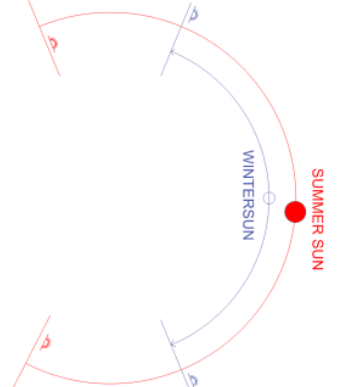
14411 14th Street
 97901-5000
 503-251-0026
 503-251-0030
 Fax: 503-251-0000
 E: info@adadesign.com
 www.adadesign.com



| NO. | DATE | DESCRIPTION |
|-----|----------|------------------|
| 1 | 11/15/19 | PRELIMINARY PLAN |
| 2 | 11/15/19 | REVISIONS |
| 3 | 11/15/19 | REVISIONS |
| 4 | 11/15/19 | REVISIONS |
| 5 | 11/15/19 | REVISIONS |
| 6 | 11/15/19 | REVISIONS |
| 7 | 11/15/19 | REVISIONS |
| 8 | 11/15/19 | REVISIONS |
| 9 | 11/15/19 | REVISIONS |
| 10 | 11/15/19 | REVISIONS |

Prepared by:
 GOODSTART EARLY LEARNING
 LCA GOODSTART ROSANNA
 4125 BELLEVUE AVE. ROSANNA, WA

Neighborhood Character Study
 The project document, known as the Neighborhood Character Study, is a key component of the City of Rosanna's planning process. It provides a framework for future development and helps to ensure that new projects are consistent with the community's character and goals. The study is a living document and will be updated as needed. For more information, please contact the City of Rosanna Planning Department at 503-251-0000.



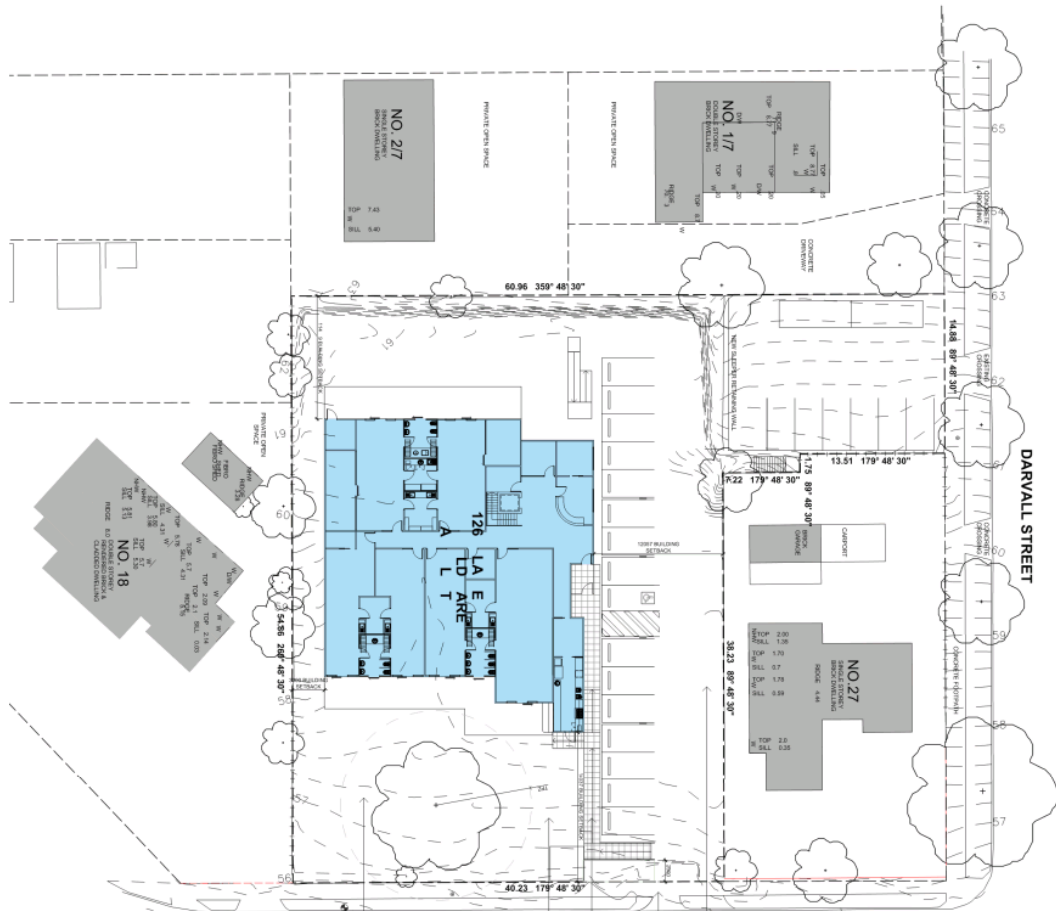
OPPORTUNITIES & CONSTRAINTS
 32-ABE SITE WITHIN AN EXISTING PUBLIC SCHOOL SITE AND PUBLIC TRANSPORTATION CORRIDOR. 32-ABE DEVELOPMENT SITE OF 2.85 AC. - EXISTING SERVICE CONNECTIONS. WALKING DISTANCE TO AMENITIES. SITE IS ADJACENT TO EXISTING AREA OF 32-ABE DEVELOPMENT. NO OTHER DEVELOPMENT IS ANTICIPATED ON THE SITE.

LOCAL AMENITIES
 PUBLIC TRANSPORTATION - ROSANNA TRANSIT STATION
 SCHOOL - O. M. ROSANNA PARKWAY SCHOOL - 1.5M, 81 WALKING TOURS SCHOOL

Received
 11/15/19



14411 14th Street
 97901-0500
 503-751-0326
 503-751-0331
 Fax: 503-751-0330
 E: info@agdesign.com
 www.agdesign.com



- ALL CAR PARKING PROVIDED ON SITE OFF THE MAIN ROAD
- EXTEND EXISTING CONCRETE CROSSING FOR NEW ROADWAY CAR ENTRY / EXIT
- DDA COMPLIANT ACCESS RAMPS TO BUILDING
- SIGNIFICANT BUILDING SETBACK
- SIGNIFICANT OPEN PLAN AREAS

| 9 TE AREA, MAP 9 5 | |
|-----------------------------|-----------|
| SITE AREA | 2528sq' |
| GROUND FLOOR | 2528sq' |
| FIRST FLOOR PLAY AREA | 2528sq' |
| TOTAL CHURCH BENCHES | 12 |
| OUTDOOR PLAY AREA, RE-USED | 2528sq' |
| OUTDOOR PLAY AREA, PROVIDED | 9 2528sq' |
| TOTAL CAR PARKING RE-USED | 22 |
| TOTAL CAR PARKING PROVIDED | 80 |
| SITE COVERAGE | 20 |
| SITE PERMEABILITY | 20 |



| NO. | REVISION | DATE |
|-----|-----------------------|------------|
| 1 | ISSUED FOR PERMITTING | 11/11/2019 |
| 2 | ISSUED FOR PERMITTING | 11/11/2019 |
| 3 | ISSUED FOR PERMITTING | 11/11/2019 |
| 4 | ISSUED FOR PERMITTING | 11/11/2019 |
| 5 | ISSUED FOR PERMITTING | 11/11/2019 |
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| 8 | ISSUED FOR PERMITTING | 11/11/2019 |
| 9 | ISSUED FOR PERMITTING | 11/11/2019 |
| 10 | ISSUED FOR PERMITTING | 11/11/2019 |

From: GOODSTART EARLY LEARNING
 LCA, GOODSTART ROSANNA
 4725 BELLEVUE AVE, ROSANNA, WA

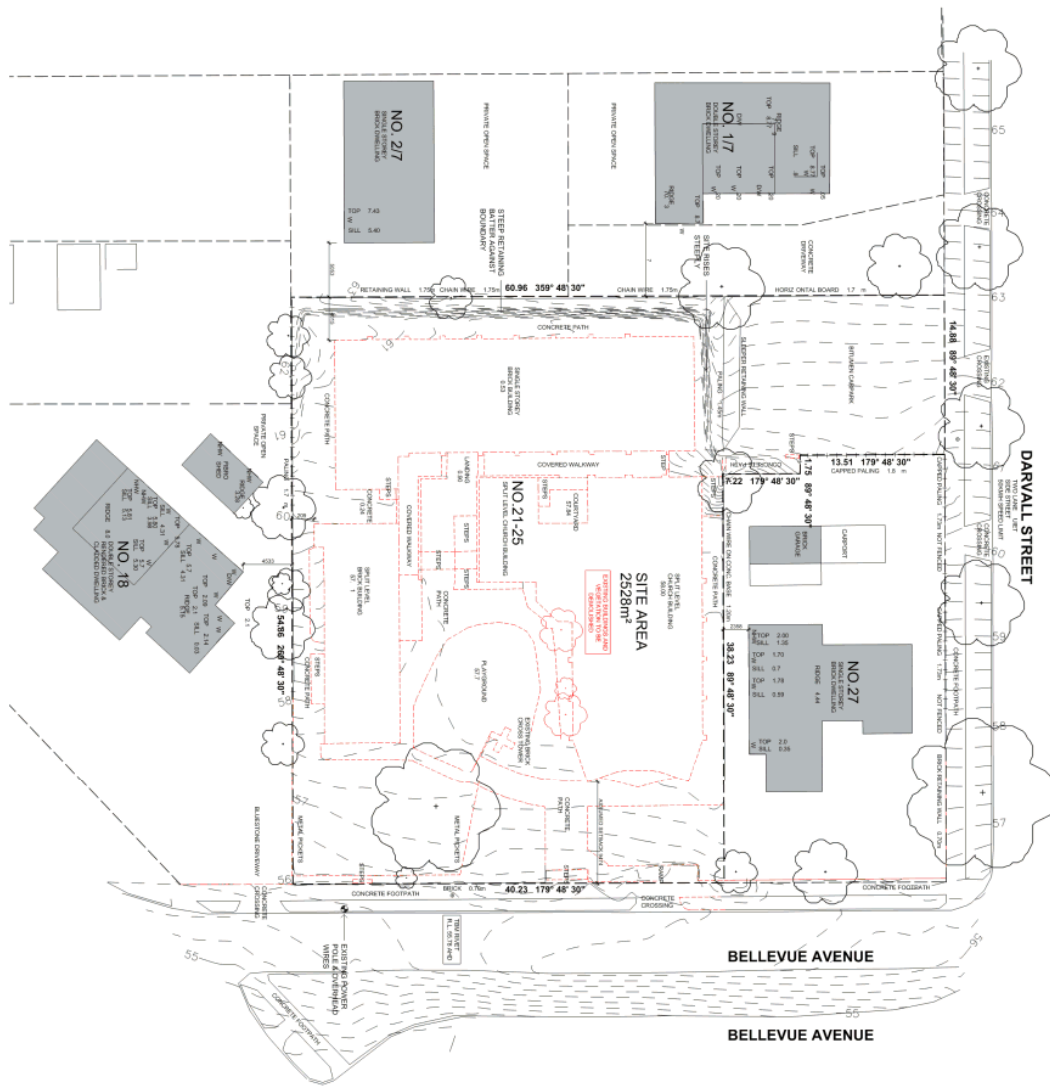
NEIGHBORHOOD DESIGN RESPONSE PLAN

ADVERTISED PLAN
 Application to PSD-0019
 The Applicant hereby certifies that the information provided in this advertisement is true and correct to the best of their knowledge and belief.
 Approved by: **A003**
 Date: 11/11/2019
FOR APPROVAL





14011 14th Street
 97901-14011
 503-741-0200
 503-741-1999
 503-741-1999
 E: info@rosanna.com
 www.rosanna.com

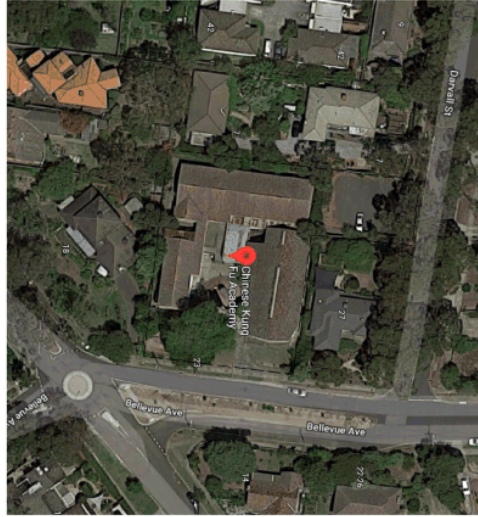


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Prepared by:
 GOODSTART EARLY LEARNING
 LCA GOODSTART ROSANNA
 2125 BELLEVUE AVE. ROSANNA, WA

Existing Site Renovation Plan

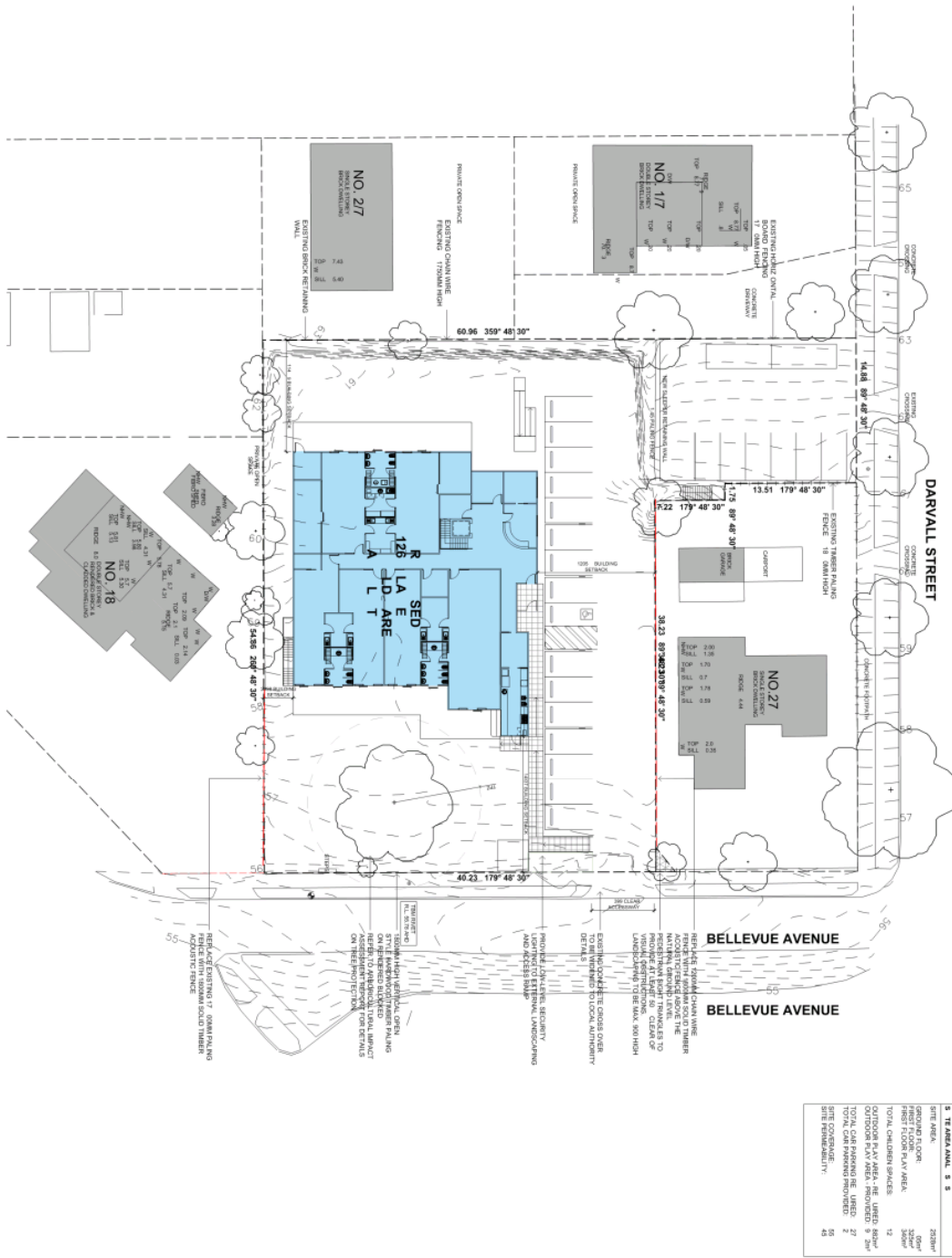
ADVERTISED PLAN
 Application No. P2020-0119
 The applicant hereby certifies that the information provided in this advertisement is true and correct to the best of their knowledge and belief. The applicant understands that any false information provided in this advertisement may result in the revocation of the advertised plan and the applicant may be liable for any costs incurred by the City of Rosanna. This advertisement is for informational purposes only and does not constitute an offer of any services. For more information, please contact the City of Rosanna at (509) 263-1000.



Received
 1/24/2020



14th Floor
37th Street
New York, NY 10018
212.512.1000
www.a-design.com



| 57 BELLEVUE AVENUE, 5 | | 220sqft |
|--------------------------------------|--------|---------|
| SITE AREA | 5 | 220sqft |
| GROUND FLOOR | 60sqft | 60sqft |
| FIRST FLOOR PLAY AREA | 32sqft | 32sqft |
| TOTAL CHILDREN SPACES | 12 | 12 |
| OUTDOOR PLAY AREA - SEE LURED ABOVE | 9 | 9 |
| OUTDOOR PLAY AREA - PROVIDED | 3 | 3 |
| TOTAL CAR PARKING SPACES | 27 | 27 |
| TOTAL CAR PARKING SPACES - PROVIDED | 27 | 27 |
| TOTAL CAR PARKING SPACES - REMAINING | 0 | 0 |
| SITE COVERAGE | 56 | 56 |
| SITE PERMEABILITY | 48 | 48 |



| REVISION | DATE | BY | DESCRIPTION |
|----------|------|----|-------------|
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Prepared by:
GOODS/ART EARLY LEARNING
LCA GOODSTART ROSANNA
47-25 BELLEVUE AVE, ROSANNA, VIC

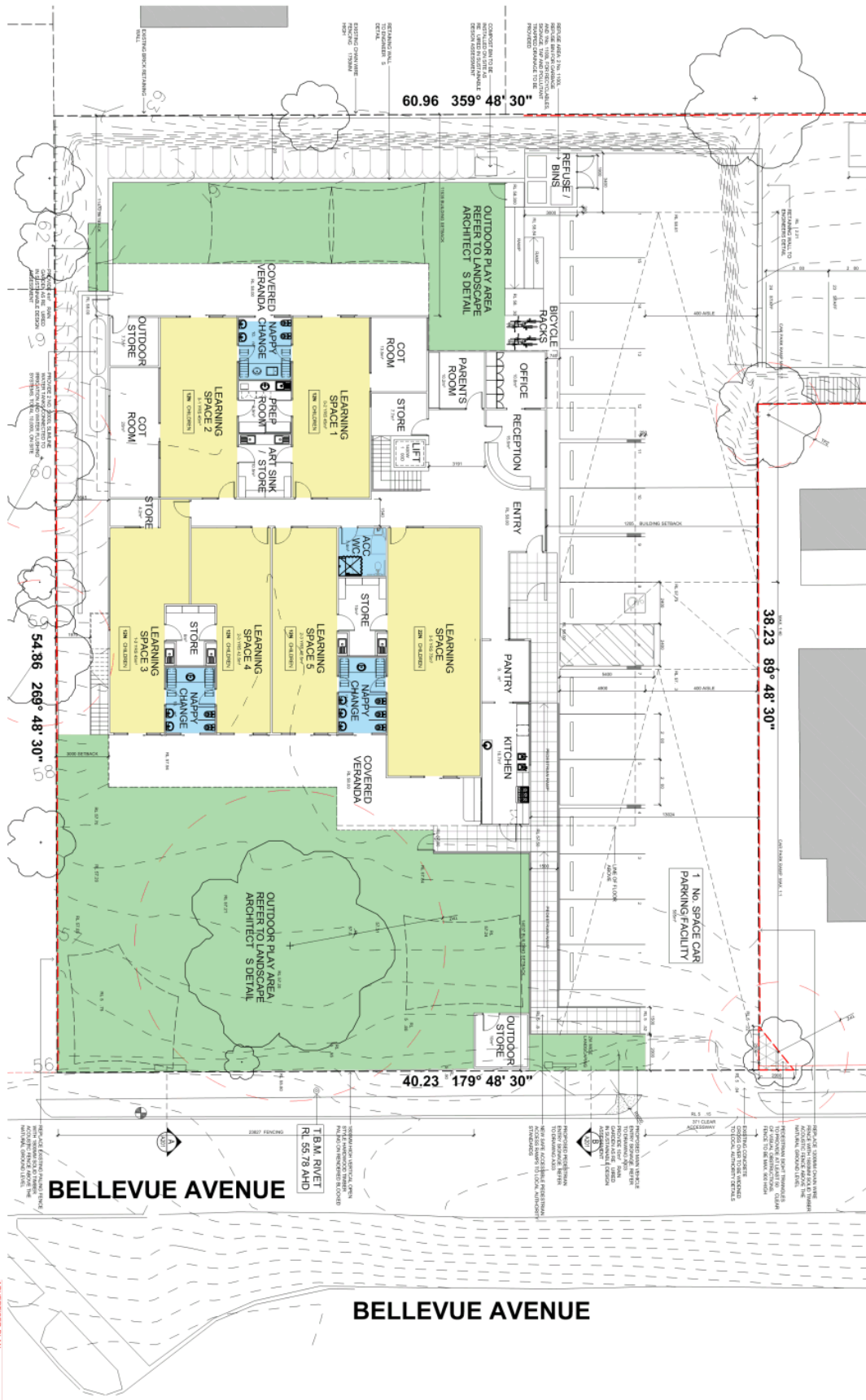
Proposed Site Plan

ADVERTISED PLAN
Application No. P954/2019
This is a proposed plan for the development of a site. The plan is subject to the approval of the Council. The plan is advertised for a period of 28 days from the date of publication in the newspaper. The plan is subject to the approval of the Council. The plan is advertised for a period of 28 days from the date of publication in the newspaper.

Received
14 FEB 2020



10011 10th Street
Ottawa, Ontario
K1W 1G6
Tel: 613-237-1234
Fax: 613-237-1235
E: info@adesign.com



| NO. | REVISION | DATE |
|-----|----------------------|------------|
| 1 | ISSUED FOR PERMIT | 2019.08.20 |
| 2 | REVISED PER COMMENTS | 2019.09.10 |
| 3 | REVISED PER COMMENTS | 2019.10.15 |
| 4 | REVISED PER COMMENTS | 2019.11.20 |
| 5 | REVISED PER COMMENTS | 2020.01.15 |
| 6 | REVISED PER COMMENTS | 2020.02.10 |
| 7 | REVISED PER COMMENTS | 2020.03.05 |
| 8 | REVISED PER COMMENTS | 2020.04.01 |
| 9 | REVISED PER COMMENTS | 2020.04.15 |
| 10 | REVISED PER COMMENTS | 2020.05.01 |
| 11 | REVISED PER COMMENTS | 2020.05.15 |
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| 94 | REVISED PER COMMENTS | 2023.11.01 |
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| 100 | REVISED PER COMMENTS | 2024.02.01 |

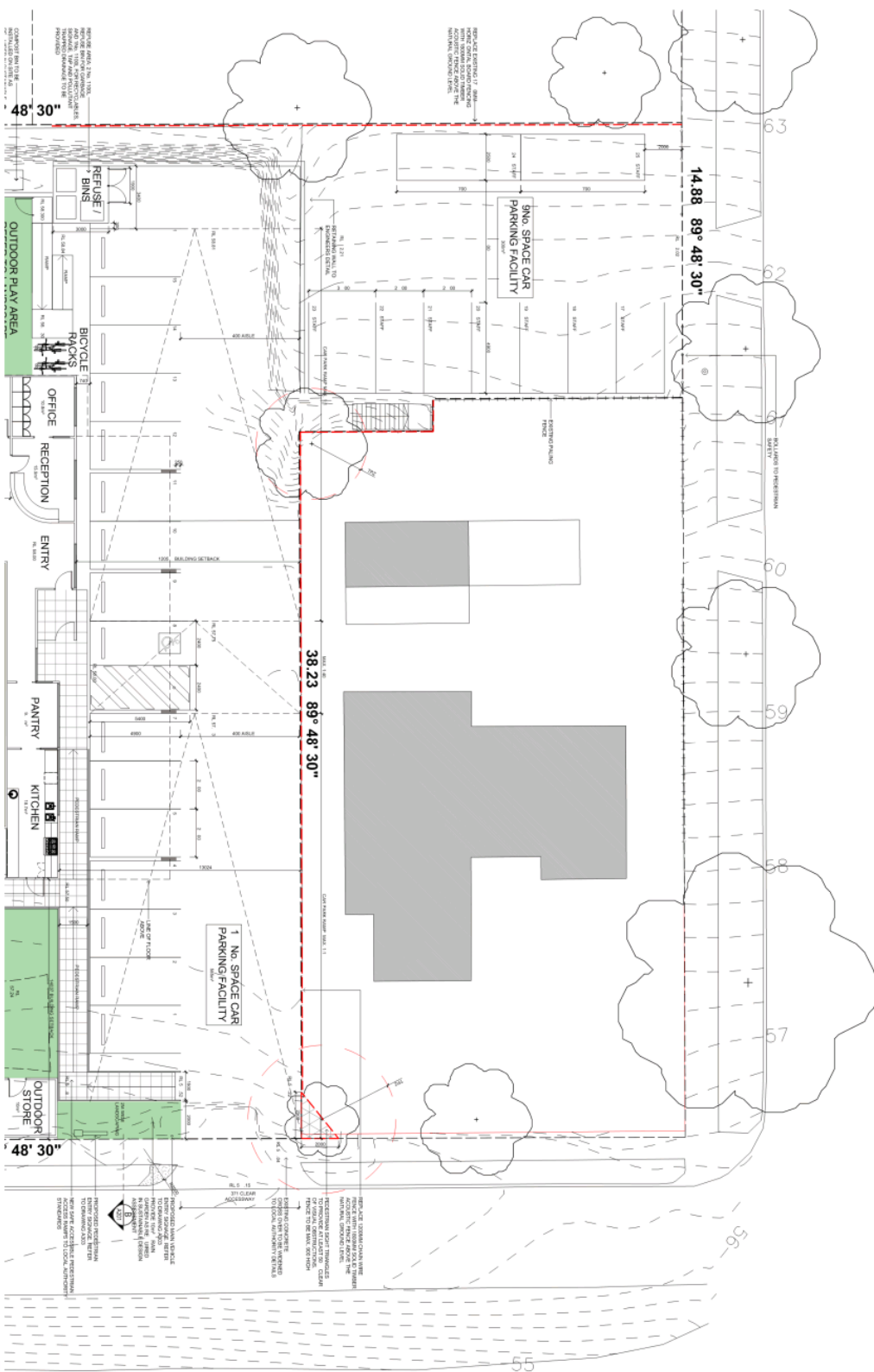
Prepared by: LCAI GODFREY ROSANNA
Checked by: LCAI GODFREY ROSANNA
Date: 2020.08.15
Project: 475 BELLEVUE AVE, ROSANNA, VIC

PROPOSED BRUNING FLOOR PLAN
Approved by: 19564/2019
The General Manager, Knox
Council, 2019.12.12
Approved by: 19564/2019
The General Manager, Knox
Council, 2020.03.23
Approved by: 19564/2019
The General Manager, Knox
Council, 2020.06.22
Approved by: 19564/2019
The General Manager, Knox
Council, 2020.09.21
Approved by: 19564/2019
The General Manager, Knox
Council, 2021.02.15
Approved by: 19564/2019
The General Manager, Knox
Council, 2021.05.17
Approved by: 19564/2019
The General Manager, Knox
Council, 2021.08.16
Approved by: 19564/2019
The General Manager, Knox
Council, 2021.11.15
Approved by: 19564/2019
The General Manager, Knox
Council, 2022.02.14
Approved by: 19564/2019
The General Manager, Knox
Council, 2022.05.13
Approved by: 19564/2019
The General Manager, Knox
Council, 2022.08.11
Approved by: 19564/2019
The General Manager, Knox
Council, 2022.11.10
Approved by: 19564/2019
The General Manager, Knox
Council, 2023.02.09
Approved by: 19564/2019
The General Manager, Knox
Council, 2023.05.08
Approved by: 19564/2019
The General Manager, Knox
Council, 2023.08.07
Approved by: 19564/2019
The General Manager, Knox
Council, 2023.11.06
Approved by: 19564/2019
The General Manager, Knox
Council, 2024.02.05

Revised
14/10/2019



1481111
 37th Street
 #200
 Philadelphia, PA 19104
 Tel: (215) 382-8800
 Fax: (215) 382-8801
 E: info@adesign.com
 www.adesign.com



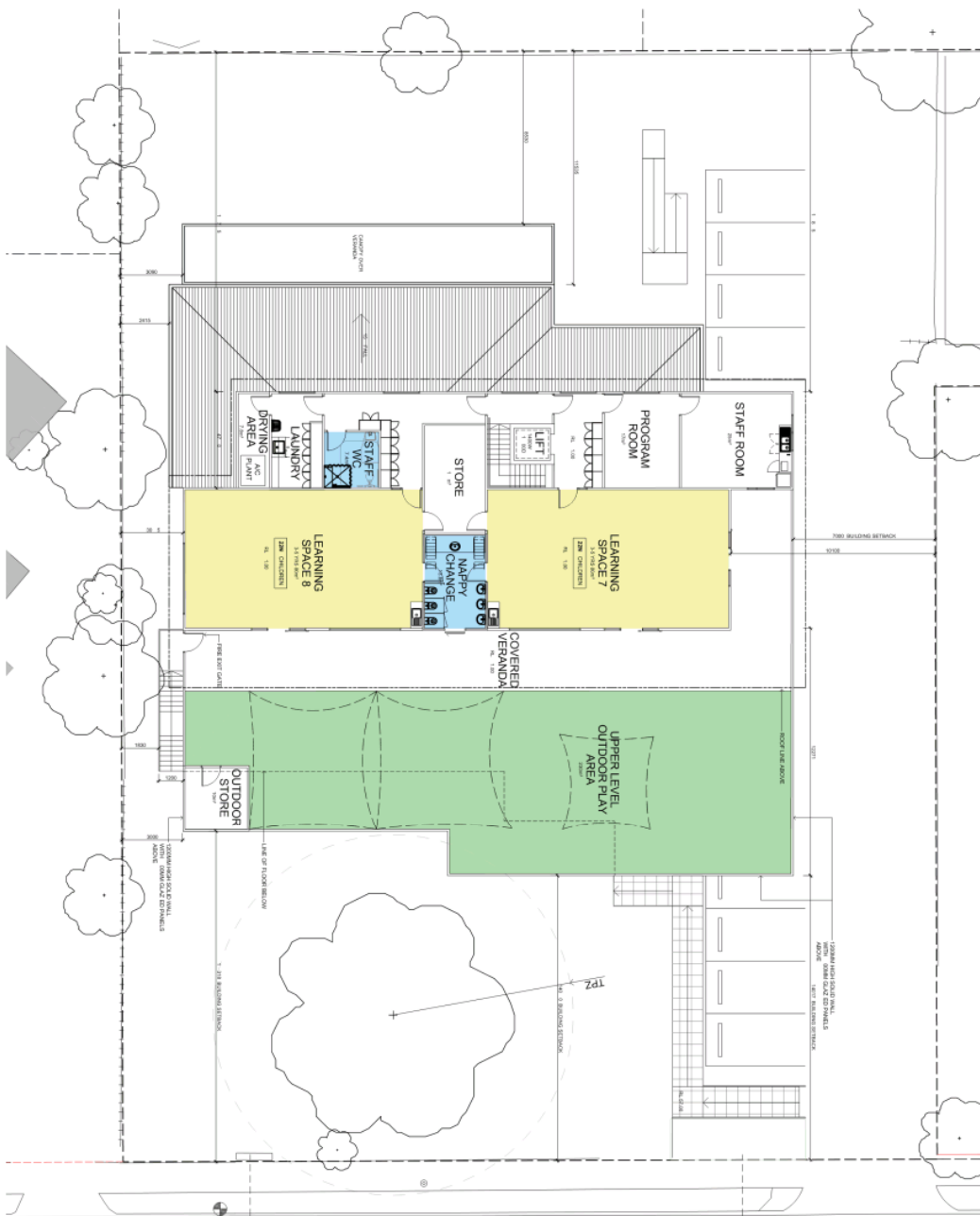
AVENUE

PROPOSED CAR PARKING PLAN

ADVERTISED PLAN
 According to PSD-2019-0000018
 This document is for public review and comment only. It is not a final plan and is subject to change without notice. The final plan will be submitted to the Planning Commission for approval. The Planning Commission will hold a public hearing on the final plan. The Planning Commission will make a recommendation to the Council. The Council will make a final decision on the final plan. The Council's decision is final and cannot be appealed.

FOR APPROVAL





| STARTER PLAN | LEARN N AREA'S | SCALE | NOTED |
|----------------------------------|----------------|-------|-------|
| TOTAL NUMBER OF PLACES | 12 | | |
| LEARNING 1 | 0-1 | 12 | 30 |
| LEARNING 2 | 0-2 | 12 | 30 |
| LEARNING 3 | 0-3 | 12 | 30 |
| LEARNING 4 | 0-4 | 12 | 30 |
| LEARNING 5 | 0-5 | 12 | 30 |
| LEARNING 6 | 0-6 | 22 | 30 |
| LEARNING 7 | 0-7 | 22 | 30 |
| LEARNING 8 | 0-8 | 22 | 30 |
| TOTAL NUMBER OF ACTIVITIES | 1 | | 4 |
| TOTAL NUMBER OF ACTIVITIES SPACE | 883 | 37 | 403.0 |
| COVERED VERANDA AREA | | | 216 |
| OUTDOOR PLAY AREA | | | 287 |
| TOTAL OUTDOOR/ACTIVITY SPACE | | | 913 |
| COVERED VERANDA AREA | | | 216 |
| OUTDOOR PLAY AREA | | | 287 |
| TOTAL OUTDOOR/ACTIVITY SPACE | | | 913 |



| NO. | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| 1 | APPROVED | | |

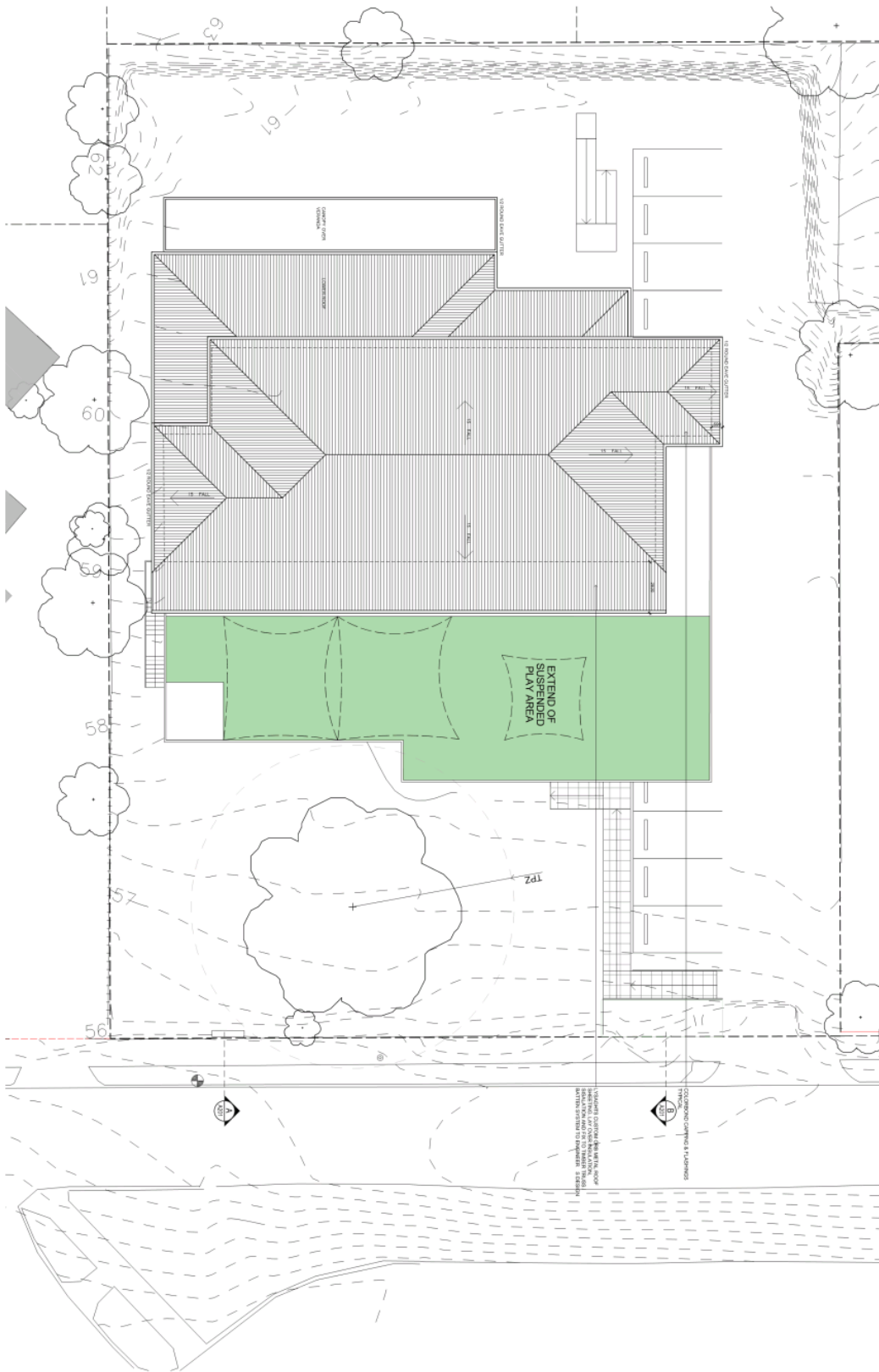
PROJECT: GORDON EAST EARLY LEARNING
 LCA: GORDON EAST ROSANNA
 45 BELLEVIEW AVE ROSANNA VIC

PROPOSED FIRST FLOOR PLAN

ADVERTISED PLAN
 Application No. PRS42019
 This document is for public viewing only. It is not for construction. It is not a contract. It is not a legal document. It is not a guarantee. It is not a warranty. It is not a promise. It is not a statement of intent. It is not a statement of opinion. It is not a statement of fact. It is not a statement of value. It is not a statement of cost. It is not a statement of time. It is not a statement of risk. It is not a statement of liability. It is not a statement of responsibility. It is not a statement of authority. It is not a statement of jurisdiction. It is not a statement of law. It is not a statement of equity. It is not a statement of justice. It is not a statement of morality. It is not a statement of ethics. It is not a statement of religion. It is not a statement of culture. It is not a statement of tradition. It is not a statement of custom. It is not a statement of practice. It is not a statement of habit. It is not a statement of routine. It is not a statement of pattern. It is not a statement of trend. It is not a statement of direction. It is not a statement of movement. It is not a statement of progress. It is not a statement of development. It is not a statement of growth. It is not a statement of expansion. It is not a statement of contraction. It is not a statement of regression. It is not a statement of decline. It is not a statement of stagnation. It is not a statement of inertia. It is not a statement of resistance. It is not a statement of opposition. It is not a statement of conflict. It is not a statement of tension. It is not a statement of pressure. It is not a statement of force. It is not a statement of power. It is not a statement of influence. It is not a statement of control. It is not a statement of dominance. It is not a statement of superiority. It is not a statement of inferiority. It is not a statement of equality. It is not a statement of inequality. It is not a statement of justice. It is not a statement of injustice. It is not a statement of fairness. It is not a statement of unfairness. It is not a statement of honesty. It is not a statement of dishonesty. It is not a statement of integrity. It is not a statement of lack of integrity. It is not a statement of honesty. It is not a statement of dishonesty. It is not a statement of integrity. It is not a statement of lack of integrity. It is not a statement of honesty. It is not a statement of dishonesty. It is not a statement of integrity. It is not a statement of lack of integrity.



1/24/20
 3775 BELLEVUE AVE
 SUITE 200
 BELLEVUE, WA 98004
 P: 206.451.0000
 F: 206.451.0001
 E: info@advertisingdesign.com
 www.advertisingdesign.com



| NO. | REVISION | DATE |
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| 1 | ISSUED FOR APPROVAL | 1/24/20 |
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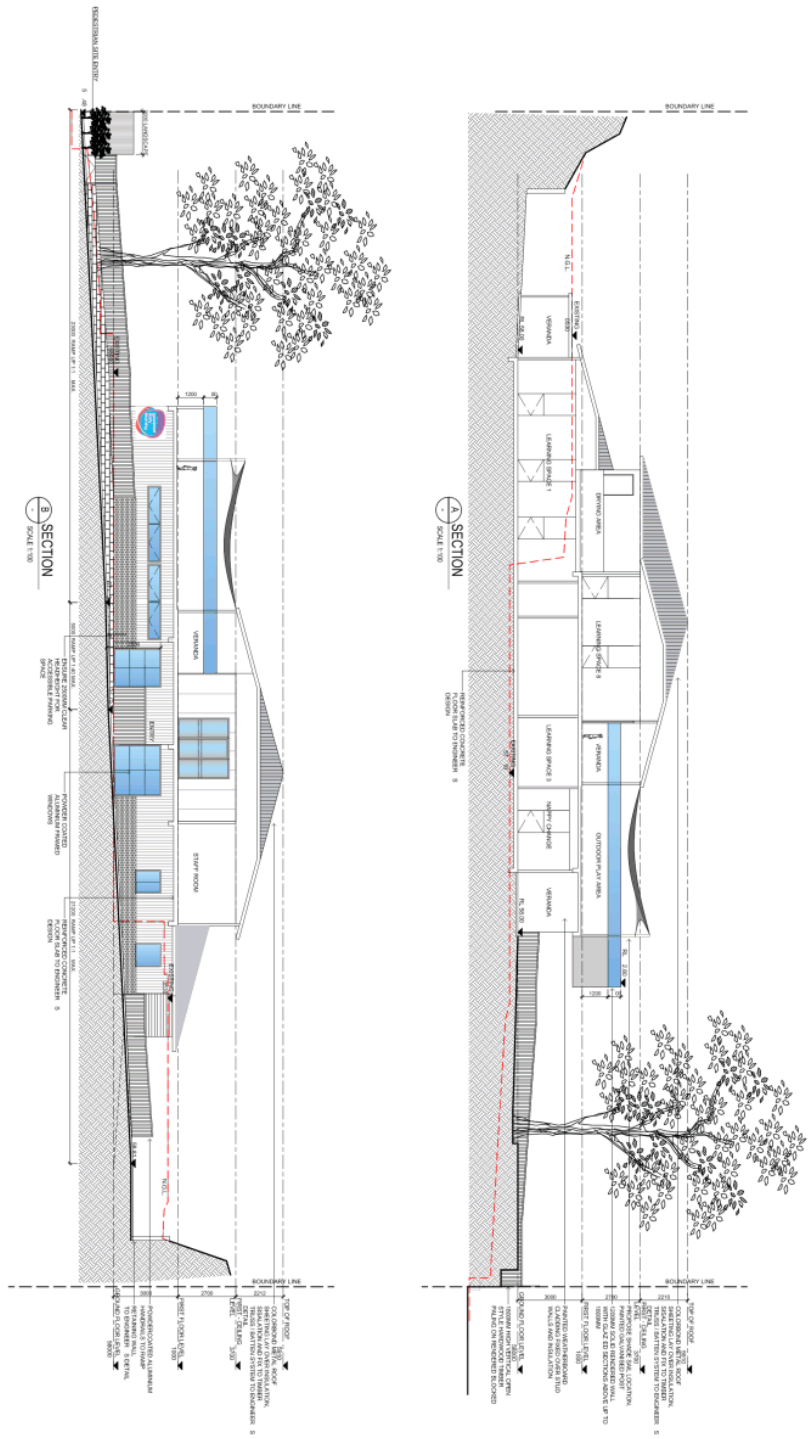
Prepared by:
 GOODSTART EARLY LEARNING
 LCA GOODSTART ROSANNA
 4725 BELLEVUE AVE ROSANNA, WA

Roof Plan

ADVERTISED PLAN
 Application No. PSD42019
 This document is for public review and comment only. It is not for construction. The City of Everett is not responsible for the accuracy or completeness of the information provided herein. For more information, contact the City of Everett, Planning Department at (425) 343-7377. **FOR APPROVAL**



14411 14th Street
 94945 San Diego, CA 92184
 619.592.8428
 619.592.8430
 619.592.8431
 619.592.8432
 619.592.8433
 619.592.8434
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 619.592.8436
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FROM:
 GOODSTART EARLY LEARNING
 LCA GOODSTART ROSANNA
 4125 BELLEVUE AVE ROSANNA, WY
 82001

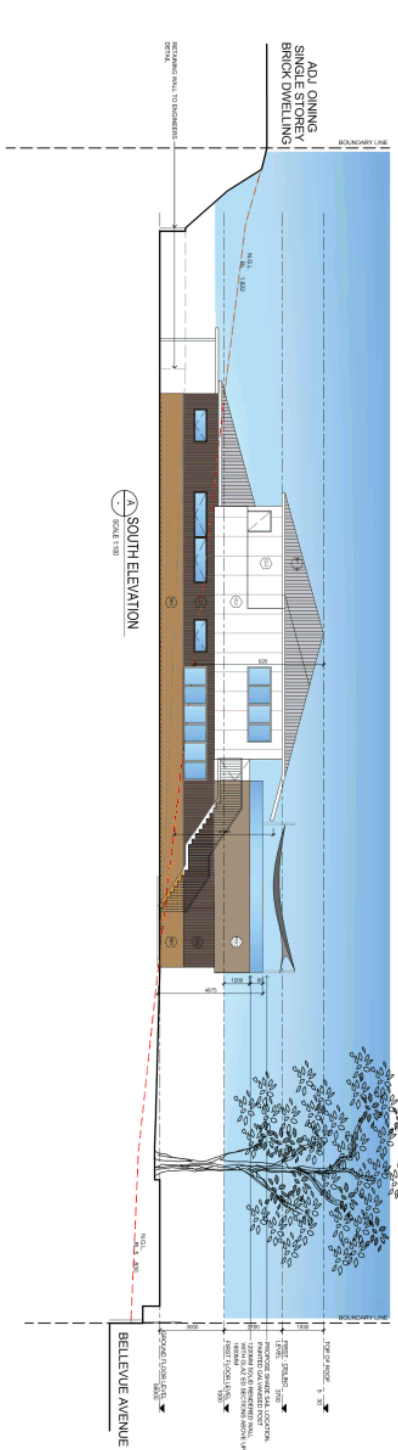
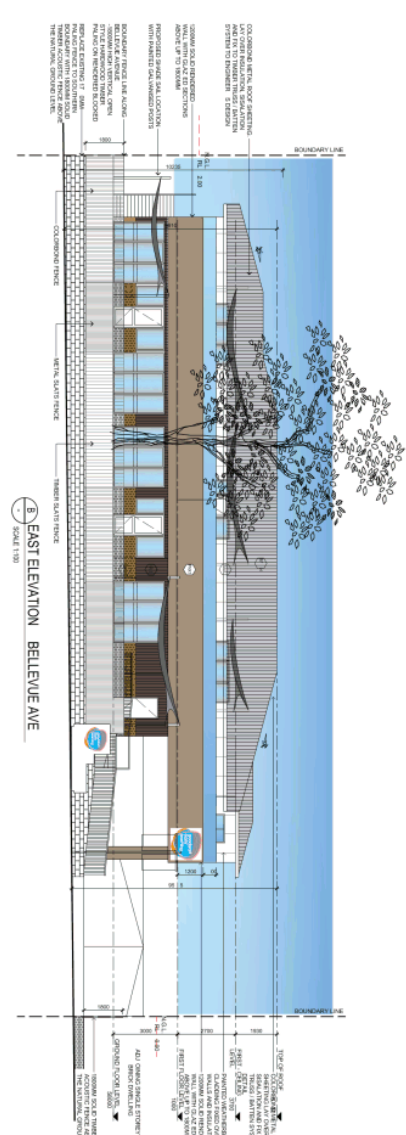
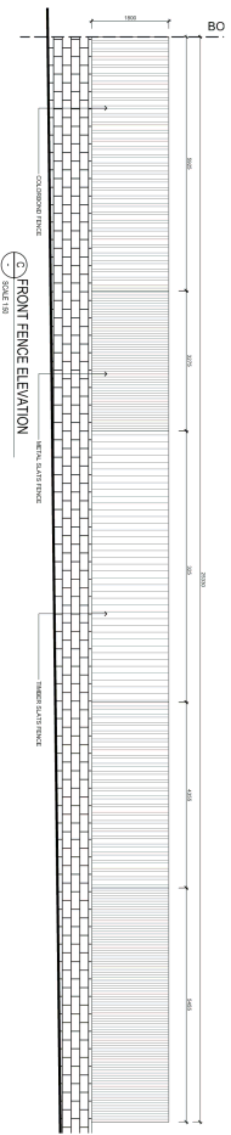
PROPOSED BUILDING SECTIONS

ADVERTISED PLAN
 Application No. 1904-0019
 The Applicant hereby certifies that the information provided in this advertisement is true and correct to the best of their knowledge and belief, and that they have not provided any false information.
 The Applicant hereby certifies that the information provided in this advertisement is true and correct to the best of their knowledge and belief, and that they have not provided any false information.
FOR APPROVAL

Received
 12/15/19



Architect
 14411 144th Street
 3rd Floor
 Richmond, BC V6V 2G9
 Tel: 604.273.8888
 Fax: 604.273.8889
 E: info@adesign.com
 www.adesign.com



| NO. | DESCRIPTION | DATE | BY |
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Project
 GOODSTART EARLY LEARNING
 LCA GOODSTART ROSANNA
 4725 BELLEVUE AVE, ROSANNA, BC

Drawn
 BUILDING ELEVATIONS

ADVERTISED PLAN
 Application No. 1956-0019
 The Board documents the process of public consultation and the public's input on the proposed development. The Board will make a decision on the application based on the information provided and the public input received. The Board's decision is final and cannot be appealed.

TYPE OF ROOFING: 1. POLYURETHANE FOAM ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 2. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 3. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION AND 1" POLYURETHANE FOAM INSULATION.

CLADDING THE ICE: 1. POLYURETHANE FOAM ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 2. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 3. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION AND 1" POLYURETHANE FOAM INSULATION.

CLADDING THE ICE: 1. POLYURETHANE FOAM ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 2. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 3. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION AND 1" POLYURETHANE FOAM INSULATION.

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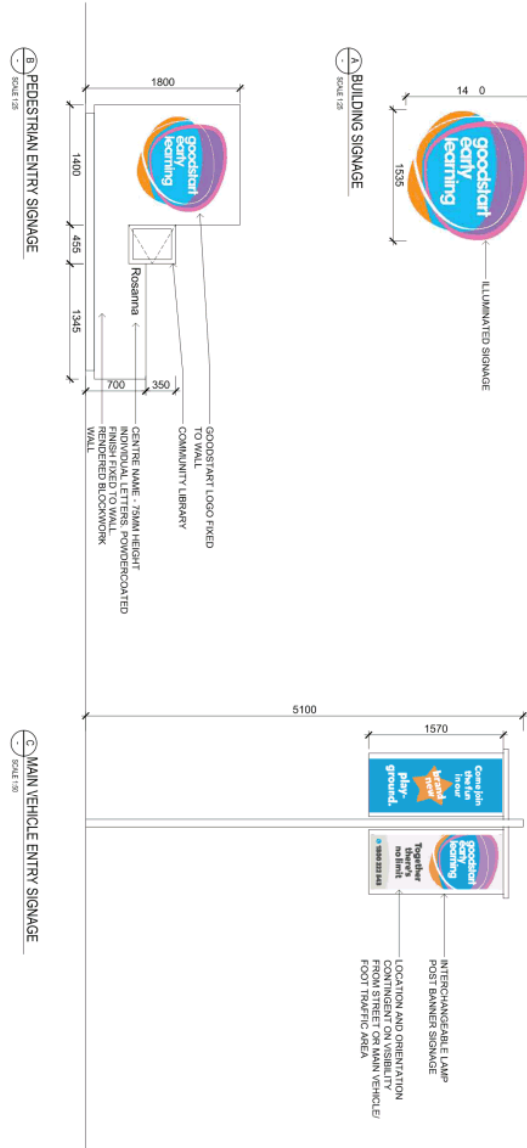
CLADDING THE ICE: 1. POLYURETHANE FOAM ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 2. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 3. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION AND 1" POLYURETHANE FOAM INSULATION.

CLADDING THE ICE: 1. POLYURETHANE FOAM ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 2. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION. 3. METAL ROOFING SYSTEM WITH 2" POLYURETHANE FOAM INSULATION AND 1" POLYURETHANE FOAM INSULATION.





1401111111
 37 The Blvd
 59499 Kent, WA 98043
 206.461.4626
 206.461.4631
 Fax: 206.461.2000
 E: info@agdesign.com
 www.agdesign.com



| NO. | DESCRIPTION | DATE | BY |
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| 1 | ISSUED FOR PERMIT | | |
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| 8 | ISSUED FOR PERMIT | | |
| 9 | ISSUED FOR PERMIT | | |
| 10 | ISSUED FOR PERMIT | | |

Project: GOODSTART EARLY LEARNING
 LCA: GOODSTART ROSANNA
 4725 BELLEVUE AVE. ROSANNA, WA

PROJECTED SIGNAGE

ADVERTISED PLAN
 Application No. 1954-0219
 The Project document, known as the 1954-0219 and 1954-0219, is hereby advertised for public review and comment. The Project document is available for public review and comment at the following location:
 Planning Department, 4302 1st Avenue, Rosanna, WA 98072
 The Project document is available for public review and comment from 10:00 AM to 4:00 PM, Monday through Friday, from February 24, 2020, to March 10, 2020.
 Comments should be submitted to the Planning Department at the above location or by email to planning@rosanna.wa.gov.
FOR APPROVAL

Received
 1/23/2020



14/01/2020
 37 The Strand
 Brighton BN1 1GB
 01273 324166
 01273 324167
 01273 324168
 01273 324169
 E: info@adesign.com
 www.adesign.com



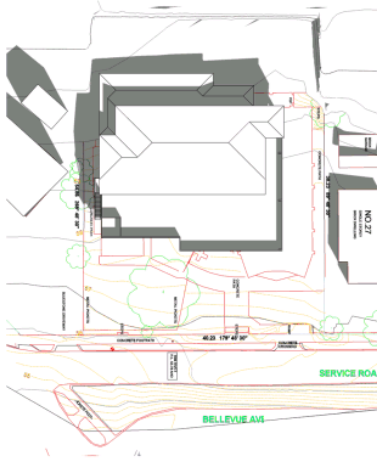
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Prepared By
 GORDON/ART EARLY LEARNING
 LCA, GORDON/ART ROSANNA
 47/25 BELLEVUE AVE, ROSANNA, VIC

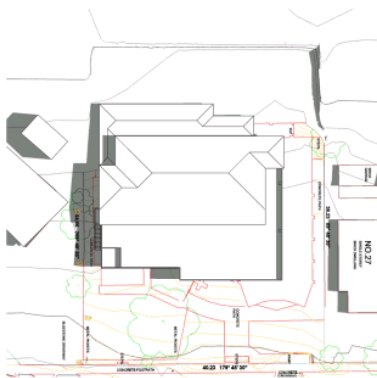
Project Name
 SHADOW DIAGRAM

ADVERTISED PLAN
 Application No. P19-02019
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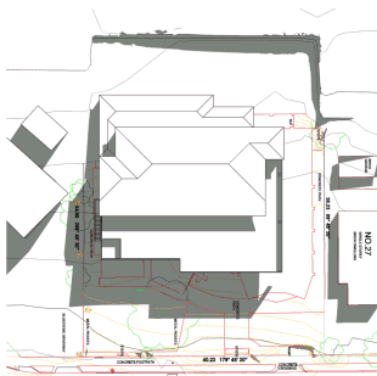
(A) PROPOSED SHADOW DIAGRAM - 9AM SEPTEMBER E UNOX
 SCALE: 1/100



(B) PROPOSED SHADOW DIAGRAM - 12PM SEPTEMBER E UNOX
 SCALE: 1/100



(C) PROPOSED SHADOW DIAGRAM - 3PM SEPTEMBER E UNOX
 SCALE: 1/100



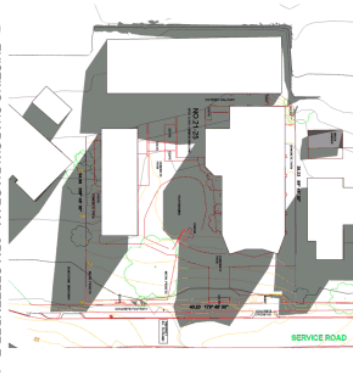
(A) EXISTING SHADOW DIAGRAM - 9AM SEPTEMBER E UNOX
 SCALE: 1/100



(B) EXISTING SHADOW DIAGRAM - 12PM SEPTEMBER E UNOX
 SCALE: 1/100



(C) EXISTING SHADOW DIAGRAM - 3PM SEPTEMBER E UNOX
 SCALE: 1/100



Received
 14/01/2020



1. Dry creek bed with mortared in-stone patches/boulders in natural planted setting log stump boulder water source & natural timber bridge.



2. Timber decking around existing tree with climbing panels for play. Decking around tree trunk to incorporate planting at base of tree to avoid finger entrapment.



3. Yarning circle with timber logs and loose patches.



4. Sensory path in brick paving/sandstone sleepers and timber sleepers.

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A1



5. Raised timber seating around scuffall bank for educators to facilitate supervision.

6. Low height balance rail in scuffall bank. Concrete edges to scuffall bank.

7. Sandpit with sandstone boulders and planting surrounds. Storage boxes for sandpit covers and mud kitchen and water source to sandpit for interpretive play opportunities.

NOTE:
ALL PROPOSED LANDSCAPE ELEMENTS TO BE 1000MM HIGH FROM BOUNDARY FENCE

- Proposed access ramp with handrails.
- Storage shed.
- Balustrade for level change.
- Shade sail to artificial turf with scuffall area for mobile play equipment.
- TPZ of existing tree.
- Raised timber seating for educators.
- Sensory path in brick paving and timber sleepers.
- Dry creek bed with log stump boulder and bridge for water play activities.
- 1800 fencing over existing 700mm high boundary wall.
- Timber decking around existing tree for group activities.
- Raised timber seating for educators.
- Yarning circle with timber logs and loose rocks.
- 700mm high brick wall at boundary to be retained.
- Logs and rope climb and balance beam in scuffall bank for active play and climbing activities.
- Rock climbing panel for level change.
- Sandstone boulders and planting along sandpit edge.
- Storage box for sand pit to approved GSEL.
- Design standards Sandpit covers to be supplied by Landscape contractor.
- Mud kitchen with tap.
- Shade sails to sandpit.
- Tap for waterplay integrated with sandpit.

SITE IMAGE

Client: GOODSTART EARLY LEARNING

Project: Goodstart Early Learning Centre
21-25 Bellevue Avenue,
Rosemea

Consultant: Landscape Planning & Design
Ground Floor, 100-102
100-102 Bellevue Avenue,
Rosemea
Tel: 08 9447 2222
www.landscapeplanning.com.au

Drawn by: DEVELOPMENT APPLICATION
Scale: 1:75 @ 21-25 Bellevue Avenue
Date: 28/01/2019
SS18-3088

101 - C



1. Natural timber tree in artificial turf for passive recreation.



2. Sandpit with sandstone boulders and planting surrounds. Storage boxes for sandpit covers and mud kitchen and water source to sandpit for interactive play opportunities.



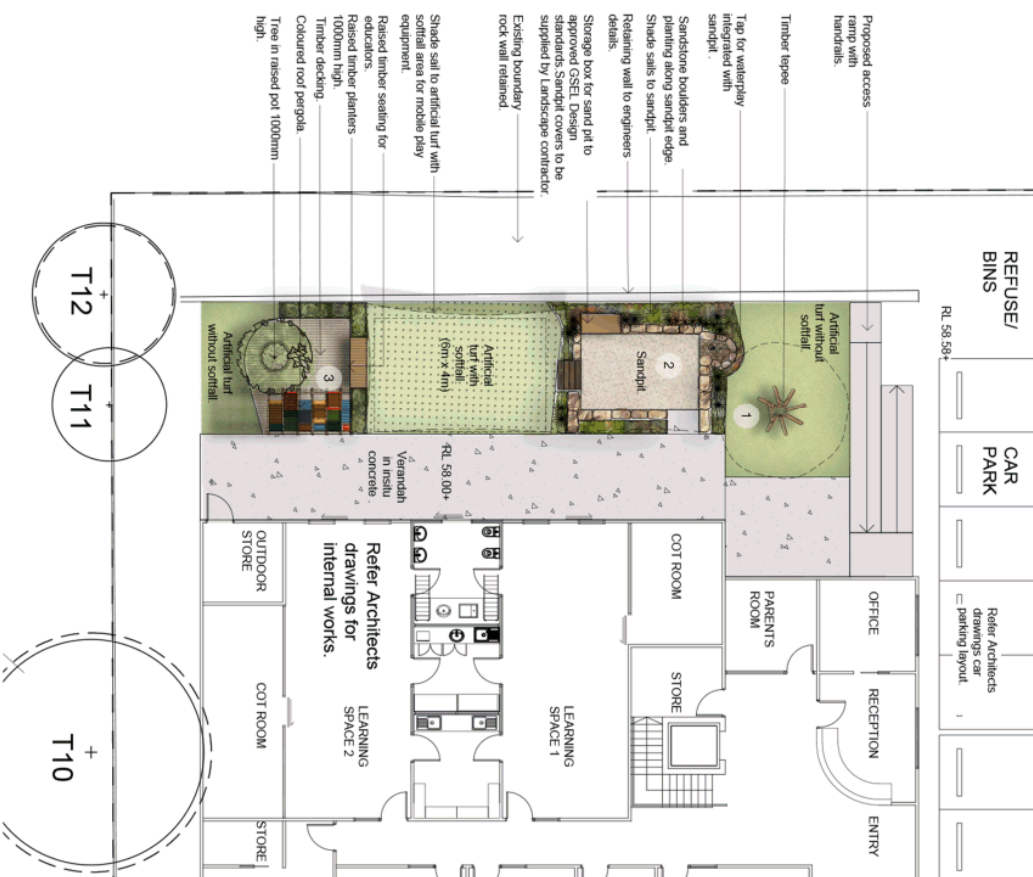
3. Timber decking with raised timber planter surrounds and coloured roof pergola. Raised timber seating incorporated for educators.

NOT FOR CONSTRUCTION

LEGEND

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DATE: 13/08/2019
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 PROJECT: [Name]
 SHEET: [Name]



NOTE:
 ALL PROPOSED LANDSCAPE ELEMENTS TO BE 1000MM HIGH FROM BOUNDARY FENCE

SITE IMAGE

GOODSTART EARLY LEARNING

21-25 Bellevue Avenue,
 Rosanna

DEVELOPMENT
 Goodstart Early Learning Centre

LANDSCAPE PLAN
 GROUND FLOOR PLAN

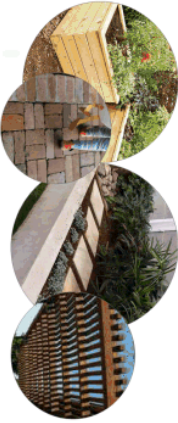
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 Date: [Date]
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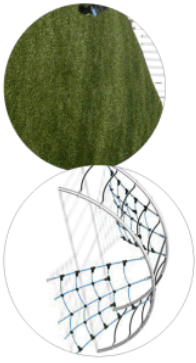
1. Natural timber poles in artificial lurt for passive recreation. Raised planter with sandstone boulder and timber log edging.



2. Raised sandpit with sandstone paving steps and timber decking steps and colour roof pergola over sensory path.



3. Raised timber planters for herbs vegetable garden and timber trellis.

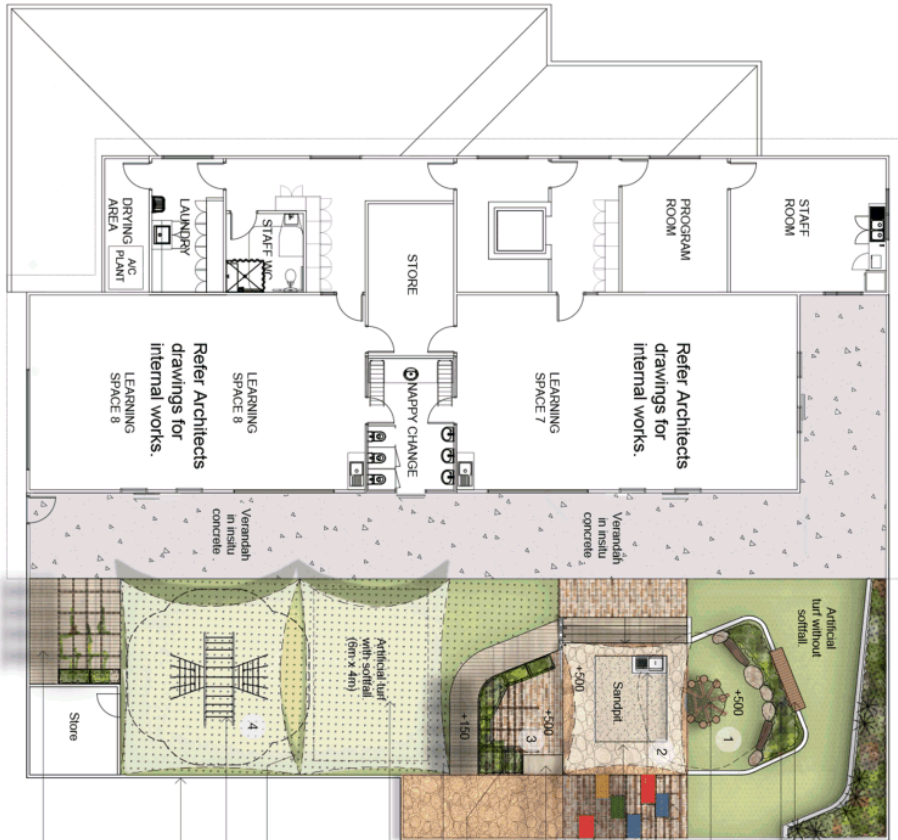


4. Climbing net (1.2m high) over artificial lurt with soffital.

NOT FOR CONSTRUCTION

LEGEND

1. LANDSCAPE PLAN (CONSTRUCTION)
2. CONSTRUCTION OF SITE REVIEW
3. CONSTRUCTION OF SITE REVIEW
4. CONSTRUCTION OF SITE REVIEW
5. CONSTRUCTION OF SITE REVIEW
6. CONSTRUCTION OF SITE REVIEW
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9. CONSTRUCTION OF SITE REVIEW
10. CONSTRUCTION OF SITE REVIEW



NOTE:
ALL PROPOSED LANDSCAPE ELEMENTS TO BE 1000MM AWAY FROM BOUNDARY FENCE.



- NOTE: ALL PROPOSED LANDSCAPE ELEMENTS TO BE 1000MM AWAY FROM BOUNDARY FENCE.
- Seal
- Haised planter
- Trapee logs for yarning circle and loose rocks.
- Coloured roof pergola.
- Mud kitchen with tap.
- Sandstone paving surrounds to sandpit.
- Sensory path in brick paving and sandstone steps.
- Shade sail over sandpit.
- Storage box for sand pit to approved GSEL Design standards. Sandpit covers to be supplied by Landscape contractor.
- Timber pergola
- Raised timber planters for herbs/vegetable.
- Shade sail to artificial lurt with soffital area for mobile play equipment.
- Shade sail to artificial lurt with soffital area.
- Wildcat Summit Tinkle 1200mm high over artificial lurt with soffital.
- 1800mm high balustrade to architects detail.
- Shade timber decking with Pergola and creepers.



5. Decking with pergola and planters for climbers.

SITE IMAGE

Client: GOODSTART EARLY LEARNING

Project: Goodstart Early Learning Centre
21-25 Bellevue Avenue, Rossman

Design Year: 2019

Level: 1

Reference: 16/09/2019

Author: ROSAMMA

DATE: 21/02/2020

PROJECT NO: 21-25 BELLEVUE AVENUE

Scale: 1:500

Revised: 21/02/2020

Scale: 1:500

Project: GOODSTART EARLY LEARNING

21-25 Bellevue Avenue, Rossman

DATE: 21/02/2020

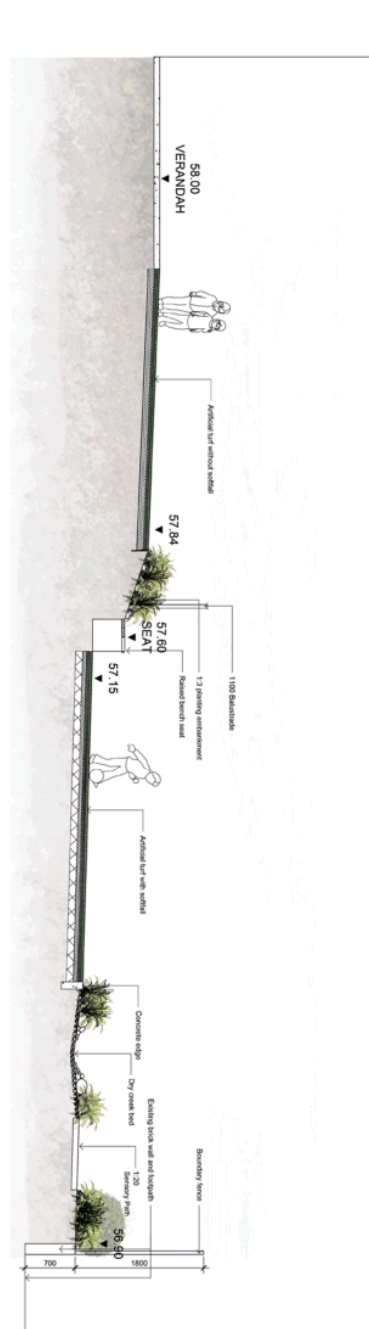
Scale: 1:500

Project: GOODSTART EARLY LEARNING

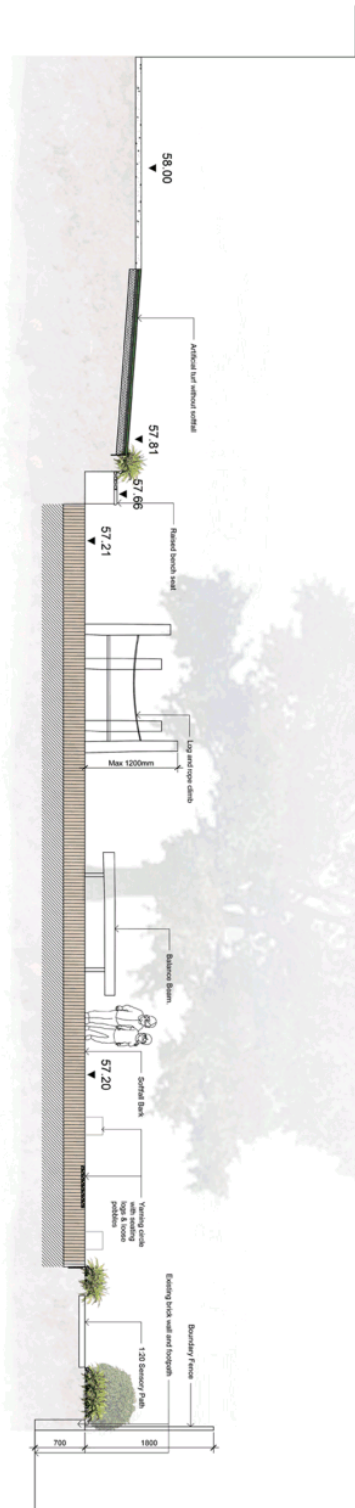
21-25 Bellevue Avenue, Rossman

DATE: 21/02/2020

Scale: 1:500



01 Section 1
601 1:20



02 Section 2
601 1:20

NOT FOR CONSTRUCTION

LEGEND

SITE IMAGE

GOODSTART EARLY LEARNING

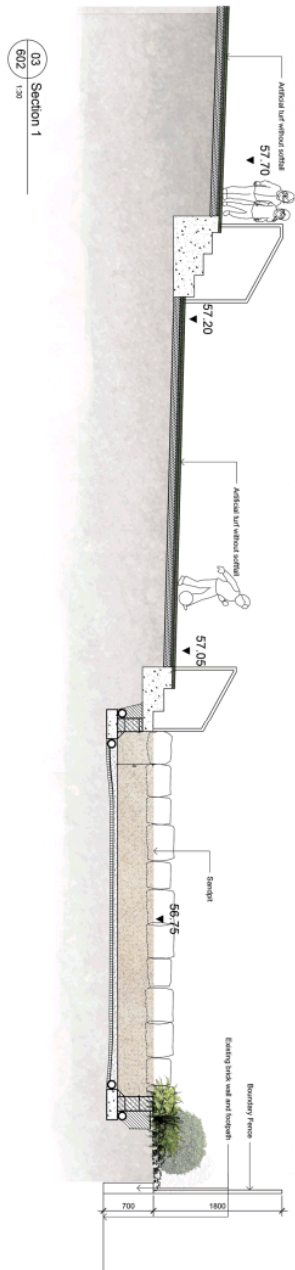
Project: **Goodstart Early Learning Centre**
21-25 Bellevue Avenue,
Rosanna

Landscaping Sections A1
Application No. 1954/2019

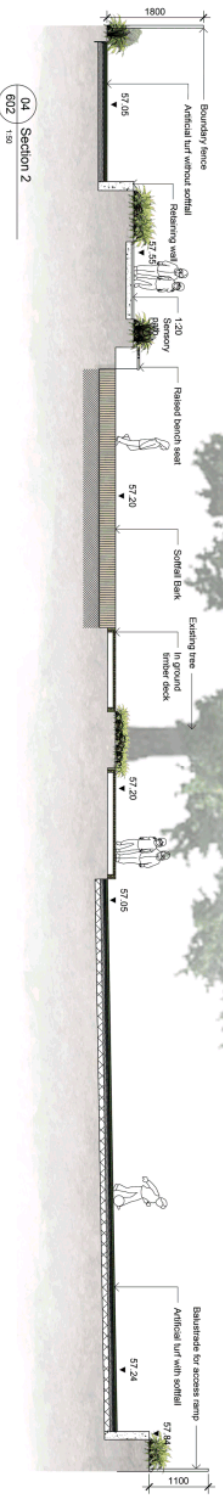
DEVELOPMENT APPLICATION
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SS18-3986 601 - C

Reviewed
14/02/20



03 Section 1
602 / 130



04 Section 2
602 / 130

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LEGEND

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A1
A. CONSULTATION ON DESIGN REVIEW
DATE: 28/07/2019
PROJECT: GOODSTART EARLY LEARNING CENTRE
SHEET: 602 A

Received
14/02/2020



SITE IMAGE

Client: GOODSTART EARLY LEARNING

Project: Goodstart Early Learning Centre
21-25 Bellevue Avenue,
Rosanna

Design Name: Landscape Sections A1
Application No: P564/2019

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SS18-3986
602 A

ASSESSMENT AGAINST CLAUSE 22.04 and 32.08**Non-Residential Uses in Residential Zones and General Residential Zone (Schedule 1)**

| | |
|------------------------------|--|
| APPLICATION NO.: | P954/2019 |
| DEVELOPMENT ADDRESS.: | 21-25 Bellevue Avenue ROSANNA |
| PROPOSAL: | Use of the land for a Child Care Centre, Reduction of Car Parking and Signage |

NON-RESIDENTIAL USES IN A RESIDENTIAL ZONE

The policy has a number of criteria as follows:

- *Primary Location;*
- *Siting and Design;*
- *Landscape and Amenity;*
- *Traffic and Car Parking;*

Primary Location

A permit is required to use and develop land within the General Residential Zone for a child care centre. One of the purposes of the Zone is “to allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.”

Clause 22.04 - Non-Residential Use and Development in Residential Zones Policy provides guidance for non-residential proposals in residential zoned land to ensure their proper integration into such areas, acknowledging that such uses have a place in residential areas, which make them highly accessible to the public. Criteria to be assessed are ‘Primary Location’, ‘Siting and Design’, ‘Landscape and Amenity’, and ‘Traffic and Car Parking’. These criteria are complementary to the decision guidelines outlined in the Zone.

Clause 22.04 through the Primary Location Criteria encourages community uses to be located in or adjacent to commercial centres unless they predominantly serve local community needs. The policy also encourages educational uses to be located near public transport networks to minimise traffic on local streets.

The Specific Location Criteria under Clause 22.04 states that where a non-residential use satisfies the Primary Location Criteria the use should be located on a corner lot or road in a Road Zone, be within easy walking distance of public transport and located in an existing non-residential building where possible.

In response to the above location criteria, the proposed child care centre is appropriately located for the following reasons:

- The site has previously been used for non-residential uses including a Uniting Church and small child care centre;
- The site is made up of two lots with separate road frontages forming an island site adjacent to two intersections (Bellevue Avenue/Darvall Street and Bellevue Avenue/Invermay Grove)
- The site is well located to public transport, including Rosanna Train Station and bus services on Lower Plenty Road.

- The site is located near Rosanna Activity Centre.
- The existing non-residential use isolates the residential building at 27 Bellevue Avenue from the surrounding residential area.

Siting and Design

The proposal is consistent with the objective to replace an existing non-residential buildings, as the building was previously a Place of Assembly and the proposal will not result in the loss of any dwelling stock.

The building and proposed extension has generally been designed to meet Council's Residential Neighbourhood Character Policy and is considered suitable taking into account the size, topography and context of the site. The building reduces upon the existing church footprint and creates one consolidated building with greater setbacks from residential interfaces.

Whilst it is noted the proposal does not resemble nearby dwellings form it provides a two storey pitched roof form that is consistent with the setbacks and landscape objectives of the Garden Suburban 2 Neighbourhood Character Area. The building has a high level of articulation through the use of various materials and colour tones, verandah element to the lower level and glazed elements which together will provide a visually interesting form to the streets and reduces visual dominance to the residential abutments. The cantilevered first floor to the north is variation to preferred built form, however given the building abuts a carpark and is setback from shared boundary with 27 Bellevue Avenue and 14m frontage it is considered acceptable in this instance.

The scale and intensity of the development is considered appropriate having regard to the site area (2519sqm) and existing context of the site. The building itself has been sited and designed with generous front (east) and northern boundary setback.

In terms of visual dominance, the greatest impact is the southern interface which is setback of 1.9m from the common boundary shared with 18 Invermay Grove. Whilst much of the building is located centrally in the site the entire southern building elevation is directly adjacent to SPOS of 18 Invermay Grove. Whilst Standard B17 – Side and Rear Setbacks of Clause 55 of the planning scheme ResCode) is not a statutory measure in this case, it provides a reasonable guide as to whether the proposal provides an acceptable setback given the location of the site on the periphery of a residential area. In this case, the extended complies with these requirements, noting that the amenity impacts are reduced by the slope at the site where the building will have a maximum wall height of 6.02 as viewed from the southern boundary. There are also some existing abutting trees (Tree #8 -10 and #12) which will be retained and opportunity for screen planting which can be managed by condition.

Conditions of permit will require an improved landscaping treatment within the south setback and around the car parks to ensure suitable screening of the building can be achieved.

Landscape and Amenity

Landscape

The landscaping plans prepared by Site Image dated 13 August 2019 provide details of landscaping to the play spaces within the east, west ground floor and eastern first floor. The

proposed Site Plan indicates that existing large tree in the front setback will be retained (Tree #6 - *Quercus palustris*) with additional small trees/shrubs in the south-west corners and in the landscape areas in the street setback.

The proposed siting of the building allows for sufficient landscaping buffers to be provided to the street frontage of the site and along the western boundary shared with 2/7 Darvall Street to provide privacy, soften views of the development from neighbouring land and the road.

A landscaping strip is recommended along northern boundary to 27 Bellevue Avenue as well as a greater depth of screen planting would be preferred within the south setback, particularly adjacent to the secluded space of 18 and 26 Invermay. It is considered that a suitable landscape outcome can be achieved for the site and can be further managed by a condition.

Outdoor store room located in Bellevue front boundary will be required to locate away from boundary line.

Amenity

The proposed use will not result in unreasonable impact on the amenity of the surrounding residential neighbourhood given the hours of use, vehicle access and noise attenuation measures. The surrounding area is identified as an Accessible Area in the Housing Framework.

| | |
|---------------------|---|
| <p>Noise</p> | <p>There are four residential abutments: 18 Invermay immediately south, 26 Invermay (south-west), 27 Bellevue (abuts north-east corner) and 2/7 Darvall. The outdoor play space are situated to the rear of 26 Invermay SPOS and 2/7 Darvall driveway and will also be enclosed by an acoustic fence.</p> <p>The screening will comprise a mix of treated timber, glass, precast concrete panels, acrylic panels, metal sheet cladding and cement sheeting. The acoustic assessment prepared by Renzo Tonin and Associates dated 20 August 2019 submitted with the application indicates that the proposed development generally complies with AAC and SEPP 1- Noise Criteria. The report recommends some management measures to mitigate the noise issues/levels for outdoor areas including construction of a minimum of 1.8 metre high acoustic fence to the ground floor play area and car park and 1.8m high acoustic parapet to first floor. Additional acoustic fencing will be conditioned to the west ground floor outdoor play area bounding 1/2 Darvall Street.</p> <p>The proposed hours of operation are fairly typical of a long day, child care facility (6:30am – 6:30pm, Monday - Friday.). It is considered that the hours of operation are unlikely to give rise to any significant disturbance, noting that the outdoor play times will be during the day within standard business hours, and the centre will be closed throughout the evening.</p> <p>No music or amplified speech is proposed within or around the buildings. A condition can be included on the permit to reflect this.</p> <p>The acoustic report indicates the waste collection and delivery times are proposed in accordance with EPA Publication 1254.</p> |
|---------------------|---|

| | |
|-----------------|---|
| | Further landscape to the southern setback can be secured by condition to assist in reducing disturbance to the adjoining residential properties. |
| Sunlight | The submitted Shadow Diagrams indicate that there will be some shade across small sections of the dwellings and secluded open space to the south and west of the site at the 9am and 3pm equinox respectively. However, shade impacts are minimal in relation to both neighbouring dwellings, noting that both retain ample areas of unshaded secluded open space throughout the day. No other residential properties will be impacted in terms of shading. |
| Privacy | The building and outdoor areas have generally been designed to ensure there will be no significant loss of privacy to adjoining residential properties. A condition can be included on any permit issued for any glazed section of upper level play space fencing to have a maximum transparency of 25%. |
| Lighting | Lighting will be required along the access, as well as at the entrance of the building to ensure the safety of vehicle and pedestrian movement through the site. This can be managed by permit condition. |
| Odours | The proposal is unlikely to give rise to any odours, noting that the kitchen will be utilised for basic food preparation comparable to residential properties. No details of the extraction system have been shown on plan, however it is considered unlikely that any odours emanating from it would result in an increase in detriment to the surrounding neighbourhood. |

Traffic and Car Parking

The addition of a new car park accessed from Bellevue Avenue reduces the area available for landscaping within the site frontage, however it is considered that sufficient area remains to provide a suitable landscaping outcome and screen car parking areas from the street.

In terms of access, the proposed double crossing off Bellevue Avenue (6.37m) will allow for two lanes of traffic ensuring safe and efficient entry and exit from the site. All parking spaces meet the minimum dimensions and the parking layout presents no difficulties in terms of vehicle manoeuvrability.

The site maintains the existing double crossing to Darvall Street and formalised nine space car park. As such, there will be no change in terms of streetscape impact. Acoustic fencing is provided along the eastern boundary of the Darvall Street carpark and northern boundary to Bellevue Avenue to reduce any potential noise impacts associated with the use of carpark. Condition will require landscaping strip forward in the Darvall Street boundary forward of car space 25 and 17 to soften hard paving as viewed from the streetscape.

The proposal attracts a parking requirement of 27 parking spaces under Clause 52.06. One disabled car parking space should be required having regard to the relevant Australian Standard. The provision of 25 car spaces does not meet this requirement. Council's Traffic and Transport team have reviewed the proposal and raised no concern with respect to the access arrangements. The two space reduction is considered acceptable given the proximity to public transport, location within PPTN and availability of unrestricted parking spaces along the site frontage.

Council's Transport and Traffic team have the following recommendations regarding the traffic conditions along Bellevue Avenue:

- Install a restricted parking sign at Bellevue Avenue to allow for 15 minutes on-street parking restriction along this frontage between 7-9am and 4-6pm and unrestricted parking at all other times.

This recommendation will facilitate short stay parking for the Child Care Centre during peak drop off and pick up times without reducing overall unrestricted parking availability for nearby residents.

GENERAL RESIDENTIAL ZONE – SCHEDULE 1

The proposal is considered to respond to the following decision guidelines for non-residential use and development as outlined in Clause 32.08:

Whether the use or development is compatible with residential use.

Whilst the centre is outside the primary commercial areas, its location is acceptable given the nature of the use and the fact that the centre will likely have a broad catchment including the immediate residences and those who use Lower Plenty Road for work travel purposes.

The site is located across two lots with separate frontages, and will replace an existing non-residential building. It is noted the existing non-residential use isolates the residential building at 27 Bellevue Avenue from the surrounding residential area.

Whether the use generally serves local community needs.

There are five childcare centres within a 1.5km radius of the site with the closest being Rosanna Village Child care centre situated 490m south along Turnham Avenue Road.

Although it is noted there is a reasonable concentration of childcare facilities in this particular area, the highly accessible transport corridor coupled with population growth the increased demand for such centres is considered reasonable.

The scale and intensity of the use and development.

The scale and intensity of the development is considered acceptable, noting that the building will be a reduction on the existing church footplate. Where it projects beyond the ground floor footplate, the building is located toward the less sensitive abuttal (proposed car park) to the north-east.

The design, height, setback and appearance of the proposed buildings and works.

The overall building height proposed is 10.24m however give the slope of the sit the highest above NGL is a maximum 6.02m along the southern residential setback. The northern setback is measured at 7.63m. Whilst there is little recession to the upper level, the building has a high level of articulation through the use of various materials and colour tones, verandah element to the lower level and glazed elements which together will provide a visually interesting form to the streets and reduces visual dominance to the residential abuttals.

The proposed landscaping.

There is adequate space for new landscaping.

Any proposed loading and refuse collection facilities.

The location of bin storage has been identified on the plans in the south-west corner of the Bellevue car park. The Waste Management Plan provided by SALT3 dated 16 September 2019 indicates waste collection will be undertaken by a private contractor and will occur within the subject site, noting that the vehicle crossing and access are of a sufficient width to allow for this. A 1.8m high fence to conceal bin storage area will be conditioned.

The safety, efficiency and amenity effects of traffic to be generated by the proposal.

The application was referred to Council's Traffic Engineers who raised no concerns with respect to the traffic likely to be generated by the proposal.



Audit & Risk Advisory Committee

MINUTES

Friday, 6 December 2019

GRIFFIN ROOM

1 FLINTOFF STREET GREENSBOROUGH

These Minutes are circulated subject to confirmation by Council at the next Ordinary Meeting to be held on 24 February 2020.

1. Opening of Meeting

The meeting opened at 3.10pm in the Griffin Room.

2. Present

Irene Irvine – *Independent Representative*
Stuart Kells – *Independent Representative*
Cr Rick Garotti – *Committee Delegate*

In Attendance

Geoff Glynn – *Acting Chief Executive Officer*
Scott Walker - *Director City Development*
Marc Giglio - *Director Corporate Services*
Roberta Colosimo – *Acting Director Community Programs*
Tania O'Reilly – *Manager Finance & Procurement*
Joel Elbourne – *Manager Planning & Building*
James Kelly – *Manager Delivery & Assets*
Andrew Zavitsanos – *Crowe Horwath*
Tiziana McKenzie – *Executive Assistant/Project Officer (Minute Taker)*

Opening of Meeting**Acknowledgement of the Traditional Owner, the Wurundjeri willam people**

"Our meeting is being held on the Traditional Land of the Wurundjeri Woi-wurrung people and, on behalf of Banyule City Council, I wish to acknowledge them as the Traditional Custodians. I would also like to pay my respects to the Wurundjeri Woi-Wurrung Elders, past, present and emerging, and to acknowledge other Aboriginal and Torres Strait elders joining us today".

3. Apologies

Cr Alison Champion, Cr Tom Melican, Allison Beckwith, Darren Bennett & Gabrielle Castree

4. Disclosure of Conflict of Interests

Stuart declared his involvement in various State Government and University sector matters. The Committee noted his interests.

5. Issues to be brought to the Committee's Attention

Irene conveyed her congratulations to Cr Alison Champion on her appointment as Mayor and Cr Rick Garotti on being appointed Deputy Mayor.

Irene commended previous and current management on the appointment of Council's new CEO, Allison Beckwith, and Council's previous successor, Simon McMillan.

Irene requested that the Minutes need to have more clarity in what the Committee is doing and to ensure that Council is advised on how the Committee is progressing and of any findings which they should be made aware of. The use of the words 'advise' or 'recommend' to be noted in the resolution.

Irene advised the Committee that during 'in camera' meeting, it was proposed that an additional audit take place – conflict of interest. This proposal was tabled as a formal request ensuring that Council is protected.

Irene requested that a report be presented to the next Committee meeting outlining what systems or processes does Council have in place to ensure that staff are on proper award rates.

Cr Garotti suggested that Council conduct an audit on Enterprise Agreement compliance. Stuart suggested that it could be added to our Strategic Internal Audit Plan or possibly be incorporated into another audit.

Resolution:

That the issues as raised and discussed be noted.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

6. Actions from Minutes – 13 September 2019

Evaluation of Audit & Risk Advisory Committee & Internal Audit

Irene tabled the draft Evaluation and requested that it be forwarded to all Committee members and recommended that we look at PWC and Deloitte's self-assessments.

Marc

Cr Garotti requested that the self-assessment reflects against the Charter and for the self-assessment to form part of the Chairperson's Report.

Stuart requested that the self-assessment incorporate more specific headings.

Marc advised the Committee that the Evaluation process will take place via 'Survey Monkey'.

Resolution:

That the draft Evaluation be noted.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

Signing of delegations

Marc tabled Council's Instrument of Sub-Delegations, delegating the power to sign correspondence to Councillor Officers and advising that all correspondence addressed to the Mayor is responded by the Mayor.

Enterprise Risk Management Framework Review

Marc tabled the Report outlining the key deliverables and advised the Committee that the review is currently underway by AON.

Resolution:

That the Report be noted.

Moved: Irene Irvine

Seconded: Cr Rick Garotti

Carried**November 2019 YTD Purchase Order Compliance Report**

Tania tabled the report. Irene requested that a report be provided at the next meeting showing figures for the month. The Committee were still not pleased with the outcomes and indicated that a report be submitted to each meeting providing monthly data for reporting not just the YTD. More data breakdown required to include the value and the number of transactions that go through a PO process (compliance/non-compliant).

Tania

Cr Garotti questioned whether Council's Procurement Policy outlined which transactions require POs and which don't?

Cr Garotti requested that the Procurement Policy be tabled at the next meeting to enable the Committee to gain a better understanding of PO compliance.

That the Report be received and that Council note that the Committee is still not pleased with the findings and that it continues to investigate the problem.

Resolution:

Moved: Irene Irvine

Seconded: Stuart Kells

Carried**Council's Debtor Position**

Irene thanked Management for such a comprehensive Report.

Irene questioned Tania whether she was comfortable with the Hardship Policy and is there a Policy that assists staff on what they can and cannot do.

Stuart requested an explicit statement of what principles sits behind this Policy as that would be very useful.

Tania

Irene questioned on how complete is the Debt Register. Tania replied that Council has well managed systems in place.

Cr Garotti sought clarification on who approved the Policy.

Tania advised that the Policy went to EMT for approval.

Cr Garotti suggested that in future all Policies are to have who approved the Policy and a review date.

Resolution:

That the Report be noted and Council be advised that debtor management appears to be handled well.

Moved: Irene Irvine

Seconded: Cr Rick Garotti

Carried

Review of Development Planning Permit Applications

The Report was tabled.

The Committee noted that the deep dive had been conducted, and that relevant systemic issues were considered in the associated paper and would be followed up as part of the internal audit work program.

Resolution:

That the Report be noted.

Moved: Stuart Kells

Seconded: Irene Irvine

Carried

Audit & Risk Advisory Committee – Chairperson’s Annual Report

Irene tabled the Report and expressed her appreciation on the first draft.

She encouraged additional Councillors to attend future meetings.

Cr Garotti to follow through with fellow Councillors in having representation of a Councillor/s at future meetings.

Resolution:

That the Report be noted.

Moved: Stuart Kells

Seconded: Irene Irvine

Carried

WorkCover Insurance – Reportable Remuneration Review

Marc tabled the Report and informed the Committee that it was a request from the last meeting to provide a scope of review.

Resolution:

That the Report be noted.

Moved: Cr Rick Garotti

Seconded: Stuart Kells

Carried

7. Confirmation of Minutes – 13 September 2019

The Minutes were tabled.

Resolution:

That the Minutes be noted.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

8. Audit & Risk Advisory Committee – Annual Work Plan – December 2019

Cr Garotti would like to see the Work Plan on one page. He also raised the timing of the budget items – he believes it should be tabled in March and not September.

Tania explained the reasoning of the timing for the September meeting and the Committee agreed that it not be changed.

Resolution:

That the Annual Work Plan be received and noted.

Moved: Cr Garotti

Seconded: Stuart Kells

Carried**9. Status Report / Internal Audit Recommendations**

Marc tabled the Report and informed the Committee of the number of recommendations that have been completed and also noting that the VAGO and IBAC Self-Assessments are now included.

Cr Garotti asked that the Committee be provided with some context around the Follow-Up Review – *Periodic OH&S inspections were not conducted as scheduled for two sampled sites*. The item to be closed out by the next Committee meeting.

Marc**Resolution:**

That the report be received and advise Council on significant progress in actioning the recommendations.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried**10. Crowe Horwath****Internal Audit Status Report – November 2019**

Andrew tabled the Report and advised the Committee that all audits are now complete. The Business Continuity and Follow-Up of Previous Recommendations Reviews have now been carried over to the 2019-20 Internal Audit Program.

Resolution:

That the Report be noted.

Moved: Stuart Kells

Seconded: Cr Rick Garotti

Carried**Memorandum of Audit Planning (MAP) – Various Financial Controls – Credit Cards and Fuel Cards**

The MAP was tabled.

Resolution:

That the Report be noted.

Moved: Irene Irvine

Seconded: Cr Garotti

Carried

Memorandum of Audit Planning (MAP) – Follow-Up of Selected Higher Risk Matters raised in prior internal audit reports (Draft)

The MAP was tabled and Cr Garotti expressed he was pleased with the MAP as provided by Crowe.

Resolution:

That the Report be noted.

Moved: Cr Garotti

Seconded: Stuart Kells

Carried

Internal Audit Report 2018-2019 – Statutory Planning Review

Andrew tabled the Report and recommendations. Andrew pointed out the medium risk item around the nature of conflict of interest.

Cr Garotti tabled whether there are any risks that Council needs to be aware of as common practice?

Andrew replied that there are no additional risks – it is getting the right people to make the decision.

Cr Garotti expressed that he was pleased with the Report.

Resolution:

That the Report be received and that Council be advised that the Statutory Planning review has been undertaken and no high risks were reported.

Moved: Irene Irvine

Seconded: Cr Garotti

Carried

Internal Audit Report 2018-2019 – Strategic Internal Audit Plan 2020-2022 (Draft)

Andrew tabled the Report.

The following were discussed:

- Cr Garotti agreed with Irene's sentiments regarding a conflict of interest audit as previously discussed.
- Cr Garotti expressed that an EBA audit would have more priority.
- Irene felt that some controls in some key risks are not being considered sufficiently.
- Stuart requested that Andrew review a reconciliation incorporating mapping of strategic risks.
- Irene agreed that a mapping of strategic risks be broken down.
- Andrew suggested that a review of a broader assurance map be conducted, indicating what type of activities is Council doing to address risks.
- Cr Garotti indicated that the Committee requires a clearer framework on how Council makes decisions on which properties to purchase.
- Stuart requested that benchmarking be looked into on how decisions are derived.
- Irene requested that a report be tabled at the next Committee meeting. Geoff to take it on board.
- Irene advised that Credit and Fuel Cards, Management of Third Party and Local Law – Enforcement be reviewed in the first quarter and that Assurance Mapping, Property (Management of Projects and Decision making) be considered by management and to be reported back to the next Committee meeting regarding resourcing.

Geoff

Andrew

Resolution:

That the Strategic Internal Audit Plan 2020-2022 be recommended to Council as noted.

Moved: Cr Garotti

Seconded: Irene Irvine

Carried

11. CAATs**General Ledger
Depreciation/Amortisation**

The Reports were tabled.

Resolution:

That the Reports be noted and Council informed that no material issues were identified.

Moved: Cr Garotti

Carried

Seconded: Stuart Kells

12. Quarterly Financial Management Report – 30- September 2019

Tania tabled the Report and addressed Irene's concern on the underlying surplus/deficit results as per Irene's email. Tania reassured the Committee that management regularly review financial forecasts with the aim of ensuring that Council achieves and underlying surplus.

Cr Garotti felt that the forecast tends to be very conservative and then improved steadily over the course of the year. He would like to see more improvement on the forecasting element.

Resolution:

That the Report be noted.

Moved: Stuart Kells

Carried

Seconded: Cr Garotti

13. JLT Public Sector Risk Report 2019

Marc tabled the Report for the information of the Committee.

The Committee expressed their thanks on an informative Report.

Resolution:

That the Report be noted.

Moved: Irene Irvine

Carried

Seconded: Stuart Kells

14. New Public Interest Disclosures

The Report was tabled outlining the new disclosure requirements effective 1 January 2020.

Resolution:

That the Report be noted.

Moved: Stuart Kells

Carried

Seconded: Cr Garotti

15. VAGO – Self-Assessments Status Report – December 2019

The Report was tabled.

Irene thanked Management on good progress.

Resolution:

That the Report be received and congratulate Management on the progress.

Moved: Cr Garotti

Carried

Seconded: Stuart Kells

16. IBAC Integrity Frameworks – Self-Assessment Update

Marc tabled the Report.

Resolution:

That the Report be received and Council be advised.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

17. IBAC Report on Corruption Risks with Local Government Procurement

Marc tabled the Report and credited the Officers for a comprehensive review and acknowledged the positive assessment of Council against the report's recommendations.

Resolution:

That the Report be received and Council be advised.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

18. VAGO – Security of Government Buildings – Self-Assessment

Marc tabled the Report and credited the Officers for a comprehensive review and acknowledged the positive assessment of Council against the report's recommendations.

Resolution:

That the Report be noted.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

19. LGPRF Performance Reporting Self-Assessment

Marc tabled the Report and credited the Officers for a comprehensive review and acknowledged the positive assessment of Council against the report's recommendations.

Resolution:

That the Report be received and Council be advised.

Moved: Irene Irvine

Seconded: Stuart Kells

Carried

20. Meeting Dates 2020

Meeting dates for 2020 confirmed for:

- Friday, 13 March
- Friday, 19 June
- Friday, 18 September
- Friday, 11 December

Irene conveyed her apology for the June meeting.

21. Confirmation of next Meeting

Friday, 13 March 2020 at 3.00pm – Griffin Room

22. Closure of Meeting

The meeting closed at 5.15pm.

DATED this Thirteenth day of March 2020.

..... **CHAIRPERSON**