



WHAT YOU TOLD US

Feedback Summary Paper December 2016



Rosanna Urban Design Guidelines



Banyule
CITY COUNCIL

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1 Introduction

The Rosanna Village Urban Design Guidelines are being developed to help guide and inform the proposed Rosanna Village and Turnham Avenue streetscape works. They will also assist in advocating to the Level Crossing Removal Authority and the State Government on the design of the Hurstbridge railway line improvements, including the Lower Plenty Road level crossing removal and the development of the new Rosanna Railway Station.

Consultation on the draft Rosanna Urban Design Guidelines included:

- 250 information letters directly mailed to Rosanna businesses, community interests and residents.
- 3,500 information letters letter dropped to individual businesses and residents in the Rosanna precinct.
- A copy of the draft Guidelines and explanatory materials provided on the 'Rosanna Village –draft Urban Design Guidelines' page on the *Shaping Banyule* website.
- Two drop-in sessions held in Rosanna and Ivanhoe on Wednesday 23 November.

During the consultation period over 200 community enquiries, comments, emails and queries were received. Approximately 70 people attended the drop-in sessions at Rosanna and Ivanhoe on 23 November and 30 emails and phone calls were received. The community was invited to comment around eight main themes – Identity, Vibrancy, Connectivity, Integration, Sustainability, Amenity, Safety and Accessibility. In addition to these main themes, many comments were also received on Parking and Traffic Flow.

This paper outlines the issues and feedback raised throughout the consultation process.

2 Feedback Summary

The table below outlines the consultation undertaken and the associated attendee/response numbers.

Date	Type of Consultation	Attendees/Responses
CONSULTATION	Nov 16	Community comment invited and an invitation to the drop-in sessions at Rosanna and Ivanhoe via the distribution of 250 direct mail letters and 3,500 letter dropped letters.
	Nov – Dec 16	Rosanna Village – draft Urban Design Guidelines page placed on the Shaping Banyule website.
	Nov 16	Drop-in Information Sessions – Rosanna and Ivanhoe
		30 emails and phone calls received.
		108 Comments 71 Participants 552 Views of website.
		Approx. 70 attendees

A summary of comments received is provided below with a more detailed summary of all comments on the following pages.

2.1 Identity

- The Guidelines should consider further explanation into how indigenous heritage will be included.
- Place more of a focus on the local residents and workers in the region rather than attempts to make area a 'destination' as residents feel this may diminish the amenity of the area.
- At this stage, it is still not clear how much of the western boundary of the park will be changed radically by the LXR works (bridge or trench). The objective under "Identity" ... "To preserve cultural heritage and overall environmental value of Rosanna Parklands" is underdone.
- Council should be committed to providing much greater library and theatre facilities to make the most of Rosanna as a cultural destination.
- To fully understand Identity of Rosanna, the Guidelines also need to consider other noted landscape sources – Ellis Stones, Robin Boyd.

2.2 Vibrancy

- Need for murals and street art in shopping and new station areas that is consistent with parklands, village community and heritage, with space for arts related uses
- Ensure safe open friendly atmosphere for people to enjoy the community experience.
- Open plan arrangement in station and streetscape with public lighting and planting.
- Keep the character of the area.
- Natural materials treatments used in design of station and streetscape to create softer spaces that are maintained. Soften built form by using vegetation appropriately.
- Ban on smoking in shopping area and provide designated area.
- Beetham Parade is currently unsightly - trees, larger pavements for cafes/restaurants etc. could all improve the area, allowing shops along the railway station would increase the vibrancy and visual attraction of the area.
- Ensure vibrancy is achieved not just through art but also through vegetation.
- More cafes/restaurants/bars would increase the vibrancy as an attractive destination.
- Music, fireworks, kids amusement rides and only a walk down the road, close to transport (the train/Bus/Taxi Hub).. Yes that would be a great Vibrant Public Realm.
- A more community focused addition at 44 Turnham Avenue would increase vibrancy.
- Create a forecourt within the centre for people to congregate.

2.3 Connectivity and Traffic Flow

- The community is advocating for better pedestrian connectivity in Rosanna Village across Lower Plenty Road as well as from Rosanna Village to the Rail Station and connection between the west and east sides of the rail corridor. Furthermore, they are requesting that the Railway Station and Rosanna Parklands not act as isolated spaces, rather, there should be more connection between the two.
- Residents see the level crossing removal as a “great opportunity” to provide a bike connection along the rail corridor not only from Rosanna to Watsonia but along the rail corridor to Heidelberg as well.
- Strong support for additional pedestrian crossing across railway corridor in Ellesmere Parade to create greater connectivity with Rosanna Parkland. Residents also requested a crossing in the vicinity of Rosanna Tennis Courts connecting Beetham Parade to the sporting complex in De Winton Park.
- Concerns with the proposed link road, it seems residents do not understand the function in terms of it being a one way route for buses only and are concerned about it increasing traffic in the area. They request that appropriate engineering controls to ensure link road does not become a rat run.
- Requests for the proposed link road across the rail line be limited to pedestrian and cyclists only, excluding buses as well as other vehicles.
- Kiss and ride facilities required at the rail station and improve integrated/intermodal pick up and drop off times between trains and buses.
- Multiple entries/exits along the length of the platforms.
- Community is not supportive of an increase in traffic volume on Lower Plenty Road.
- Concern with traffic being restricted by proposed bus only left turn lane in Turnham Avenue.
- Many requests for the intersection of Beetham Parade and Lower Plenty Road to be signalised. Additionally if this were to be implemented residents would like traffic signal coordination between Turnham Avenue and Beetham Parade and Ellesmere Parade.
- Individual requests for various traffic and transport improvements to streets within and adjacent to Rosanna Village.
- Pedestrian and cycling links should be encouraged across the rail corridor. With the level crossing project possibilities there is no need to let a rail line dictate where crossing points are anymore.
- This presents a really good opportunity to connect the Turnham Avenue community, Beetham Parade community and Rosanna Village.

2.4 Urban Integration

- Community would like max 2-3 storey development in shopping area and keep heritage/unique façade of area. They have specific concern with the Urban Design Guidelines stating “Ensure new built form is 3-4 storeys or higher depending on site characteristics and constraints” and don’t believe buildings of this nature meet the character of the area.
- Members of the community see the apartment complex abutting the current station as an eyesore and request that improvement of built form of any new development around the station.
- Request that powerlines around new station, streetscape and crossing be placed underground.
- The proposal for low-rise apartment development within Rosanna Village sounds like a great opportunity, both for local business and for those who require small space living near transportation.
- Any potential mixed use development over footprint of current car parking on west side of rail line shouldn't go beyond 4 stories max and must be high quality architectural. It would need softening/vegetated interface to street to offset loss of large (though harshly pruned) eucalypts currently buffering the car park.
- This is a real opportunity for our community, to create an environment that embraces quality design, urban beauty and functionality rather than an ugly concrete jungle.
- Would like to see a structure plan for the area to create a firm expectation for residents about the type, height and bulk of potential developments.
- Improve built form of the major buildings along Beetham Parade.
- Remove all the parking from the service road from the Westpac Bank at Beetham Parade and the Rosanna Medical Centre. Alternative parking can be provided over or below the new Rosanna station area. This would create an area for the pedestrian precinct.

2.5 Sustainability and Landscape

- Concerns about the gateway development to Rosanna Parklands “seems incompatible with the landscape design principles of Ellis Stones and the associated heritage of Rosanna Parklands.”
- Concerns about the preservation of natural open space in Rosanna Parklands.
- Concerns about the level of impact the development in the area will have on established trees. Residents would like assurances that as many trees will be kept as possible and a plan or arborist report detailing trees that could be removed. Request for more planting of native trees and shrubs in the streetscape around the station.
- The guidelines / draft plan reflect sufficient objectives / detail regarding greening the shopping precinct. There could be canopy trees along Beetham Parade (replacing the environmentally useless topiary trees) to provide street shade and cooling.
- The artist’s sketch of trees along the west/station side of Turnham Avenue is hard to believe without knowing the final plans for the station redevelopment. More information needed on the number and type of trees proposed.
- Keep the trees at all costs. They add character, soften the built environment, encourage birdlife, cool the air, swallow noise and are typical of the nature of Rosanna.
- The promised arboriculture assessment should take note of the understorey vegetation along the railway line in the park, which includes indigenous grasses and smaller bushes.

2.6 Amenity

- Bike storage at station and in Rosanna Village.
- Pedestrian and cycling links across the rail corridor should be encouraged.
- Ensure adequate undercover shelter at station for waiting passengers.
- Kiosk or café, toilets, full amenities in station.
- Space provided for ridesharing vehicles at station.
- More seating at and nearby the station for waiting passengers and for people to be able to meet and mingle.
- Rosanna Parklands is Rosanna’s greatest asset. Amenities in Rosanna Parkland such as playgrounds, fitness circuits and BBQs should be moved/installed close to the train station. Further requests to provide space for sporting area and dedicated bike path around the perimeter of the park.
- Protecting parkland is very high as once lost it cannot be regained and it is an important part of Rosanna, used and enjoyed by many residents regularly, but also valued by many just to know it is there and as part of the identity of Rosanna.
- Minimise the impact of the level crossing removal on the internal attributes of Rosanna Parklands.
- Enhancing Village laneways to become street-like and activated for pedestrians whilst still allowing for car movement.

2.7 Safety

- Request for lower 40 km/h speed limit on Lower Plenty Road.
- Improve pedestrian crossings in Rosanna Village.
- Support for better undercover bus interchange due to safety issues. Ensure it is undercover for weather.
- Current alignment of pedestrian crossing at the end of Beetham Parade is problematic, steep grade, and residents feel it could be better aligned with rail corridor crossing.
- Community is advocating for a review of the surface conditions of footpaths and carparks in the area claiming maintenance is needed.
- The station should have really good protection for commuters from wind, rain and sun; as well as lots of seating. The platform should have good clear visibility to the neighbouring area to improve the perception of safety. Also good lighting is needed at night.
- Mistake with text, the railway crossings are at the end of Davies St, Hillside Rd and St John St. Not at Invermay.

2.8 Accessibility

- Maximise pedestrian flow through the station and surrounding areas by ensuring pathways are wide and well surfaced.
- Open up access between the two sides of the train line to the station, current access routes could be better.
- It is important for the future of the Village that the bus stops at the station be located near the existing village.
- It would be good to minimise the number of commuters who have to cross Turnham Avenue and Beetham Parade to move between train and bus.
- Increase access to Rosanna Parklands.
- If the option of a Rail bridge over Lower Plenty Road is selected, then I think the Ellesmere Parade side of the line (north of Lower Plenty Rd) should NOT be closed off and used for extra parking. It is an opportunity to open up the parkland and “green space” to the Rosanna shopping precinct, and extend it across the line to the west of Ellesmere Parade, connecting the two areas. If this connection flows into the existing parkland, it would need to be done in a way that is mindful of enhancing the park and the connection, and not damaging or reducing it.

2.9 Parking

- Topic of commuter parking at station is a contentious issue with some members of the community requesting that additional parking be provided at the station for commuters (i.e. request for multi-story car park) and others who feel it is not necessary.
- Parking was a major concern around the station and some residents felt the need for a holistic approach with an overall parking plan required for the area, including a number of direct requests for particular parking restrictions.
- Many requests related to additional parking in neighbouring streets and review of either time limits or paid parking, ie Turnham Avenue, angle parking at Ellesmere Parade,
- Roadside parking along Lower Plenty Road, through the shopping centre, should be removed altogether. It impedes the flow of traffic and creates a dangerous situation as moving traffic weaves in and out of parked cars.
- More parking needed for Rosanna Village shops.
- The whole area needs a Parking Review.

3 Shaping Banyule Website Consultation

3.1 Shaping Banyule Website Consultation

Feedback from the Shaping Banyule website is recorded and collated under the five feedback questions asked. Additionally, to surveys were taken to gauge further gauge community feedback for the proposed guidelines. Both the surveys and questions are summarised below

3.2 Do you think the Draft Guidelines reflect what the future of Rosanna should be?

Yes



Kind of



No



Total Votes: 15

3.3 Do you think pedestrian and transport link across the rail corridor should be explored further?

Yes



Maybe/Not sure



No



Total Votes: 11

3.4 Is there anything you would like to change?

Topic	Location	Community Feedback
Identity	Rosanna Village	<p>The design guidelines seem a little lofty for Rosanna. I think the focus should be on improving the lives of people that live and work here.</p> <p>I don't think that it's at all likely that Rosanna will become a 'cultural destination', nor do I see any reason why it should. I see Rosanna Village as existing largely to serve the needs of local residents - a nice, convenient shopping centre. It should be friendly and navigable for children and older people, with good parking. It could do with a bit of a spruce up, and some more trees would be nice, but I think any major attempts to become a 'destination' are more likely to diminish the amenity of local residents than to improve it.</p> <p>On another point it is still not clear how much of the western boundary of the park will be changed radically by the LXR works (bridge or trench). To have</p>

		an objective under "Identity" ... "To preserve cultural heritage and overall environmental value of Rosanna Parklands" is underdone
Vibrancy	Beetham Parade	<p>Beetham Parade is currently unsightly - trees, larger pavements for cafes/restaurants etc. could all improve the area.</p> <p>By allowing the shops along the railway station to open up on that side you increase customers and add visual attraction to the station. It would also make use of the shops' location.</p>
	Level Crossing	The guidelines are good and I agree with most of the content. Need more emphasis on making the new railway bridge/trench more appealing. A raised railway doesn't have to be ugly. Look at ancient roman aqueducts for one example. We should avoid a series of concrete pillars like those proposed for the Dandenong train line.
Connectivity/ Traffic Flow	Cape Street	The Corridor Framework Plan (drawing no. UDD-002) shows "improved cycling and pedestrian network" along Cape Street. Unfortunately the volume of traffic along Cape Street and the number of parked vehicles makes cycling dangerous. Would it be possible to include a cycle path alongside the railway between Rosanna and Heidelberg?
	Invermay Street	Provide a round a bout at Invermay Grove and Mountain View. So many cars use this zig zag/dog leg to get from Waiora to Lower Plenty Road. It is very dangerous in you are travelling up Invermay towards Waiora through that intersection at present. with the train intersection going this is going to get busier.
	Rosanna Parklands	<p>Page 6, item 5 suggests: "provide connections with Rosanna Parklands". However the separation and isolation of Rosanna Parklands from the surrounding hustle and bustle is also important. Minimising the impact of the level crossing removal on the internal attributes of Rosanna Parklands is more important than the external view from Rosanna Village.</p> <p>I also have some concerns on the informal bike route within the park running beside the western boundary shown as a yellow broken line (Attachment 1 - Rosanna Village Level Crossing & Streetscapes Design Framework). The key says "reinforce bike route". There is a formal bike path mooted for Ellesmere Road running next to the rail (route Watsonia to Heidelberg) - cyclists should be strongly encouraged to use it. And keep all paths in the park "permeable" - it is a natural area.</p>
	Rosanna Rail Station	Local residents should be protected from cut-through traffic and parking issues.
	Rail Corridor	<p>Could a cycle way be considered alongside the new track work? Wouldn't expect the cycle way could extend all the way to the city, but would save cyclists needing to navigate upper Heidelberg Road.</p> <p>Pedestrian/cycle links across the rail corridor would be useful, but vehicle links would be a disaster for an already busy area, and will be strongly opposed.</p>

	Turnham Avenue	<p>Although i can see the benefit of a bus lane, I personally don't like the idea of one lane for vehicles out of Turnham Ave into Lower Plenty Rd. Turnham Ave is increasingly busy and I admit some of this currently is due to the boom gates being down, but I'm not convinced that the proposed is a good outcome overall. I'd like to see some data relating to vehicle volume and what impacts this would have into the future before a final decision is made. In addition, the traffic light sequence at this intersection will really need some further investigation.</p>
Urban Integration	<p>Rosanna Village</p> <p>Rosanna Station</p> <p>Ellesmere Parade</p>	<p>The proposal for low-rise apartment development within Rosanna Village sounds like a great opportunity, both for local business and for those who require small space living near transportation. Small space living near amenities is going to be increasingly necessary for environmental sustainability, and I'm glad to see some consideration for this included, with requirements for meeting aesthetic guidelines.</p> <p>Great care should be taken by this Council to ensure that Rosanna Village does not become just a great money making exercise for developers to build cheap and unsightly oversized developments but rather seeks to truly enhance Rosanna Village. Existing trees should be retained at all costs as replacing them will take many many years to create the softening effect desired. The very ugly and poor development that the Council approved in Beetham Parade should not be allowed to happen again. Further, enhancing and building on the character of Rosanna Village, does not allow for apartment blocks of over 3 storeys. Anything higher and this Council is only playing lip service to meeting community expectations.</p> <p>I'm very concerned with the statements in the guidelines around the future height of buildings "Ensure new built form is 3-4 storeys or higher depending on site characteristics and constraints." I don't believe buildings of 3-4 (plus) stories are in line with the neighbourhood character or provide a "village" feel. If these guidelines are adopted it will open the door for inappropriate development within Rosanna village and destroy the village feel.</p> <p>Would like to see a maximum building height of 4 storeys, otherwise Rosanna will lose the "village" feel. Proposed development in Beetham Pde needs to be a lot more attractive than the apartments adjacent to the Rosanna station - they are extremely ugly!</p> <p>I agree with a few authors that the guidelines should not state a preferred built form height of 3 to 4 storeys and higher in key locations. Rosanna Village's strength should be its difference to Heidelberg and Ivanhoe. There are very strong themes in the document on preserving the treed character of the village. Therefore keep some flexibility in the planning process to encourage appropriate development.</p> <p>Any potential mixed use development over footprint of current car parking on west side of rail line shouldn't go beyond 4 stories max and must be high quality architectural. It would need softening/vegetated interface to street to offset loss of large (though harshly pruned) eucalypts currently buffering the car park. The potential of the private development wasn't really canvassed by the Level Crossing Authority consultations so I believe many people (if asked) would be concerned.</p> <p>No to moving the train tracks closer to Ellesmere Parade. Property values will be severely compromised. Residents will be furious.</p>
Landscape/ Sustainability	Rosanna Parklands	<p>The Rosanna Level Crossing & Streetscapes Design Framework drawing (no. UDD-003) includes an asterisk in Rosanna Parklands indicating a "gateway development". This seems incompatible with the landscape design principles of Ellis Stones and the associated heritage of Rosanna Parklands.</p>

	<p>Rosanna Village</p> <p>General Area</p>	<p>The natural open space in Rosanna Parklands is immensely valuable for a wide range of physical, psychological and environmental reasons. In 50 or 100 years' time, natural open space will be even more scarce than it is today and Rosanna Parklands will be even more valuable. The addition of man-made items such as BBQs, picnic tables, toilet blocks, concrete or bitumen pavements, signs, currently fashionable exercise equipment and the possible elevated railway at Lower Plenty Road should be resisted.</p> <p>* I don't think the guidelines / draft plan reflect sufficient objectives / detail regarding greening the shopping precinct. There could be canopy trees along Beetham Parade (replacing the environmentally useless topiary trees) to provide street shade and cooling.</p> <p>The artist's sketch of trees along the west/station side of Turnham Avenue is hard to believe without knowing the final plans for the station redevelopment. The gum leaf motif stencilled into Turnham Avenue's road surface is nothing but an offensive reminder of how many trees are to be removed. There is no substitute for mature trees which provide much needed shade in summer and maintain Rosanna's leafy treed atmosphere.</p>
Amenity	Rosanna Parklands	<p>As for the park - I realise this is a plan for Rosanna Village but I think the Council needs to consider how the park will be used in the future when planning this. I agree with bombercos that a fitness circuit would be a good addition and would certainly be used often. However, as someone who lives very close to the playground in the middle of the park I believe the parkland amenities (playgrounds, fitness circuits and BBQs) should be moved to be closer to the train station. This would make them more accessible by public transport and reduce the noise levels for residents who live next to the park. It would encourage park users to also visit Rosanna Village and its businesses. This would also mean the commuter parking could double as parklands parking on the weekends, when the park sees heavy use.</p> <p>The park is the greatest asset we have in Rosanna. Good paths, a picnic area with BBQ, a 6 to 8 number high quality fitness circuit would greatly enhance the park. Also a dedicated bike path around the perimeter of the park would be great for families.</p> <p>We love BBQ facilities near the playground.</p>
Safety	Lower Plenty Road	The surface condition of the large car park behind the northern side shops on Lower Plenty Road in Rosanna is atrocious and dangerous for both vehicles and pedestrians.
Parking	<p>Turnham Ave</p> <p>Ellesmere Parade</p>	<p>The proposed extra parking in Turnham Ave is definitely needed, as it is becoming difficult to drive in the clogged streets and it is unfair for people to be blocked into their own driveways on a regular basis.</p> <p>Create angle car park along the railway verge/park edge all along Ellesmere Parade from Lower Plenty Road all the way up to Rosanna Primary school. The streets around the railway are becoming clogged with train users. Residents and their driveways should not be blocked in, as is happening now. To promote greater train usage, people need to leave their cars somewhere, and the train station car park is now too small.</p>

3.5 What other comments do you have about potential links across the rail corridor?

Topic	Location	Comment
Connectivity/ Traffic Flow	Rail Corridor	<p>Pedestrian and cycling links should be encouraged across the rail corridor. With the level crossing project possibilities there is no need to let a rail line dictate where crossing points are anymore.</p> <p>I am for the links, it's about time traffic was distributed across roads such as St James and Hillside. Why can't we allow this, Hillside and St James are not private roads, nor are any other roads. As they have stated, this is an opportunity to improve the area, and this is an improvement. your arguments are not valid, rat runs (who cares they already exist and hillside and St James can be used as rat runs today so null point), Speedsters (invalid, as there are speedsters everywhere and no matter what you do, they will always be there as they are today. St James and Hillside are already great speed runs today Wide and long, so null point), Increased traffic noise (you already have traffic noise so what's the difference, every street has cars traveling down them so null point.), and safety concerns (we have safety concerns for everything today, so this is a null point again).</p> <p>Pedestrian/cycle links across the rail corridor would be useful, but vehicle links would be a disaster for an already busy area, and will be strongly opposed.</p> <p>A crossing near Invermay Grove into the park could be worthwhile, and this as well as the crossing at St. James Rd should be grade separated for safety. I do not think the park pathway should be considered as a primary route for bicycle traffic from the north, this should be encouraged by having a track on the east side of Ellesmere Parade.</p> <p>Links across the rail corridor could include a replacement of the Macleod Level Crossing at the same time as Rosanna. Pedestrian Access from Invermay to Rosanna Parklands. Moving the Maintenance vehicle access into Rosanna Parklands from Lower Plenty Road (currently opp. Turnham) to Ellesmere Pde</p> <p>I live on the east side of Rosanna Road so I'm not so concerned about this. Although I'd like to see a link across the rail corridor for buses, pedestrians and cyclists I would like to see that Council support the majority view of the residents area who are most affected, including Hillside Rd, Beetham Ave and Turnham Ave.</p>
	Rosanna Rail Station	<p>I would like the council to investigate ways of better utilising the smallish gaps between the multi-story apartments to improve the connection between the station area and Beetham Parade, eg. could the stairs next to the noodle shop be relocated, can the transformer at the next gap be moved and is there a way of using the vehicular access to the middle building as a pedestrian thoroughfare. More left-field, can some of the shops in the buildings be converted to arcades to provide access between the station and Beetham Parade?</p> <p>The new station should provide good options to improve access across the railway lines on the south side of Lower Plenty Road. On the north side I think it would be good if the tracks for the first 20-30 metres were also covered to provide an extra open area and wide crossing point. Any interface to Rosanna Parklands must respect the style and characteristics of the parklands, and hopefully retain the feeling of isolation from suburbia that exists in the park now. This open area may not add much to the village, as it would be largely hidden from people using the village, and physically</p>

		isolated by Ellesmere Parade traffic, which is already a problem from people coming from the village to the park. Blocking the LPR end Ellesmere Parade would solve this but shift traffic onto other streets that would impose problems on others, perhaps at the least install speed controls such as raised pavement in Ellesmere Parade near LPR.
	Ellesmere Parade	<p>Close Ellesmere Parade at Lower Heidelberg Road, OR Speed bumps on Ellesmere Parade to reduce the amount of vehicles and reduce speed of vehicles.</p> <p>We love the proposal of a bike path down Ellesmere Parade, with green planting. We think this is an exceptional idea and use of space. We have experienced two incidences where speeding vehicles have almost hit us in their vehicles. The only concern is lighting this area at night may be an added disturbance to local residents. Pedestrian access from Ellesmere Parade to the parkland is extremely important.</p>
	Finlayson Street	Finlayson Street entry to Lower Plenty Road needs to be controlled so cars and buses can have safe entry to Lower Plenty Road. If Ruthven Street crossing is staying as is Finlayson Street would most likely carry a much larger number of car traffic.
	Beetham Parade	<p>I also forgot to mention that Council recently spent money on raised crossings in Beetham Pde, what works are required to be undertaken if buses are to use this route? What costs are associated in making these changes?</p> <p>I can't clearly work out what the proposed crossing at the bottom of Hillside is. Is it a full thoroughfare, or a carpark with access from either side? The latter would have a great benefit by reducing the amount of traffic diverting back and forth down Beetham and Turnham looking for parks when the two sides don't currently fill at the same rate. The former makes little sense, as it would reduce the number of parks, and would be an unnecessary link once the level crossing is removed. Surely the end game is to encourage traffic along Lower Plenty Rd, not those adjacent.</p>
	Link Road	I am not sure what a crossing near Hillside Rd is trying to achieve. It is not going to appeal to pedestrians as it is away from the shopping area, and if it is to allow relocation of the bus stops at the Library to closer to the station it will mean that buses are going into Beetham Parade and will cause extra congestion. If all bus stops can be moved towards the city end of the new station this could open up Turnham Av, which is very constricted
	Lower Plenty Road	<p>Overhead walkway or underground depending which design is chosen, connecting station and park sides of Lower Plenty Road for safe entry and exit for train and pedestrian users.</p> <p>Once the level crossing is gone, Lower Plenty Rd could be widened slightly between Ellesmere and Turnham to allow a central right-hand turning lane (either into Turnham or into Ellesmere but not both).</p>
Amenity	Rail Corridor	Pedestrian and cycling links across the rail corridor should be encouraged. However, any proposal to introduce additional transport links would be highly detrimental to residential amenity. For example the possibility of connecting Hillside Rd through to Turnham Ave. In my opinion this would cause a significant loss in neighbourhood amenity. Any proposal to create transport links over the rail corridor to Hillside Rd, Prospect Rd or St James Rd, would be strongly opposed. These are quiet secondary roads and should remain as such, not turned into potential rat runs for speedsters, increased traffic noise and safety concerns.

Parking	Ellesmere Parade Rosanna Station	<p>More car parking on railway land for daily commuters. Some could be extended further along Ellesmere Street.</p> <p>Rosanna should set the standard and seek State Government assistance to build a multi-story carpark at Rosanna Station. Rail transport will never be an option for commuters if they cannot cars at railway stations. A small charge on MyKi would recover the cost of construction.</p>

3.6 How should the volume and speed of traffic be managed along Lower Plenty Road?

Topic	Location	Comment
Connectivity/ Traffic Flow	Lower Plenty Road	<p>Traffic will flow more easily with train crossing removed. It's managing the pedestrians that will now also improve traffic flow. We should however remove one of the 3 pedestrian crossings that across Lower Plenty Rd; the one at Turnham Ave. The new station should provide pedestrian access from North to South in that area. Can't get rid of the two shopping centre ped crossings. They are the minimum. Maybe consider turning Turnham Ave into a one way st away from Lower Plenty Rd.</p> <p>I'm concerned that improved traffic flow will equal a dangerous, busy road and a divided village.</p> <p>synchronizing the ped lights would also be good. When one goes red they both go red and they both stay green together. Dont know if this is practical, however!!!</p> <p>Will traffic really flow more easily? There are still 3 pedestrian crossing to hold up traffic, and once the level crossing is removed cars will have enormous difficulty crossing Lower Plenty Road between Ellesmere Parade and Beetham Parade/Turnham Avenue. It would be fantastic if travel between these side streets could be made easier and safer, as well as having more direct pedestrian access to the station</p> <p>Reducing lanes and other measures could be seen as negating the benefits obtained by spending \$140M, but co-ordinating the pedestrian lights, may actually improve things further and allow a 40KMH zone without further limiting traffic flow. Perhaps a pedestrian tunnel or bridge (depending on rail solution) on the west side of the tracks could allow removal of one pedestrian crossing.</p> <p>Roadside parking along Lower Plenty Road, through the shopping centre, should be removed altogether. It impedes the flow of traffic and creates a dangerous situation as moving traffic weaves in and out of parked cars. The Clearway in insufficient.</p> <p>The speed of cars travelling along Lower Plenty Road is a serious issue. The Turnham Avenue pedestrian crossing is an accident waiting to happen. Entering Lower Plenty Road from Finlayson Street is at times impossible.</p> <p>Yes managing traffic it vital. We need a North East link, to reduce congestion on roads. Reduced traffic speeds through Rosanna village. Speed bumps on residential roads.</p> <p>It would be great to see traffic speeds reduced on Lower Plenty Road to 40km/h between the start of the park (i.e. Finlayson Street) up to Grandview Grove. The speed at which traffic passes through the village at the moment, makes it unappealing to spend anytime outside at the roadside cafes etc</p> <p>Thought has to go into managing traffic along Lwr Plenty Rd. (then the impact on side streets which will probably be the same as it is today, it's just how will people drive from say the north side to the south side or from the east to west and vice versa, that's what will be important and should be considered. Closing roads just makes a mess for other roads so don't do that we need to think about improving flow for all streets and I mean all streets. eg Traffic from Beetham through to Turnham or cape st is a great idea that way you don't need to use lwr plenty....</p>

		<p>Maybe have a set of lights at cnr of Bellevue and Lwr Plenty rd (remove both of the ped crossings and have a right turn lane from Lwr Plenty into Bellevue), Ellesmere to & from Lwr Plenty rd (keep exit from Ellesmere onto Lwr Plenty Left turn only. potentially add an additional right turn lane from Lwr Plenty into Ellesmere?? so you will have five lanes across rail trench or under rail bridge this will remove issue for those going straight along Lower Plenty and if 40 km/h then it should not be an issue). Maybe for Finalyson to Lwr Plenty rd a roundabout to smooth out the flow for this intersection. Obviously if speed limits get reduced to 40km/h then it shouldn't be an issue to do something like this and helps people using the north eastern side of Rosanna get access into Lwr Plenty rd and towards the village... For Turnham to Lwr Plenty set of lights (one lane for left turn and one for right turn and as per design guideline maybe a separate bus lane?). NOW we only have two sets of lights, People can still cross in the centre of Rosanna village to either the eastern or west side of the northern part of Rosanna village. Also having lights here will help people transverse from Bellevue either turn right into Lwr Plenty or left into Lwr Plenty.. So an improvement there.</p> <p>I'd like to see 40km/h in this area. Vehicles speed through this section and if we want to turn it into a proper Village, this needs to happen.</p>
	Beetham Parade	<p>Maybe Beetham Pde becomes a pedestrian only car free zone from car park slip lane to Hillside Rd?? This will allow safe unencumbered pedestrian access into and out of new station.</p>
	Turnham Avenue	<p>Why has one of the turning lanes from Turnham Ave into Lower Plenty Rd been made a bus lane only? With all the additional cars passing through the area for the supermarket car park and the pressure on the Douglas Street/Turnham Avenue intersection from cars entering or leaving the supermarket, not to mention cars entering/leaving station car park, as well as the existing congestion at peak times, surely Council would want vehicles to leave the area as quickly and smoothly as possible rather than creating long lines of traffic waiting at the Lower Plenty Rd intersection?</p>
	Rail Corridor	<p>I like the idea of buses travelling through Beetham and crossing into Turnham across the rail trench or under the bridge. This allows bus users to either catch or exit buses in Beetham or Turnham, nice touch. Will help in encouraging more train users to use the bus to the station... Obviously improving bus frequency/arrival/departures to synchronise with train departure/arrivals will also help to ease use of users driving to station/parking in streets/less traffic etc..</p> <p>Bike lanes? Depends on trench or bridge. But yeah, having a bike/pedestrian path from say Rosanna to Heidelberg-Eaglemont-Ivanhoe etc./Macleod-Watsonia etc great idea, get the bikes off the roads.</p>
Parking	Lower Plenty Road	<p>Roadside parking along Lower Plenty Road, through the shopping centre, should be removed altogether. It impedes the flow of traffic and creates a dangerous situation as moving traffic weaves in and out of parked cars. The Clearway is insufficient.</p>

3.7 What kind of look and types of things would you like to see at Rosanna Rail Station?

Topic	Location	Comment
Vibrancy	Rosanna Station	<p>Attention needs to be given to the materials and design. We want a station that is beautiful. Not just a haphazard collection of concrete and asphalt. It needs to be a light filled and inviting place.</p> <p>I would like to see attractive murals painted onto the sides of those apartment blocks along the western side of the railway line adjacent to the station - there is a great example at Cheltenham Station; the existing mural at Rosanna PO is great.</p>
Connectivity/ Traffic Flow	Rosanna Station	<p>There should also multiple entries/exits along the length of the platforms. Avoid a single entry/exit which creates a choke point during peak times.</p> <p>Direct safe access from the north side of Lower Plenty Rd would be a real plus.</p> <p>Drop off/pick-up zones for commuters who have the luxury to be driven or being picked up by someone.</p> <p>Signage to be clear to all when trains are replaced and where to wait for buses to say City direction or to Hurstbridge direction,</p>
Urban Integration	Rosanna Station	<p>This is a real opportunity for our community, to create an environment that embraces quality design, urban beauty and functionality rather than an ugly concrete jungle. As a resident directly affected we embrace the bridge proposal and building development.</p> <p>Again remove the following statement 4 Storey or higher depending on Site Characteristics and constraints THE Constraints ARE that we do not want 4 storey or higher, remember we are aiming to achieve a VILLAGE feel TREED and canopy etc., NOT Concrete buildings standing over you:</p>
Landscape/Sustainability	<p>Rosanna Station</p> <p>General Area</p>	<p>Keep the trees at all costs. They add character, soften the built environment, encourage birdlife, cool the air, swallow noise and are typical of the nature of Rosanna. The Rosanna Station and surrounds will be ugly and harsh without them no matter what built form there is. Trees take many, many years to grow and that is only in ideal conditions. Are we prepared to wait the 10-20 years for the Rosanna Village character to be restored if the trees are removed ?</p> <p>I would like to know the exact number of trees and types and see an arborist report to be able to understand what the full impact on the Turnham Ave side of the station and carparks etc. This is detrimental impact that is not shown on any map or diagram as yet. Some of those trees are very significant.</p>
Amenity	Rosanna Station	<p>Agree with all the requests for shelter on platforms! Rain and intense heat can be killer without shelter along the platform.</p> <p>Yep need more shelter along the platforms. During rain everyone is forced to crowd under the one small shelter.</p> <p>I think the station needs more shelter - on hot days there isn't much protection from the sun.</p> <p>Access must meet modern guidelines, I would like a low key look to the station, not an overpowering structure. Perhaps move the bus stops off</p>

		<p>Turnham Av into the area between the station and Turnham Av. Hopefully the corner will be landscaped in a style to complement the Rosanna Parklands across the road. More shelter than currently provided please.</p> <p>A single platform would be nice. Lots of covered areas for when it rains or is really hot and shade is important... Toilets, cafe/shop to grab a coffee and newspaper/magazine while waiting for a train/bus/taxi/loved one etc.</p>
Safety	Rosanna Station	<p>Lighting should be sufficient around the station complex</p> <p>The station should have really good protection for commuters from wind, rain and sun; as well as lots of seating. The platform should have good clear visibility to the neighbouring area to improve the perception of safety. Also good lighting is needed at night.</p>
Accessibility	Rosanna Station	<p>Entry/Exits points - CITY end , Existing point cnr Turnham/lwr Plenty and Ellesmere Pde end. Ease of access to platforms and amenities of the station. Plenty of myki wipe on/off points and myki machines to top up/buy etc with clear information on pricing of tickets/ type of tickets etc..</p> <p>I like the two following exerts pg 14: implement a new shared zone along Turnham Avenue to connect with Station Road and De Winton Park. implement a new shared zone along Turnham Avenue to connect with Station Road and De Winton Park.</p> <p>It is important for the future of the Village that the bus stops at the station be located near the existing village (ie at the northern end of the station) , not at the southern end adjacent to Woolworths. There should be easy, safe access across Beetham Pde. It would be good to minimise the number of commuters who have to cross Turnham Ave and Beetham Pde to move between train and bus.</p>

3.8 What other ideas do you have for improving Rosanna Village?

Topic	Location	Comment
Identity	Rosanna Village	<p>Interesting comments, however I live here, and I don't require Rosanna to be a "destination" hotspot. With the loss of civic precinct the only attraction will be as a commercial centre. Not the change I want to see for our "village". The type of destination described is applicable to Heidelberg which is all of those things and only one stop away on the train line. Having a variety of neighbourhoods is exactly what we love about living here. Although I love the idea of having some local artwork - but not at the expense of the natural environment.</p> <p>The library and the theatre are reasons to visit Rosanna and what defines it as a 'cultural destination', not street art. Street art is an accessory which hopefully beautifies a place and enhances your visit, but it is not an overriding reason to visit. Cafes and boutiques are all very nice but, honestly, can be found anywhere. Decent libraries and theatres are few and far between and the long-term existence of ours is uncertain. Banyule Council should be committed to providing much greater library and theatre facilities to make the most of Rosanna as a cultural destination.</p>
Vibrancy	Rosanna Village	<p>- Artwork or murals undertaken by local Melbourne street artists. Adnate has designed some particularly striking murals recently; http://cargocollective.com/adnate/OUTDOOR. But you might prefer to find a Banyule-based artist?</p> <p>I've noticed several vacant storefronts in the Rosanna Village. Have you considered a model for artist occupancy ala Renew Newcastle? http://renewnewcastle.org/about/ OR http://www.creatingcities.net/</p> <p>Interesting comments, however I live here, and I don't require Rosanna to be a "destination" hotspot. With the loss of civic precinct the only attraction will be as a commercial centre. Not the change I want to see for our "village". The type of destination described is applicable to Heidelberg which is all of those things and only one stop away on the train line. Having a variety of neighbourhoods is exactly what we love about living here. Although I love the idea of having some local artwork - but not at the expense of the natural environment.</p> <p>A mural by Shaun Tan is also an enticing choice: https://www.flickr.com/photos/seehere/183079259</p> <p>I shop in Rosanna Village most days and I would say one of the most unappealing things is smoking, particularly the smokers who sit outside high traffic areas like the IGA. I think Rosanna Village should ban smoking through the main strip and provide a smoking area (with seats and one of those poles to collect the butts) near the toilets.</p> <p>Totally agree with the comments that 'Louise' has posted below in regards to creating a more vibrant shopping strip with inclusion of additional bars, cafes, restaurants. I have lived in Rosanna for over 10 years and my wife and I use the village regularly (i.e. IGA, Bakers Delight, Pharmacy), however, it is not a place to go and stay - just a place of convenience or to pass through. Miss Maries is the perfect example of the types of cafes/restaurants/bars we should look to promote in the village as the demographic of the area is now changing and so should our eateries/commercial options.</p> <p>Also, if events are planned, or supposedly to be planned, it will be great to have those events staged in the parklands (like what happens for the</p>

		Heidelberg festival in wombat park), Music, fireworks, kids amusement rides and only a walk down the road, close to transport (the train/Bus/Taxi Hub).. Yes that would be a great VIBRANT PUBLIC REALM then...
Vibrancy	Turnham Avenue	But Council has already sabotaged Rosanna's cultural destination image by approving a large supermarket (which may later include apartments above, like Woolworths Ivanhoe) in Turnham Avenue to be built with its front wall at the footpath, and side walls at either boundary between the library and theatre. This will overshadow the library and virtually obscure the theatre from view. How does a Woolworths count as a 'cultural destination'? Council should be applauded for recognising the cultural significance within Rosanna, but it's hard to believe they are serious when they are supporting a supermarket development that bisects the cultural precinct with an enterprise set to compete with the entire existing Rosanna Village.
Connectivity/ Traffic Flow	Rosanna Village	<p>A covered overhead walkway connecting both sides of the shopping strip. Could add a covered outdoor area with communal seating.</p> <p>The Interconnection of Rosanna village and the surrounding residential interface could be successfully achieved through the use of sympathetic design outcomes, built form, landscape treatments and increased pedestrian and cycling access, NOT transport links across the rail corridor through local roads.</p> <p>Interconnection across the rail line to allow the east side of Rosanna to have more inviting access to the shops and services that are hidden on the west side.</p> <p>A pedestrian underpass could replace one of the pedestrian crossings. Just go horizontally into the hill, cross under the road and back out. No stairs. Wide, well-lit and secure with cameras. Needs good drainage and easy wash-down facilities.</p>
Urban Integration	Rosanna Village	<p>I would like to see a structure plan for the area to create a firm expectation for residents about the type, height and bulk of potential developments. However, we do not want the guidelines listed as "preferred" as this seems to be taken as the "preferred" minimum by all accounts from councils decision making. We need "mandatory limits" to allow for council to make easy decisions around planning permits and provide a secured expectation for residents.</p> <p>Any redevelopment of Rosanna village and immediate surrounds should ensure that the existing character remains intact. Rosanna village is a "local" shopping precinct and doesn't need to be transformed into a major and over developed supernova!</p> <p>Perhaps try not to clutter up the streetscape too much. Interestingly, the report has a photo taken in Beetham Parade of a particularly ugly piece of armco fencing that seems to be protecting a utility cabinet that is no longer there, a could opportunity to de-clutter, maybe plant a shrub.</p> <p>Preferred contemporary built form height of 3 to 4 storeys and higher in key locations. Remove the wording "4 storeys and higher in key locations" It's about creating a village not a mini city? Look at Heidelberg monstrous 10 storey buildings - has to stop. Why would residents want 4 storeys or higher... Come on let's get serious, if you want to create a urban plan, then let's make it something viable, 4 storeys or higher is not part of urban plan. So please remove that from your Urban design guideline and ensure the</p>

		<p>planning scheme (if you ever create one for Rosanna) states that 4 storeys or higher is not allowed full stop (VCAT or otherwise)</p> <p>Would be nice if part of a sweeten, LXRA as they dig up areas etc, lays all street Cables underground along Turnham, Beetham, Ellesmere etc Now that would improve views as well, and keep a TREED village character....</p>
Landscape/ Sustainability	<p>Rosanna Village</p> <p>General Area</p>	<p>I would like to know the exact number of trees and types and see an arborist report to be able to understand what the full impact on the Turnham Ave side of the station and carparks etc. This is detrimental impact that is not shown on any map or diagram as yet. Some of those trees are very significant.</p> <p>Keep the beautiful gum trees in the village and add enhanced greenery spaces with Australian Natives. Keep as many trees as possible in the whole area. Building materials to reflect natural earthy appropriate tones.</p> <p>Also, "maintain the treed village character with an emphasis on its environmental sustainability and vegetation utilising native species of various proportions and scales." if this is a true indication of what you intend to have around the area of Rosanna village, can you then have trees on either side of the road not just on one side. It will help you achieve your TREED village character... Streets like Beetham, Ellesmere, Turnham, Cape, Station, Douglas, Grove, Leon, Kenneth, Strasbourg, Prospect etc.</p> <p>I'm supportive of ensuring good urban design and pedestrian/cycle links together with significant greening /canopy trees for the village and surrounds (don't use topiary ficus unless under awnings, and in these circumstances what about climber frames instead). I was surprised and shocked on the weekend to be walking home along Ellesmere and seeing the street has recently had at least a dozen new Jacarandas planted along the nature strip. Why would Council choose this species along this road adjacent to Rosanna Parklands which is a native landscape aesthetic / intended habitat corridor for salt creek. Surely there was the opportunity to plant good sized thick canopy eucalyptus species in keeping with parklands and which could also provide screening for houses should the rail bridge eventuate . The nature strip is very wide and no power lines above so a beautiful avenue of large eucalyptus could have been realized over the coming decades....I like jacarandas but I don't think they are suitable for this context. Disappointing.</p>
Parking	<p>Rosanna Village</p> <p>General Area</p>	<p>More car parking is needed (short/medium term) for village shops</p> <p>And lastly, KEEP and INCREASE the number of car parking spaces (FREE Car PARKING, None of this metered or entry/exit fee parking) when the LXRA builds it new station complex. THIS is a must have. PET hate in this area is parking, so letting the residents down on this will only make matters worse in this TREED Village.. Some streets have a no go zone for parking others have all and sundry, So either one policy for all streets or nothing. That also goes for Woolworths, if they cannot provide the allotted car parking that they are supposed to provide then they cannot build. Because I like to see how they will provide a village feel...</p>

4 Rosanna and Ivanhoe Drop-In Information Sessions Feedback

Rosanna and Ivanhoe Drop-In Information Sessions 23 November – comments/feedback by community on displayed plans.

1. Level Crossing and Streetscapes Design Framework Plan
2. Current Satellite Image
3. Urban Design Guidelines

4.1 Level Crossing and Streetscapes Design Framework Plan

Topic	Location	Comment
Accessibility	General	Maximise pedestrian flow through the station and surrounding areas by ensuring pathways are wide.
	Rosanna Station	Open up access between the two sides of the train line to the station, Especially on the southern side of Lower Plenty Road.
	Beetham Parade	Open up access to Rosanna Parkland.
Amenity	Rosanna Station	Bike storage needed at station and in surrounding area. Space provided for ridesharing vehicles. More seating at and nearby the Station. Create potential development areas around station. Kiosk or café in station.
	Rosanna parkland	Provide space for sport area in park
	Rosanna Village	Bike storage needed at shops
Connectivity/ Traffic Flow	Turnham Avenue	Pedestrian overpass from east side of Station to shopping area. Concern about traffic being restricted by bus lane proposed bus only lane in Turnham Avenue. Is there an opportunity for an additional pedestrian crossing near the Rosanna tennis courts. Kiss and Ride facilities at station. Better bus route required. Traffic signal coordination between Turnham and Beetham Parade.
	Lower Plenty Road	Request for pedestrian crossing at PO carpark Not supportive of additional traffic volume on Lower Plenty Road. Better pedestrian crossing needed in Rosanna Village. No dedicated bus lane in Lower Plenty Road. Less Traffic along Lower Plenty Road and through shopping area.
	Beetham Road	Traffic lights needed at Beetham Parade and Lower Plenty Road intersection. No need to signalise above intersection.
	Link Road	Hillside Road already used as a 'rat run'. Additional through traffic as a result of extra crossing not supported. Link Road not needed, buses can use Turnham Avenue and pedestrians are ok. Make Link Road one way. Link Road for pedestrians and cyclists only.

		Link Road for buses only
	Rosanna Village	Better connection between shops across Lower Plenty Road required
	General	Great opportunity for bike connection Provide bike path along rail corridor
	Rosanna parkland	More connection between the parklands and the station they are not isolated space but should interact Open up entrance to parkland and connect station to the parklands.
	Ellesmere Parade	Right hand turning lane at Ellesmere Parade
Landscape/ Sustainability	Rosanna parkland	No gateway treatment in parkland
	General	Native tree replanting Keep as many trees as possible.
	Ellesmere Parade	Landscaping improvements to be well maintained and no additional parking added
	Rosanna Village	Shrubs, uniform plants and 'pocket parks' amounts and on the lower plenty street scape
	Turnham Avenue	request for native gum tree along Turnham Avenue
Parking	Hillside Road	Shorter term parking restrictions 2 - 4P at the lower end of Hillside Road
	Rosanna Station	No increase in commuter parking No change of car parking without community consultation.
	Ellesmere Parade	No more car parking
	Lower Plenty Road	Provide further parking restrictions along Lower Plenty Road to during peak times to allow the use of both lanes on east side of railway
Safety	Lower Plenty Road	Request for lower speed limit on Lower Plenty Road Improve pedestrian crossing across Lower Plenty Road. There are safety issues currently.
	Rosanna Village	40km/h through the shopping area
Urban Integration	General area	Make powerlines underground
Vibrancy	Lower Plenty Road	Murals and street art needed in in shopping centre
	Beetham Road	Less cars more people increase the footpath width
	General	Safe open friendly atmosphere for people to enjoy the community experience
		Keep the leafy green character of the area
		Maintain community feel in shopping areas on both sides of the railway line
	Turnham Avenue	Keep and protect the library and theatre

4.2 Current Satellite Image

Topic	Location	Comment
Accessibility	General Area	Request to resurface footpaths
	Beetham Parade	Close road for access to parklands
	Rosanna Parklands	Increase access and use of parklands
Connectivity/ Traffic Flow	Invermay Grove	Request for connection/railway crossing at end of Invermay Grove to connect to Rosanna Parklands.
	Ellesmere Parade	Request for no closure of right hand turning lane into Ellesmere. Request for traffic lights at Ellesmere Parade and other roads feeding into Lower Plenty Road. Create more links across railway to access Rosanna Parklands.
	Lower Plenty Road	Request for Lower Plenty Road to stay as is, with four lanes and two pedestrian crossings. Request for additional pedestrian crossings in Rosanna Village Shopping Area.
	Turnham Avenue	Right hand turn lane into Turnham Avenue from Lower Plenty Road
	Beetham Parade	Signalise Beetham Parade and Lower Plenty Road and remove pedestrian crossing
	Railway crossing	Request that Lower Plenty Road is placed in a tunnel under the current line.
Landscape/ Sustainability	Rosanna Station	Improve integrated/intermodal pick up and drop off times between trains and buses
	St James Road	Ped bridge needed at St James road
	Lower Plenty Road	Maintain vegetation in garden beds along Lower Plenty Road
	Council Offices	Please detail all the trees that are to be removed in the area around the Council offices. (2)
Level Crossing	Beetham Parade	Add large trees to streetscape in Beetham
	Rosanna Village	Plant out more trees
Parking	Lower Plenty Road	Request for Council to advocate for railway line to be placed under road in a 'trench'
	Ellesmere Parade	Additional long-term parking requested in Ellesmere with no loss of commuter parking

	Lower Plenty Road	4-hour parking restrictions requested on eastern side of railway line
	Rosanna Station	Multi deck carpark in station area
	Turnham Avenue	Parking needs to be addressed in area to the east of station
	General Area	Overall parking plan required for area
Safety	Turnham Avenue	Support for bus better interchange due to safety issues. Ensure is undercover for weather.
	Hillside Road	Introduce traffic treatments and safe crossing in Hillside road near park.
	Beetham Parade	Current alignment of pedestrian crossing at the end of Beetham Parade is problematic. Steep grade, should directly align with railway crossing pathway.
Urban Integration	Lower Plenty Road	Shops to improve facades. Max 2-3 storey development in shopping area and keep heritage/unique façade of area.
	Beetham Parade	Improve built form of the major buildings along Beetham Parade. Purchase apartments and redevelop.
Vibrancy	Lower Plenty Road	Lower plenty road divides the community
	General Area	Find suitable location within Rosanna for additional arts related uses. If Woolies development is not granted a permit, consider expansion of existing uses including arts/theatre uses.
	Council Offices	Consider a more community focussed use at 44 Turnham Avenue
	Rosanna Station	Open plan arrangement in station and streetscape with public lighting and planting

4.3 Urban Design Guidelines

Topic	Comment
Amenity	Don't like architecture and scale.
	Sunlight increases heat, use glass that minimises this in station
	Good idea for bike storage
Connectivity	Question the suitability of bike and pedestrian link to Watsonia Station
	No signs for signs sake. Signage appropriate for the area.
Identity	Further explanation required into how indigenous heritage will be included
Safety	Mistake with text, the railway crossings are at the end of Davies St, Hillside Rd and St John St. Not at Invermay.
Vibrancy	Forecourt created within the centre for people to congregate
	Open space design
	Allow good visibility
	Natural materials treatments to create softer spaces that are maintained
	Ensure landscaping is not at the expense of parking
	Public art that is consistent with parklands, village community and heritage. Celebrating who we are and where we come from.
	More murals and public art
	Softening built form by using vegetation appropriately

5 Additional Feedback Received

Topic	Location	Feedback
Identity	Rosanna Parklands	I welcome the emphasis on preserving the 'cultural heritage and overall environmental values of Rosanna Parklands' and the commitment to undertake a 'Cultural Heritage Management Plan and integrate recommendations, prior to the design process'. In addition to the study conducted by Allom Lovell and Associates, there are other sources which could be useful: Ellis Stones' drawings for the park are held in the Picture Collection of the State Library of Victoria. (I have copies of these in my possession.) Stones designed the bluestone wall on the south side of Bachli Court and the log fences, as well as the rocks at the Macleod end of the park. A chapter on Elliston is included in Ellis Stones' book, <i>Australian Garden Design</i> , 1971. Beverley Hanson, a landscape designer who worked with Stones on the Elliston Estate, designed the Baker Memorial garden in the park. The catalogue of the University of Melbourne Faculty of Architecture exhibition, <i>merchant Builders: Towards a new archive</i> , 2015. Robin Boyd Foundation, <i>Open Day Catalogue: Merchant Builders – rethinking the suburban dream</i> , 20 November 1916. The Open Day including a walking tour of Elliston and a number of open houses. The Foundation is collaborating with the University of Melbourne to produce a history of Merchant Builders.
Vibrancy		
Connectivity/ Traffic Flow	General Area	Create connection across rail corridor once rail is elevated (see maps that follow). <ul style="list-style-type: none"> • Pedestrian connectivity – to open space, • Pedestrian connectivity – to commercial activity, • Vehicular connectivity – reducing reliance on Lower Plenty Road use whilst enhancing safety and spreading traffic loading.
	Rosanna Village	The connections the Turnham Ave community precinct and the Beetham Parade and Rosanna Village shopping precincts and the new station are all important.
	Turnham Avenue	The opportunity to connect the Turnham Ave community precinct and the Beetham Parade and Rosanna Village shopping precincts on the south side of Lower Plenty Road for pedestrians and cyclists at least, is a great idea.
	Lower Plenty Road	The opportunity to connect the Turnham Ave community precinct and the Beetham Parade and Rosanna Village shopping precincts on the south side of Lower Plenty Road for pedestrians and cyclists at least, is a great idea.
	Rail Corridor	In my micro-submission I omitted a comment on the proposed 40 kph speed limit for Lower Plenty Road through Rosanna Village. It is pretty clear that the need for a multitude of pedestrian and other traffic lights in the Village and even to the east (Finlayson Street which carries bus traffic as well as significant car traffic) combined with a low speed limit will negate or even cancel out, any relief on traffic flow from removing the level crossing. Given that pedestrian use of the Rosanna Village area appears to be concentrated during the day active period, I suggest that the 40 kph zone be active from say, 0700 to 1900 hours. The principle is the same as for school zones. Add another road connection across the corridor as a continuation of Station Road to reduce reliance on access via Lower Plenty Road (see maps that follow). Just reiterating; it certainly appeared to me today that you were suggesting that a bus route through Hillside Road is being considered and

	Beetham Parade	<p>that you would need to consider how further car traffic would not occur as a result. I think it has been pointed out that generally “local traffic only” signs do not work. Can you please be more specific as to the plan and whether that included in fact the extension of Hillside Road through to Turnham Avenue or otherwise. I think you also suggested that there is a concern that once the level crossing is done that drivers may consider using Lower Plenty Road through to Ivanhoe as opposed to the heavy traffic in Rosanna Road and that that is something you would wish to avoid. It is important to us as Hillside Road residents that we are fully aware of what is envisaged and that it remains transparent. My concern here is that Tom Melican at the meeting last week was very clear in saying that Hillside Road was not being opened up but did not however say anything about a bus route which is what you seem to be suggesting. Hopefully that all makes sense!!</p> <p>Another factor contributing to the potential of increased congestion along Beetham Parade is the addition of a bus route between Lower Plenty Road and the entry to the existing rail carpark. The Draft Rosanna Village Urban Design Guidelines proposed that the existing entry to the carpark be redeveloped into a new road providing access for buses, bicycles and pedestrians to travel through to Turnham Avenue. It is considered that that access for pedestrians and bicycles only is more appropriate use for this site rather than adding buses to an area which is already congested during peak hours.</p> <p>The introduction of a new bus route along Beetham Parade has the potential to further add congestion of traffic flow from Lower Plenty Road to the proposed new access at the existing carpark entry site. It is considered that whilst shared access for pedestrians and bicycles would have low impact on the residents of Beetham Parade, the contrary applies to the addition of buses. This added traffic will exasperate an already congested traffic flow during peak hours and will also negatively impact the resident’s closet to the proposed new road and make it even more difficult to enter and exit driveways.</p> <p>It is also requested that that the 40km per hour zone be extended along Beetham Parade from Lower Plenty Road to St James Road.</p> <p>To better control the increase of traffic flow, limit congestion along Beetham Parade, minimise the difficulty for existing residents in accessing driveways as a result of the proposed multi storey mixed use zone and introduction of a bus route, it is requested that the new access route at the existing car park entry though to Turnham Avenue be limited to pedestrians and cyclists only (no buses).</p>
Urban Integration	<p>Turnham Avenue</p> <p>Rosanna Village</p>	<p>The Turnham Ave Community precinct could be further enhanced by using the current council site (should that become possible in the future) partly for open space to provide a community hub and connection, but also to build a Community Arts Centre (similar to the Box Hill Community Arts Centre http://bhcac.com.au) or similar development for the community.</p> <p>Use integration to add to value of the land by offering a new ‘unified’ Village – not with the Village operating as two halves/ two parts (see maps that follow). Aim to create commercial unity, residential unity and new opportunities for a vibrant Village</p> <p>Suggestion one: Remove all the parking from the service road from the Westpac Bank at Beetham Parade and the Rosanna Medical Centre. Alternative parking can be provided over or below the new Rosanna station area. This would create an area for the pedestrian precinct. Freedom to wonder about without the threat of cars. Additional seating / benches could be placed in the area. There would be spaces for a sausage sizzle or stalls for the community to raise money for their respective organizations. New coffee shops and/or restaurants this row of shops eg.</p>

		<p>Where the red rooster used to be would be ideal. The pedestrian only area would have natural flow onto the pedestrian crossing which would lead to the railway station. All the shops in the area in question are north facing which would create such a nice sunny place for people to come together. There could be a pop up coffee shop. There could be a Saturday morning market. Suggestion two: As per above, however, suggest the parallel parking in the same area as mentioned above be removed so that the footpath can be paved, extra seating and relevant landscaping. The angle parking could remain.</p>
	Rosanna Station	<p>Do not precluding long term development opportunity on VicTrack land that will enhance the Village further (see maps that follow). • This would not take away carparks but place development above the carparks in well-designed residences.</p>
	Turnham Avenue	<p>The Woolworths planned for Turnham Ave, is okay but I request their signage to be modest and unobtrusive. This subtle signage has been achieved by McDonalds in Tecoma keeping the streetscape virtually unaffected.</p>
	Beetham Parade	<p>Request amendments to the proposed maximum building height provisions within the mixed use zoning designation identified within the draft plan. It is considered that a decrease in these maximum building height provisions will result in more appropriate and suitable future land use and development outcomes for the existing residents along Beetham Parade and those within the immediate vicinity of such future development.</p> <p>The importance of the amenity for the existing resident's along Beetham Parade, Especially opposite the proposed development areas have not been adequately considered. In particular, the proposed development provisions do not take reasonable account of and are a significant threat to the existing neighbourhood character. This is as a direct result of provisions which will allow for the built form that is of scale, bulky form and excessive building height when compared to that of the existing opposite low density residential development. There is stark contrast between the existing low density single storey residential development (located one the western side of Beetham Parade) and proposed 5 story mixed use zoning designation areas facilitated by the proposed planning provisions fails to incorporate any real transitioning of building height between existing and future development and therefore does not promote reasonable and sensible urban design and land use planning principles.</p> <p>The privacy and security for the exiting residential dwelling located opposite to the proposed mixed use zoning designation has not been adequately considered. The impact of 5 storey development less than 20m away from the property boundaries of low-density single residential dwellings will result in the overshadowing and overlooking from these buildings into personal and private living areas within the dwelling houses. Again, this would seem to be a poorly thought through and quite unreasonable planning and land use outcome.</p> <p>It is also requested that consideration be given to the incorporation of policy provisions that require 'interface treatments' that require high-quality heavily landscaped outcomes along Beetham Parade (including but not limited to landscaping and deep planning at street level) and visual and privacy screening for future development where fronting and overlooking existing residential development.</p>
	Rail Corridor	<p>The draft plan requires better management of the transition areas and interface between the existing and future development. The draft plan's proposal for a maximum building height within the mixed use zone of 5 storeys is not suitable or reasonable and does not provide for the seamless transition between the existing low densities built form to the proposed high density area designation. Accordingly, it is requested that the Draft Rosanna Village Urban Design Guidelines reflect and implements the</p>

		current provisions of a maximum building height of 3 storeys for the mixed use zone, as identified within the current Banyule Planning Scheme 2006.
Landscape/ Sustainability	Rosanna Parklands	<p>The map on the Banyule website seen at https://shaping.banyule.vic.gov.au/application/files/3314/7926/2365/ExtractPage1.jpg is therefore somewhat misleading. The symbol placed on Rosanna Parklands near Lower Plenty Rd represents 'potential public open space or gateway development'. Rosanna Parklands has always been 'open space', back to the time of first British settlement when it was used for grazing and later as a golf course. When the then Heidelberg Council purchased the golf course, it made the wise decision to maintain half of the area as parkland. Over time, the landscape has been only slightly modified; the vistas opening up throughout the park have been enhanced by additional planning, but the 'bones' of the landscape remain: the park represents a void – the fairways and grassed areas – between two masses – complementary linear vegetation areas beside the creek and railway line. The vista of the park from the entrance in Lower Plenty Road is particularly significant as it appears that the trees and other vegetation obscure the railway line and thus helps to create a feeling of containment within the park. The area of parkland between Lower Plenty Road and Bachli Court is also crucial to the connection of the built and the natural environments. The houses in Bachli Court were originally Merchant Builders display houses and the additional trees planted in this area enhance the view for residents, commuters and passers-by.</p> <p>The promised arboriculture assessment should take note of the understorey vegetation along the railway line in the park, which includes indigenous grasses and smaller bushes. There are several patches of the endangered <i>Dianella amoena</i> in the park which should be carefully protected during construction. A study of the fauna in the vicinity of the railway line should also be undertaken, along with an investigation of any evidence of Aboriginal habitation. The reports prepared for Melbourne Water during its work on the rehabilitation of Salt Creek provide a useful precedent.</p> <p>The community's attachment to the existing landscape and amenity of the park was demonstrated during a substantial controversy over the Masterplan in 2004-5. A survey in 2002 for Banyule City Council established that 'the community is unanimous in endorsing the protection and enhancement of environmental and heritage values.' New proposals for 'gateway development' in the park would very likely arouse considerable community opposition and would not compensate for the loss of mature trees and other vegetation predicted to result from the removal of the level crossing. It is imperative that Council take every available step to ensure the protection of the parklands during and after the removal of the crossing. This would include minimising access by LXRA to the park during construction and insisting on remedial work and offset planting after construction. There are other options for LXRA, such as renting an empty shop for a site office and utilising as much as possible of the railway reserve for equipment and parking.</p>
	Ellesmere Parade	<p>Ellesmere Parade to have themed street trees which can co-exist with powerlines with examination of use of co-bundled cables along this stretch to facilitate full street tree-lined treatment</p> <p>Top and bottom halves of Invermay Grove to have central tree planting – even if not continuous – using centrally-placed trees to create a continuous grove of trees when viewed from either the top or bottom of this street.</p>

	Invermay Grove	Invermay Grove between Mountain View Parade and Grandview Grove to have a treed central median and all road surface paved with kerbing to be made once trees are planted.
	Bellevue Avenue	Bellevue Avenue to have a clearer trees and shrub planting in the split section and the treatment needs to include cleaning up central median of Bellevue Avenue to bring it back to its original valued position (noting the residents planted this originally). This should include removal of shrubs that are weeds. The cotoneaster shrubs have formed large clumps and are very woody and are also hazardous to vehicles as they pass (potential scratching).
Amenity	Rosanna Parklands	Protecting parkland is very high as once lost it cannot be regained and it is an important part of Rosanna, used and enjoyed by many residents regularly, but also valued by many just to know it is there and as part of the identity of Rosanna.
	Amenity	Enhancing Village laneways to become street-like and activated for pedestrians whilst still allowing for car movement (see maps that follow). Ensuring usage, pedestrianisation as well as enhancing the Village amenity
Safety	Rosanna Village	Prime consideration for the Railway station and surround is safety for commuters (esp travelling alone late at night). Currently commuters can be safely dropped off or collected from the Station with minimal time spent out of view from the road
	Lower Plenty Road	Introduce a 40kph speed limit on Lower Plenty Road through Village area (as per Ivanhoe example). 9. Look to slow traffic further in Invermay Grove (lowest section in particular).
	Bellevue Avenue	My husband and x 2 sons live on Lower Plenty Road Rosanna, 3 doors up from the shops. We have just looked at the potential plans for the upcoming crossing removal project. Currently there is a set of pedestrian lights outside the post office on Lower Plenty Road and this assists us getting out of our driveway in a somewhat safe manner as it slows the traffic down. On the proposed plans we can't seem to see this crossing. Does this mean it will not be there? Enhance safe crossing of Bellevue Avenue and Grandview Grove in split sections with improved and safer stairways concentrating on improved sight lines. • Fixing stairways to Bellevue to enhance walking between levels mid-street. Along Bellevue Avenue there is a need for amenity and safety improvements to the safety railing arrangements and stairways. Fixing stairways in split section of Grandview Grove to enhance walking between levels mid-street. Trim back overhanging vegetation on low side as it is swiped by vehicles and reduces effective street width especially when vehicles are parked on street.
Accessibility	Ellesmere Parade	If the option of a Rail bridge over Lower Plenty Road is selected, then I think the Ellesmere Parade side of the line (north of Lower Plenty Rd) should NOT be closed off and used for extra parking. It is an opportunity to open up the parkland and "green space" to the Rosanna shopping precinct, and extend it across the line to the west of Ellesmere Parade, connecting the two areas. If this connection flows into the existing parkland, it would need to be done in a way that is mindful of enhancing the park and the connection, and not damaging or reducing it.
	Rosanna Village	Provide an alternative access road and pedestrian pathways to ensure more people can more readily access the village whether car-reliant or walking-reliant (see maps that follow). Improve access to railway carpark from both sides of the corridor. This has advantages of improving access in mornings and evenings.
Parking	Rosanna Railway Station	Please ensure there is more than adequate and well thought out access for short term parking for safe drop off and pick up of people who are: running late for the train, the elderly, in wet weather, and for those travelling alone at night

	Beetham Parade	<p>Although car parking is not aesthetically desirable, it is essential and there may be an opportunity to increase this on the South side of the station under the rail bridge. Also there is the opportunity to combining and extend the various car parking areas, and improve access and to the car parking area to both sides of the rail line and to the Station. This area could also be improved visually rather than looking like an area which has just been over-run by cars, but more like a purpose built car park with safety, access and visual concerns for neighbours being considered.</p> <p>Further information is requested in relation to the provision of improved parking facilities to alleviate the resulting congestion which becomes apparent as a result of the removal of existing rail car parking and replacing this with a proposed mixed used development in Beetham Parade</p> <p>The increased traffic impact of the proposed mixed use zoning designation has the potential to prevent residents and their visitors from reasonable access to on street parking. Currently there exists an "overcrowding" of street parking in Beetham Parade due to the existing rail carpark being totally utilised prior to 8am each morning and over flowing into the designated street parking on the Eastern side of Beetham Parade. This is further impacted by shoppers and visitors to the village utilising the 2 hour restricted street parking on the Western side of Beetham Parade from Hillside Avenue through to Prospect Road in front of existing low density dwellings. Proposed parking improvements to alleviate the already congested street parking conditions and the additional impact of a mixed-use development with the resulting removal of the current rail parking are not evident from the current Draft Rosanna Village Urban Design Guidelines.</p> <p>To alleviate an already congested parking situation, it is requested that the 2 hour restricted parking on the Western side of Beetham Parade from Hillside Avenue to Prospect Road be designated as residential permit parking only for residents and their visitors displaying a valid permit.</p>
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