HUME CITY COUNCIL

Office Use Only

Application No.: Date Lodged: / /

Application for
Planning Permit

Planning Enquiries
Phone: 03 9205 2200
Web: http://www.hume.vic.gov.au

If you need help to complete this form, read How to complete the Application for Planning Permit form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any concerns, please contact Council's planning department.

⚠ **Questions marked with an asterisk (*) are mandatory and must be completed.**

⚠ **If the space provided on the form is insufficient, attach a separate sheet.**

Clear Form

The Land

(1) Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.: | St. No.: 55-63 | St. Name: Paringa Boulevard

Suburb/Locality: Meadow Heights | Postcode:3048

Formal Land Description *
Complete either A or B.

⚠ This information can be found on the certificate of title.

A Lot No.: 2 ◯ Lodged Plan ◯ Title Plan ◉ Plan of Subdivision No.: 312027Q

OR

B Crown Allotment No.: | Section No.:

Parish/Township Name:

If this application relates to more than one address, please click this button and enter relevant details. Add Address

The Proposal

⚠ You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

(2) **For what use, development or other matter do you require a permit? ***

If you need help about the proposal, read: How to Complete the Application for Planning Permit Form

Use and development of a child care centre, restricted recreation facility (gymnasium) and indoor recreation facility (swim school) together with the display of signage

Provide additional information on the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

(3) **Estimated cost of development for which the permit is required ***

Cost $ 5,500,000 ⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.

If the application is for land within **metropolitan Melbourne** (as defined in section 3 of the *Planning and Environment Act 1987*) and the estimated cost of the development exceeds $1 million (adjusted annually by CPI) the Metropolitan Planning Levy **must** be paid to the State Revenue Office and a current levy certificate **must** be submitted with the application. Visit www.sro.vic.gov.au for information.

Existing Conditions

(4) **Describe how the land is used and developed now ***

eg. vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Shopping centre

Provide a plan of the existing conditions. Photos are also helpful.

Title Information

5 **Encumbrances on title** *

If you need help about the title, read: How to complete the Application for Planning Permit form

Does the proposal breach, in any way, an encumbrance on title such as a restrictrive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- ○ Yes. (If 'yes' contact Council for advice on how to proceed before continuing with this application.)
- ○ No
- ◉ Not applicable (no such encumbrance applies).

Provide a full, current copy of the title for each individual parcel of land forming the subject site. (The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', eg. restrictive covenants.)

Applicant and Owner Details

6 Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Please provide at least one contact phone number *

Owner *

The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

[redacted]

Declaration

7 **This form must be signed by th**

Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

Need help with the Application?

If you need help to complete this form, read How to complete the Application for Planning Permit form
General information about the planning process is available at www.delwp.vic.gov.au/planning

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist. Insufficient or unclear information may delay your application.

8 **Has there been a pre-application meeting with a Council planning officer?**

☒ No ○ Yes

Checklist

9 **Have you:**

☒ Filled in the form completely?

☐ Paid or included the application fee?

⚠ Most applications require a fee to be paid. Contact Council to determine the appropriate fee.

☒ Provided all necessary supporting information and documents?

- ☒ A full, current copy of title information for each individual parcel of land forming the subject site
- ☒ A plan of existing conditions.
- ☒ Plans showing the layout and details of the proposal
- ☒ Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.
- ☒ If required, a description of the likely effect of the proposal (eg traffic, noise, environmental impacts).
- ☒ If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void.

☒ Completed the relevant Council planning permit checklist?

☒ Signed the declaration (section 7)?

Lodgement

Lodge the completed and signed form, the fee payment and all documents with:

Hume City Council
PO Box 119 Dallas VIC 3047
Pascoe Vale Road Broadmeadows VIC 3047

Contact information:

Telephone: 61 03 9205 2200
Email: email@hume.vic.gov.au
DX: 94718
Translation: 03 9205 2200 for connection to Hume Link's multilingual telephone information service

Deliver application in person, by fax, or by post:

Print Form

Make sure you deliver any required supporting information and necessary payment when you deliver this form to the above mentioned address. This is usually your local council but can sometimes be the Minister for Planning or another body.

Save Form:

Save Form To Your Computer

You can save this application form to your computer to complete or review later or email it to others to complete relevant sections.

The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

VOLUME 10087 FOLIO 045 Security no : 124125926364V
Produced 04/07/2025 09:15 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 312027Q.
PARENT TITLE Volume 09823 Folio 712
Created by instrument PS312027Q 06/10/1992

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor

[redacted]

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV749867A 17/06/2022
COMMONWEALTH BANK OF AUSTRALIA

CAVEAT AY909399S 26/02/2025
Caveator
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD ACN: 005357522
Grounds of Claim
MORTGAGE WITH THE FOLLOWING PARTIES AND DATE.
Parties
RIHAAN SDP PTY LTD ACN: 681000484
Date
25/01/2025
Estate or Interest
INTEREST AS MORTGAGEE
Prohibition
ANY INSTRUMENT THAT AFFECTS MY/OUR INTEREST
Lodged by
AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
Notices to
MARIA HERNANDEZ of "ANZ CENTRE" LEVEL 9 833 COLLINS STREET DOCKLANDS VIC 3008

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS312027Q FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

END OF REGISTER SEARCH STATEMENT

Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

NIL

eCT Control 15940N COMMONWEALTH BANK OF AUSTRALIA
Effective from 24/11/2022

DOCUMENT END

PLAN OF SUBDIVISION

Stage No. /

LTO use only

EDITION 6

PLAN NUMBER

PS 312027 Q

Location of Land

Parish: Yuroke
Township: ———
Section: 4
Crown Allotment: G (Part)
Crown Portion: ———

LTO base record: CHART 14 (4005)
Title References:
Vol 9823 Fol 712

Last Plan Reference: LP 209914C LOT 1465
Postal Address: Hudson Circuit
Coolaroo 3048

AMG Co-ordinates: E 316,550m
(Of approx. centre of plan) N 5,830,730m Zone 55

Vesting of Roads or Reserves

Identifier	Council/ Body/ Person
NIL	NIL

Council Certification and Endorsement

Council Name: City of Broadmeadows Ref: P92/051

1. This plan is certified under section 6 of the Subdivision Act 1988.
2. ~~This plan is certified under section 11(7) of the Subdivision Act 1988. Date of original certification under section 6 / /~~
3. ~~This is a statement of compliance issued under section 21 of the Subdivision Act 1988.~~

Open Space

(i) A requirement for public open space under section 18 Subdivision Act 1988 ~~has~~ / has not been made.

(ii) ~~The requirement has been satisfied.~~

(iii) ~~The requirement is to be satisfied in Stage~~

Council Delegate
~~Council seal~~

Date 1 / 4 / 1992

Notations

Depth Limitation: Does not apply

Staging This ~~is~~ / is not a staged subdivision
Planning Permit No.

Survey:- This plan is / ~~is not~~ based on survey.

To be completed where applicable.
This survey has been connected to permanent marks no(s).
In proclaimed Survey Area no.

Easement Information

Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)

Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/ In Favour Of
E-1	DRAINAGE AND SEWERAGE	2	LP 209914 C	LOTS ON LP 209914 C
E-2	DRAINAGE AND SEWERAGE	2	THIS PLAN	LAND IN THIS PLAN
E-2	SEWERAGE	2	THIS PLAN	MMBW

LTO use only

Statement of Compliance / Exemption Statement

Received ✓

Date 26/ 5 / 92

LTO use only

PLAN REGISTERED
TIME 9:00 am
DATE 6/ 10 / 92

John C Wilson
Assistant Registrar of Titles

SHEET 1 OF 2 SHEETS

PEYTON WAITE PTY. LTD.
CONSULTING LAND SURVEYORS AND TOWN PLANNERS
353 PLENTY ROAD, PRESTON, 3072.
PH. 478 4933 FAX 470 6992
ACN 004 963 884

LICENSED SURVEYOR GARY JOHN WAITE
SIGNATURE
DATE 1 / 4 / 92

DATE 1 / 4 / 92
COUNCIL DELEGATE SIGNATURE

REF 4696 / 10C / 01 VERSION 2

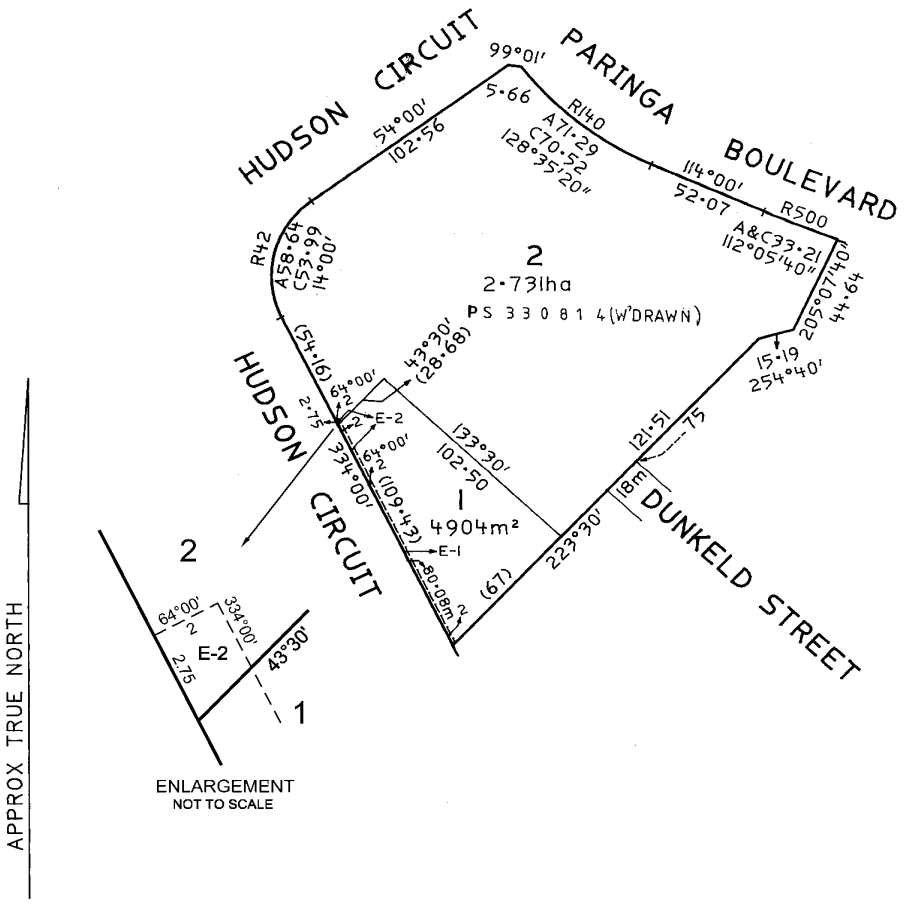
Original sheet size A3

4696_10C.G01

PLAN OF SUBDIVISION

Stage No. /

Plan Number PS 312027 Q



PEYTON WAITE PTY. LTD.
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AND TOWN PLANNERS
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PH. 478 4933 FAX 470 6992
ACN 004 963 884

ORIGINAL SHEET SIZE A3 | SCALE 1:2000 | LENGTHS ARE IN METRES

SCALE 20 0 20 40 60 80

LICENSED SURVEYOR GARY HUGH WAITE
SIGNATURE
DATE 5 / 2 / 92
REF 4696 / 10C / 01
VERSION 2

SHEET 2 OF 2 SHEETS

DATE 1 / 4 / 92
COUNCIL DELEGATE SIGNATURE

0 10 20 30 40 50 60 70 80 90 100 110mm

4696_10C.G01

MODIFICATION TABLE
RECORD OF ALL ADDITIONS OR CHANGES TO THE PLAN

PLAN NUMBER
PS 312027Q

MODIFICATION	DEALING REFERENCE	DATE AND TIME REGISTERED & RECORDED		NEW EDITION NUMBER	SIGNATURE OF ASSISTANT REGISTRAR OF TITLES
		DATE	TIME		
SUBDIVISION	PS 330814			2	
WITHDRAWN	PS 330814			3	
SUBDIVISION	PS 330814			4	
WITHDRAWN	PS330814	12-9-95		5	
EASEMENT ENHANCED (E-2 ENLARGEMENT ADDED)		20/08/2024		6	E.K

STATE REVENUE OFFICE

PLANNING AND ENVIRONMENT ACT 1987

Metropolitan Planning Levy (MPL)

Certificate

Meadow Heights Shopping Centre Enterprise Pty Ltd (ACN 655 756 353) as trustee for Meadow Heights Shopping Centre Trust (ABN 33 681 148 624)

[redacted]

Certificate Number: MPLCERT001251

Issue Date: 23 June 2025

Expiry Date: 20 December 2025

PART 1 - APPLICANT DETAILS

Details of person who applied for this Certificate:

Name: Meadow Heights Shopping Centre Enterprise Pty Ltd (ACN 655 756 353) as trustee for Meadow Heights Shopping Centre Trust (ABN 33 681 148 624)

Address: [redacted]

PART 2 - LEVIABLE LAND DETAILS

Address of land to which the Metropolitan Planning Levy applies:

Street Address: 55-63 Paringa BVD

Meadow Heights VIC 3048

Formal Land Description:

Vol/Folio: 10087 / 045 **Lot/Plan:** **Block/Subdivision:**

Crown Reference:

Other:

Municipality: Hume City Council

Estimated Cost of Development: $5,500,000

PART 3 - MPL PAYMENT DETAILS

MPL Application ID: [redacted]

MPL Paid: $71,500.00

MPL Payment Date: 23 June 2025

PART 4 - CERTIFICATION

The Commissioner of State Revenue confirms that the whole of the amount of the MPL has been paid in respect of the estimated cost of development.

Paul Broderick

Commissioner of State Revenue

PART 5 – EXPLANATORY NOTES

General

- The Metropolitan Planning Levy (MPL) is imposed for the privilege of making a leviable planning permit application.
- A leviable planning permit application is an application made to a responsible authority or planning authority under sections 47 and 96A of the *Planning and Environment Act 1987* (PEA) for a permit required for the development of land in metropolitan Melbourne, where the estimated cost of the development for which the permit is required exceeds the threshold amount (see MPL threshold amount).
- As a statutory requirement of making a leviable planning permit application, the applicant must give the responsible authority or planning authority a current MPL Certificate. The estimated cost of development stated in the MPL Certificate must be equal to or greater than the estimated cost of the development stated in the leviable planning permit application. If an applicant fails to comply with this requirement, the application for the leviable planning permit is void.
- The applicant for the leviable planning permit application is liable for the MPL.
- The Commissioner of State Revenue (Commissioner) has the general administration of the MPL.

MPL threshold amount

- The threshold amount is $1 million for the 2015-2016 financial year.
- For the financial year beginning on 1 July 2016 and each subsequent financial year, the Consumer Price Indexed (CPI) adjusted threshold amount will be calculated in accordance with section 96R of the PEA.
- On or before 31 May each year, the Commissioner must publish the CPI adjusted threshold amount for the following financial year on the SRO website.

How MPL is calculated

- The amount of MPL is $1.30 for every $1000 of the estimated cost of the development for which the leviable planning permit is required.
- If the estimated cost of the development for which the leviable planning permit is required is not a multiple of $1000, the estimated cost is to be rounded up or down to the nearest $1000 (and, if the amount by which it is to be rounded is $500, it is to be rounded up).

Notification and Payment of MPL to the Commissioner

- Before making a leviable planning permit application, the applicant must submit a completed Application for Metropolitan Planning Levy (MPL) Certificate and pay the whole MPL amount to the Commissioner. This Application must state the estimated cost of the development and any other information required by the Commissioner.
- If, after the Commissioner has issued a MPL Certificate which has not expired (see MPL Certificate), and the estimated cost of the development increases before the leviable planning permit application is made, the applicant must submit an Application for Metropolitan Planning Levy (MPL) Certificate *(Revised)* and pay the whole additional MPL amount to the Commissioner. This revised Application must state the increased estimated cost of the development and any other information required by the Commissioner.

MPL Certificate

- The Commissioner must issue a MPL Certificate if he is satisfied that the whole amount of the MPL has been paid in respect of the estimated cost of the development.
- Subject to section 96U(3) of the PEA, a MPL Certificate expires 180 days after the day on which it is issued.

Revised MPL Certificate

The Commissioner must issue a revised MPL Certificate if:

- the Commissioner has issued a MPL Certificate, which has not expired;
- the estimated cost of the development increases before the application for a leviable planning permit is made; and
- he is satisfied that the whole amount of the MPL has been paid in respect to the increased cost of the development.

The Commissioner may also issue a revised MPL Certificate to:

- correct any error in the information listed in the MPL Certificate (except the estimated cost of development as explained below), or
- the estimated cost of the development stated I the MPL Certificate is different from the estimated cost of the development stated I the Application for Metropolitan Planning Levy (MPL) Certificate lodged by the applicant.

A revised MPL Certificate expires on the later of 90 days after its issue date or the date on which the original MPL Certificate issued expires.

The Commissioner cannot issue a revised certificate applied for after the expiration of the 180-day validity period of the original MPL Certificate.

Refund of MPL

The Commissioner can only provide a refund of the levy if:

- the request is made no later than 30 days after the expiry of the levy certificate or revised certificate if there is one; and
- the leviable planning permit application in respect of which the levy was paid has not been made; and;

The Commissioner is satisfied of one or more of the following grounds:

- there has been a mathematical error in calculating the amount of the levy in relation to the estimated cost of the development stated in the notice given to the Commissioner when applying for the MPL Certificate.
- the applicant for the leviable planning permit application died before the application was made, and no other person is proceeding with the application.
- the relevant planning scheme was amended before the leviable planning permit application was made and because of the amendment, the authority must refuse to grant the permit.

Certificate number

- The Certificate number is on the top right corner on the front of this Certificate.
- Quoting this Certificate number will give you access to information about this Certificate and enable you to enquire about your application online.
- You should quote this number in any correspondence.

For more Metropolitan Planning Levy information please contact the State Revenue Office:

Mail

State Revenue Office, GPO Box 4376, MELBOURNE VIC 3001 or DX260090 Melbourne

Internet **www.sro.vic.gov.au**
Email mpl@sro.vic.gov.au
Phone 13 21 61 (local call cost)
Fax 03 9628 6856

State Government Victoria

[redacted]

TOWN PLANNING REPORT

55-63 Paringa Boulevard, Meadow Heights

July 2025

Prepared for: [redacted]

Table of Contents

1. Introduction

1.1. Overview

This report accompanies a planning permit application for use and development of a child care centre, restricted recreation facility (gymnasium) and indoor recreation facility (swim school) together with the display of signage on part of the land at 55-63 Paringa Boulevard, Meadow Heights ('the Site').

The Site comprises a vacant area of land within the Meadow Heights Shopping Centre, which is a designated Neighbourhood Activity Centre under the Hume activity centre hierarchy. It is located at the intersection of Paringa Boulevard and Hudson Circuit, which are designated Collector Roads that carry bus routes.

The mixed use development represents a logical addition to the Shopping Centre that will enhance employment opportunities and services to the community. The scale, design and layout of the building further respond to its activity centre context and capitalises upon opportunities for the shared use of existing carparking within the Meadow Heights Shopping Centre.

This report provides an assessment of the proposal against relevant provisions of the Hume Planning Scheme (the 'Planning Scheme') and should be read in association with the following:

- Plans prepared by *Point Architects.*
- Traffic Impact Assessment prepared by *SALT³.*
- Waste Management Plan prepared by *SALT³.*

1.2. Planning Controls and Permit Requirements

The Site is within the Commercial 1 Zone pursuant to provisions of the Planning Scheme and is not covered by overlay controls:

The application seeks planning approval to:

- Construct a building or construct or carry out works pursuant to Clause 34.01-4 of the Commercial 1 Zone.
- Use land within the Commercial 1 Zone for the following Section 2 (planning permit required) uses:
    - Child care centre (as the ground level frontage exceeds 2.0 metres).
    - Restricted recreation facility (gymnasium).
    - Indoor recreation facility (swim school).
- Display signs pursuant to Clause 52.05 of the particular provisions.

2. Site Analysis

The Site is occupied by the 'Meadow Heights Shopping Centre ('the Shopping Centre') which is located on the southeast corner of Paringa Boulevard and Hudson Circuit, Meadow Heights.

The Site is formally identified as Lot 2 on Plan of Subdivision 312027Q and is not encumbered by restrictive covenants or easements. The Site has extensive frontages to Paringa Boulevard and abuttal to Hudson Circuit with an overall area of 2.73 hectares.

The Shopping Centre comprises a single storey building with its main entrance on the northwest elevation facing an onsite carparking area which provides 232 spaces. This carparking is accessed from Hudson Circuit (at Papworth Crescent) and Paringa Boulevard, with back-of-house and loading areas of the Shopping Centre located on its southeast side accessed via Paringa Boulevard.

The Shopping Centre is anchored by an *IGA Supermarket* and includes speciality retail stores and services such as banking.

Figure 1: Aerial view of the Site and surrounds **Source: nearmaps.com**

The proposed use and development will be located at the northwest corner of the Site alongside the intersection of Paringa Boulevard and Hudson Circuit. It will be located on a vacant area of generally flat land with the access from Paringa Boulevard aligned to its southeast side and carparking at the rear.

Meadow Heights is identified as a '*Neighbourhood and Local Activity Centre*' within the activity centre hierarchy at Clause 02.03-1 of the Hume Municipal Planning Strategy. Within the clause, these activity centres are described as:

Include a limited mix of uses aimed at meeting local convenience needs.

Generally include a supermarket and a collection of small shops.

Accessible by walking and cycling and provide public transport links to other, higher order activity centres.

The Activity Centre is zoned Commercial 1 and surrounded by residential areas of Meadow Heights and a network of public open space areas. Other land uses within the area include:

- Meadow Heights Primary School on the north side of Paringa Boulevard.
- Visy Cares Learning Centre (3-13 Hudson Circuit) which offers an educational setting, occasional care and maternal health facilities.
- Meadow Heights Mosque (3 Hudson Court, Meadow Heights).
- Islamic Cultural Centre (149-155 Malmsbury Drive).

Bus Routes 541 and 542 operate along Paringa Boulevard and Hudson Circuit between Roxburgh Park to the north and Pascoe Vale to the south. Both offer connections to the wider transport network, including Roxburgh Park Railway Station approximately 2.3 kilometres northeast of the Site.

Residential areas surrounding the Site are predominantly low rise, comprising single storey brick dwellings with tiled hipped roofing.

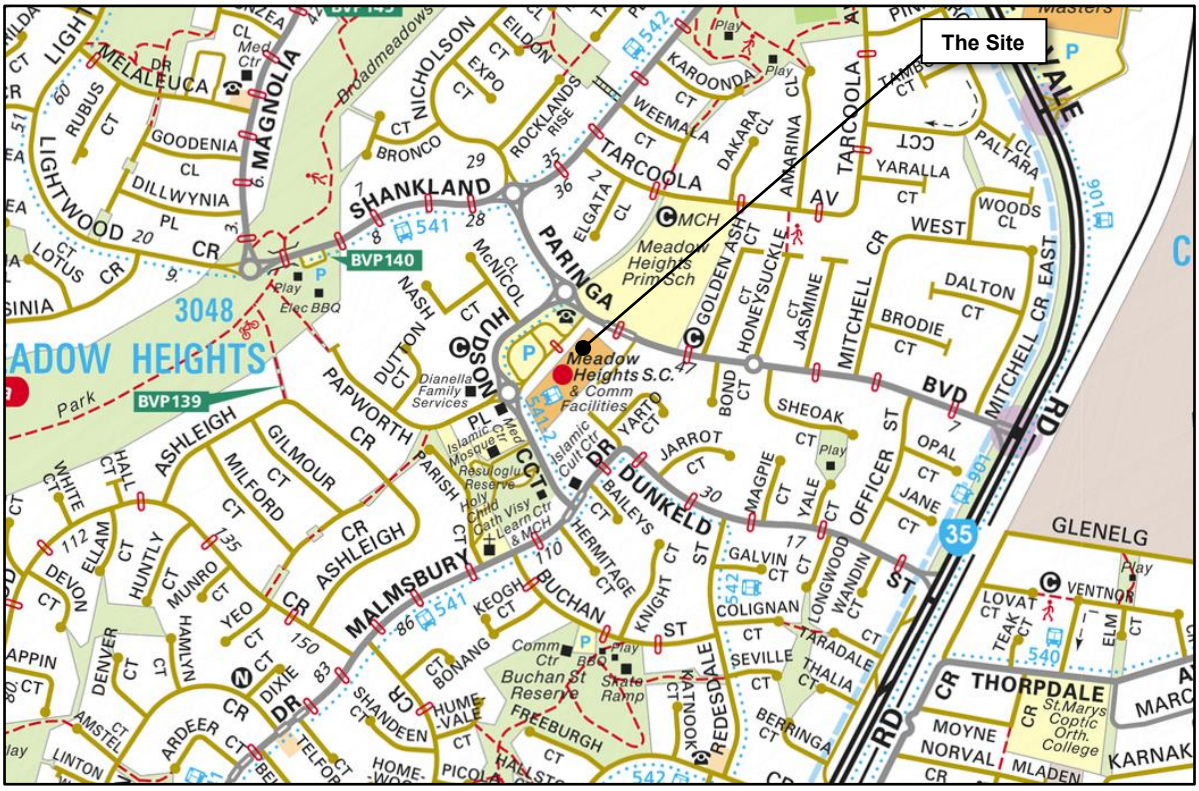


Figure 2: Location map of the Site **Source: online.melway.com.au**

3. Proposal

Planning approval is sought for use and development of a child care centre, restricted recreation facility (gymnasium) and indoor recreation facility (swim school) together with the display of signage at 55-63 Paringa Boulevard, Meadow Heights. Features of the proposal are separately addressed below.

3.1. Buildings and Works

The use will be integrated with a two storey building arranged to address both abutting streets and the onsite carpark area.

- Two storey child care centre at the corner of Paringa Boulevard and Hudson Circuit. The L-shaped floorplan will feature Ground and Level 1 outdoor play areas within street setbacks that are oriented to the corner of the abutting roads. These will be accessed from internal areas partitioned to provide a number of child play areas together with food preparation, laundry, staffing areas and amenity facilities.
- The swim school will be located on the east side of the child care centre at Ground Level, providing a single indoor pool with associated amenities and administrative facilities.
- The restricted recreation facility will be positioned above the swim school with an open floorplan, also with associated amenities and administrative facilities.

Each of the uses will have separate entrances on the south side of the building, orientated towards the onsite carpark with dedicated reception areas facing a new pedestrian path that links with existing pedestrian infrastructure along Paringa Boulevard and Hudson Circuit. This includes an enclosed walkway on the east side of the new building footprint to Paringa Boulevard.

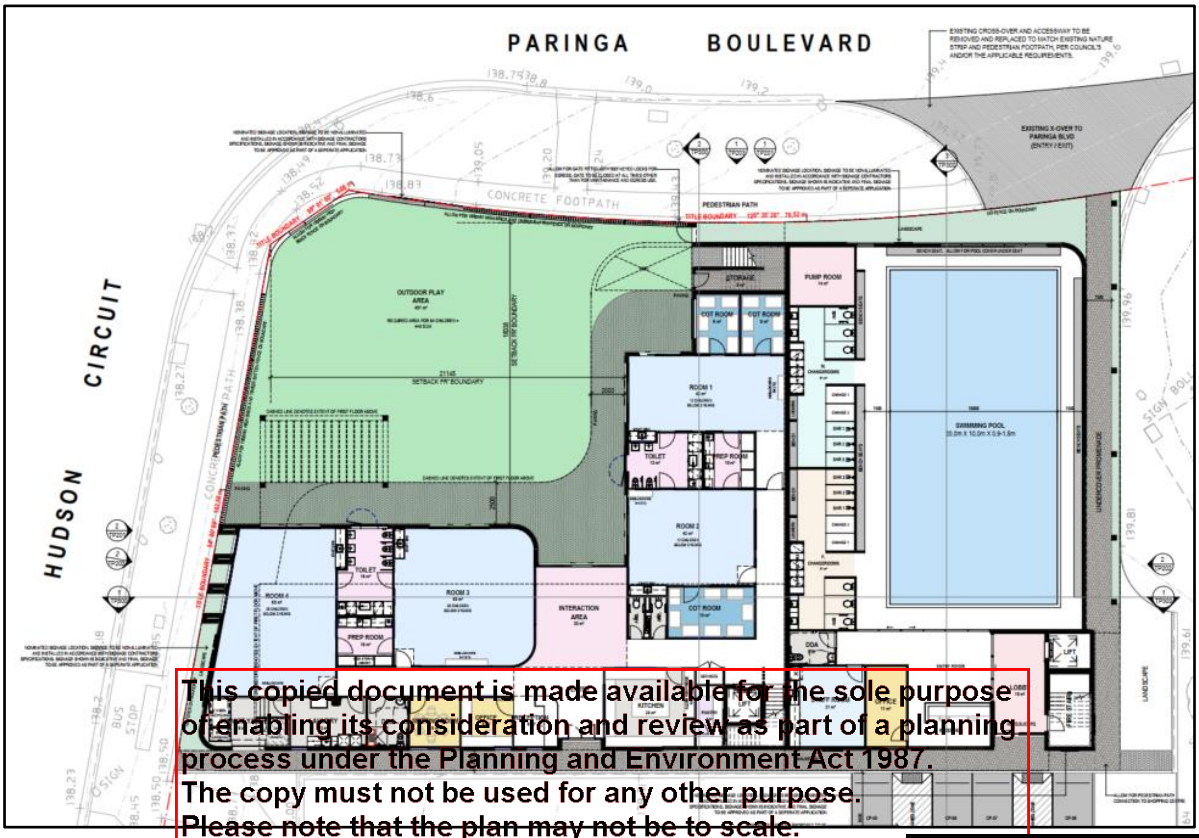


Figure 3: Ground Level floorplan

The building will be partially constructed to abutting streets with setbacks to accommodate outdoor play areas to the child care centre and landscaping. Fencing to outdoor play areas will wrap the corner

of Paringa Boulevard and Hudson Circuit, comprising a mixture of solid and visually permeable treatments.

The building will feature parapet walls with a mixture of flat and skillion roofing, with facades of face brick together with render and cladding of various muted tones. Larger glazed areas will overlook abutting streets and the onsite carpark.

Figure 4: Perspective from Paringa Boulevard (north elevation) **Source: Point Architects**

Figure 5: Perspective from Hudson Circuit (south & west elevations)

3.2. Uses and Display of Signage

The Section 2 uses proposed by the application will operate as follows:

- **Child care centre**: Will cater for 108 children and will operate 6:30am-7.00pm, Monday-Friday.
- **Gymnasium**: Will operate 24 hours a day, 7 days a week with secure access available to members.
- **Swim school**: Involves small, scheduled classes that will operate simultaneously within the pool. It will not be available to the general public for 'walk in' use.

Business identification signage proposed in association with the uses will be located on building elevations, and fencing to the child care centre, that is orientated to address abutting streets and the onsite carpark. The signs will carry the operators' branding and logos utilising corporate colours. Internal illumination will be confined to the gymnasium signage facing Paringa Boulevard and the onsite carpark.

3.3. Vehicular Access and Carparking

The new use development will make use of the existing shared carpark for the Shopping Centre with the following modifications to these communal areas:

- Removal of the access from Paringa Boulevard with the existing crossover reinstated.
- New access introduced from Hudson Circuit.
- Various modifications and improvements to the existing carpark that will result in a net reduction of two onsite spaces (total number reduced from 232 to 230).

The new uses have a statutory requirement for 50 car parking spaces pursuant to Clause 52.06 (Car Parking) of the Planning Scheme, with carparking for the gymnasium provided 'to the satisfaction of the responsible authority.'

Matters related to the provision car parking and the design of these areas is further considered in the accompanying Traffic Engineering Assessment prepared by *SALT*[3].

4. Planning Controls

4.1. Municipal Planning Strategy

The Municipal Planning Strategy details the overarching strategic policy directions for the municipality and supports the Planning Policy Framework. The following provisions of the Municipal Planning Strategy are relevant to the application:

- **Clause 02.03 Strategic Directions**
  - 02.03-1 Settlement
  - 02.03-5 Built Environmental and Heritage
  - 02.03-7 Economic Development
  - 02.03-8 Transport
  - 02.03-9 Infrastructure
- **Clause 2.04 Strategic Framework Plans**
  - 02.04-1 Strategic Framework Plan

The Municipal Planning Strategy identifies that Hume has a network of activity centres. The 'neighbourhood and local activity centres,' which includes Meadow Heights, are intended to meet convenience needs. Concentrating high trip uses within these areas presents further potential to reduce reliance on the private vehicle.

Development across Hume is encouraged to increase the number and diversity of employment opportunities and improve access to services as a means of enhancing the 'liveability' of communities.

4.2. Planning Policy Framework

The Planning Policy Framework includes part of the Victoria Planning Provisions in the form of state and regional planning policies and local content in the form of local planning policies.

Policies are grouped by theme with the following of relevance to the application:

Policies are grouped by theme with the following of relevance to the application:

- **Clause 11 Settlement**
  - 11.01-1S Settlement
  - 11.01-1R Settlement – Metropolitan Melbourne
  - 11.01-1L-01 Settlement – Hume
  - 11.03-1S Activity centres
  - 11.03-1R Activity centres – Metropolitan Melbourne
- **Clause 15 Built Environment and Heritage**
  - 15.01-1S Urban design
  - 15.01-1R Urban design - Metropolitan Melbourne
  - 15.01-1L-05 Signs
  - 15.01-2S Building design
  - 15.01-2L-01 Building design – Hume
  - 15.01-2L-03 Environmentally Sustainable Development Hume
  - 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne
- **Clause 17 Economic Development**
  - 17.01-1S Diversified economy
  - 17.01-1R Diversified economy - Metropolitan Melbourne
  - 17.01-1L Diversified economy – Hume

- 17.02-1S Business
- 17.02-1L Business – Hume

- **Clause 18 Transport**
  - 18.01-1S Land use and transport integration
- **Clause 19 Infrastructure**
  - 19.02-2S Education facilities
  - 19.02-4S Social and cultural infrastructure

The Planning Policy Framework seeks to constrain the outward expansion of settlement boundaries by fostering a more consolidated, sustainable and healthy urban form. This includes support for commercial and community uses in activity centres that service the local neighbourhood, provide employment opportunities and strengthen the local economy. Local policies at Clause 11.01-1L-01 (Activity Centres – Hume) support development in neighbourhood activity centres that 'are *predominantly street based and include opportunities for a range of small businesses to locate outside of the supermarket and specialty retail core.'*

New development in these locations, including signage, is encouraged to address its context and contribute to cultural identity and a sense of place whilst minimising greenhouse gas emissions and encouraging sustainable transport practices.

4.3. Zone

The Commercial 1 Zone applies to the Site with purposes that include '*to create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.'*

A planning permit is required to construct a building or construct or carry out works pursuant to Clause 34.01-4 of the Commercial 1 Zone.

Uses proposed by the application comprising child care centre, restricted recreation facility (gymnasium) and indoor recreation facility (swim school) are Section 2 (planning permit required uses) within the Commercial 1 Zone.

4.4. Overlay

No overlays apply to the Site.

4.5. Particular and General Provisions

Particular provisions are specific prerequisites or planning provisions for a range of particular uses and developments. They apply in addition to the requirements of a zone or overlay.

General provisions are operational requirements which are consistent across the state.

The following particular and general provisions are of relevance to the current proposal:

- **Clause 52.05 Signs** details signage requirements of the Planning Scheme, with the Site located within a '*Category 1 – Commercial areas*' where approvals are required for various forms of business identification and promotion signage, subject to some exemptions. Signage proposed by the application is considered at Section 5.4 below.
- **Clause 52.06 Car Parking** details car parking rates for various uses and includes design requirements related to the layout of these areas. Matters relating to carparking provision and design are considered at Section 5.5 below and within the accompanying Traffic Impact Assessment prepared by *SALT*[3].

- **Clause 53.18 Stormwater Management in Urban Development:** Seeks to manage stormwater in urban development, including retention and reuse. These matters can be addressed via suitably worded condition(s) of a planning permit.
- **Clause 65 Decision Guidelines:** Includes Decision Guidelines that the Responsible Authority must consider when making a decision. These are addressed throughout this report and further analysis of key considerations is detailed in the following sections.

5. Planning Assessment

5.1. Key Considerations

The key planning matters to considered in an assessment of the proposed use and development comprise the following:

- The Site's strategic planning context.
- Built form and amenity considerations.
- Suitability of the business identification signage.
- The suitability of vehicular access and car parking.
- Development Servicing.

An assessment of these matters is provided below.

5.2. Strategic Planning Context

The proposed mixed use, community development is aligned to policies of the Planning Scheme that encourage the consolidation of commercial and community uses within areas that make effective use of existing infrastructure. These uses facilitate employment opportunities and meet the community's need for a variety of services.

Appropriately located community uses assist the creation of an urban structure which drives productivity, attracts investment, supports innovation and creates jobs. There is a resulting need for these uses in appropriate areas that deliver neighbourhoods offering a mix of uses. This is detailed within the following objectives and strategies of the Planning Policy Framework:

Clause 11.01-1S Settlement

Objective: *To achieve neighbourhoods that foster healthy and active living and community wellbeing*

Strategies: *Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.*

[…]

Clause 15.01-4R Healthy neighbourhoods - Metropolitan Melbourne Strategy

Strategy: *Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home*

Clause 19.02-2S Education facilities

Objective: *To assist the integration of education and early childhood facilities with local and regional communities*

Strategies: *[…]*

Locate childcare, kindergarten and primary school facilities to maximise access by public transport and walking, cycling and local road networks.

Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones

[…]

Clause 19.02-4S Social and cultural infrastructure

Objective: *To provide fairer distribution of and access to, social and cultural infrastructure.*

Strategies: *[…]*

Ensure social infrastructure is designed to be accessible

Plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.

[…]

The *'20 minute neighbourhood*' which is referenced at Clause 15.01-4R is an integral component of the metropolitan planning strategy, *Plan Melbourne 2017 – 2050* and Outcome 5 of this document which seeks to ensure people can 'live locally.' This is achieved by positioning a wide range of uses at the neighbourhood level which provide opportunities for residents to walk or cycle to access their everyday needs. This encourages sustainable transport practice, reduces travel costs and traffic congestion, and reduces carbon emissions across the city as a whole. The provision of locally accessible services also facilitates opportunities for social interaction, community building and enhancements of the overall health and wellbeing of the neighbourhood.

Within the Hume context, the need for locally accessible community uses such as that proposed by the application is detailed at Clause 02.03-9 (Infrastructure) of the Municipal Planning Strategy which details the following:

Liveability is the sum of factors that shape the 'quality of life' experienced in an area and the wellbeing of a community including economic prosperity and social equity. It also includes access to a choice of everyday things that people require, including housing, employment, public transport and retail, health, education, recreation and cultural services and facilities. The built and natural environment, including its environmental sustainability and resilience to climate change plays a major role in shaping liveability.

[..]

This includes meeting the infrastructure and service needs of young families in new growth areas and mature families and older persons in established areas.

The strategic directions for infrastructure are:

- *Ensure the provision of local infrastructure and services that meets the needs of the local community.*
- *[…]*

Areas within and around designated activity centres are preferred locations for these community uses given the access they provide to complementary non-residential uses together with public transport opportunities. The Site's location within a Commercial 1 zoned area of the Meadow Heights Neighbourhood Activity Centre subsequently ensures that its location is supported by strategies at Clause 02.03-1 (Activity Centres) of the Hume Municipal Planning Strategy which include:

- *Develop existing and planned activity centres in accordance with the hierarchy for retail, office, health, entertainment, leisure, educational, community and cultural activities.*

Features of the Site and the proposed uses which further ensure they are well located and will provide a positive addition to the Meadow Heights Neighbourhood Activity Centre include:

- Retaining commercial frontage to the existing Shopping Centre building.
- Positioning at the intersection of two higher order Collector Roads that provide a buffer to nearby residential uses and accommodate resulting traffic volumes.

- The Site's accessibility to public transport in the form of bus routes that provide connections between Roxburgh Park to the north, Pascoe Vale to the south and the nearby Roxburgh Park Railway Station.
- Their colocation alongside complementary uses including multiple schools, a community centre and religious institutions. The synergies of uses that result will encourage cross patronage between all.

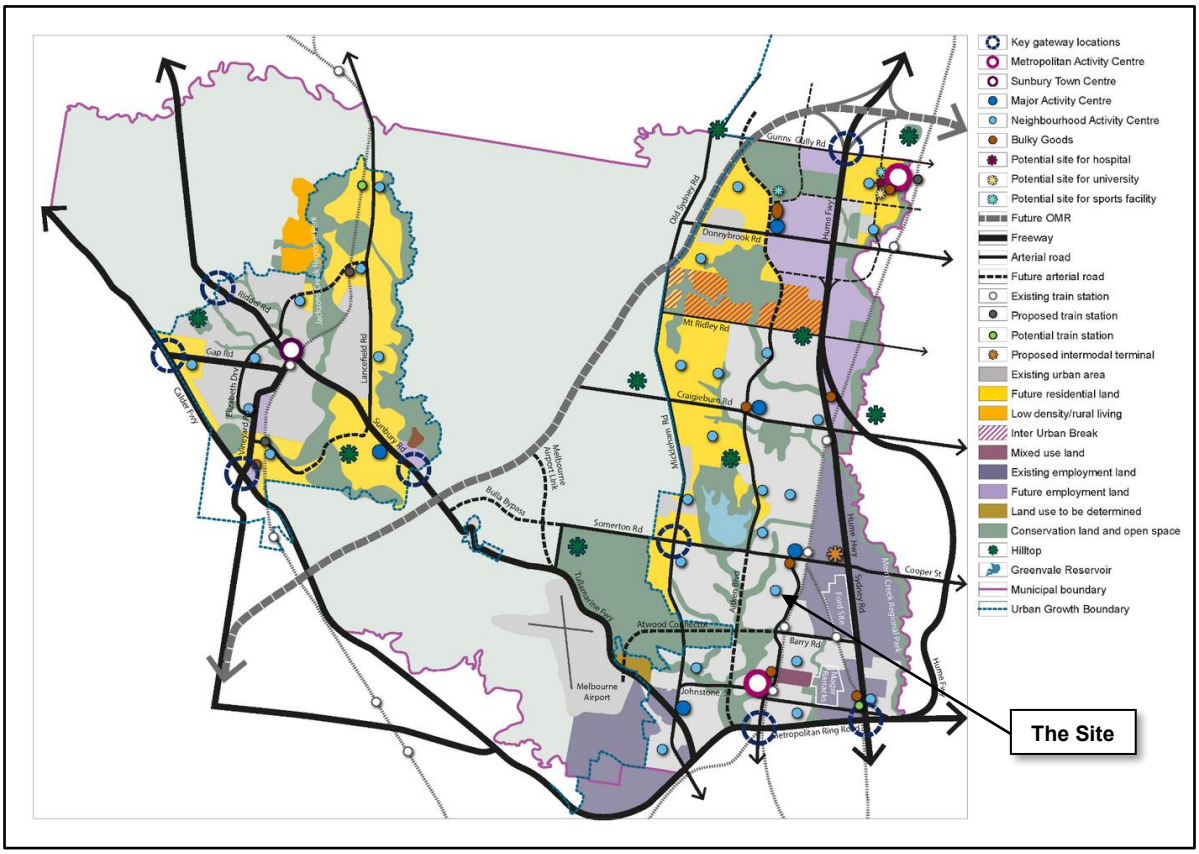


Figure 6: Strategic Framework Plan **Source: Clause 02.04-2**

5.3. Built Form and Amenity

The objectives and strategies at Clause 15 - Built Environment and Heritage, of the Planning Policy Framework advances the need for new development to respond to its surrounding context and protect amenity of the area. Accordingly, the layout scale and detailing of the proposed works have been informed by the Site's Commercial 1 zone and location within the Meadow Neighbourhood Activity Centre together with opportunities including:

- Corner location at the intersection of two higher order Collector Roads.
- The flat, unencumbered area of land on which the works will locate.
- The 'island' nature of the Site with no sensitive interfaces.
- The shared public roads and opportunity for improved efficiencies of its use.

The building envelope and site layout appropriately address these site features and policies of the Planning Scheme via a building which includes the following:

- The footprint constructed to lot boundaries to reinforce a hard edge to the street.

- Pedestrian permeability through the Site which will integrate the development with the wider activity centre environs.
- Extensive glazed building frontages presenting to abutting streets, together with the ground level outdoor play area to the child care centre and its visually permeable fencing, will provide an 'activated' public realm.
- Inclusion of legible building entrances which are easily identifiable from the surrounding public realm with a defined reception or lobby area.
- Adopting two storey building height consistent with the scale of existing buildings within the Shopping Centre.
- Incorporating a mixture of vertical and horizontal forms throughout the development which enhances building articulation. The selection and variation in materials create further visual interest that enhances the presentation of the building.
- Materials are appropriate to the Site's mixed use context and will feature muted tones and colours.
- Providing considered vehicular circulation through the Site with adequate onsite car parking to support the use. Landscaping is retained at street interface and within the carpark to soften its appearance; and
- Building services that are screened from the street.

These features will ensure the proposal effectively integrates with new community uses within other commercial operations within the Shopping Centre.

The use and development will further respect the amenity of the area with abutting streets that provide a buffer to nearby residential properties. The gymnasium and swim school uses will be internalised within the building, with operation of the child care centre confined to normal business hours of 6:30am-7.00pm, Monday-Friday. Entry to all uses is internal to the Site.

The Site's frontage to Paringa Boulevard and abuttal to Hudson Circuit, which both comprise Collector Roads, will ensure that vehicular movements to and from the uses will not impact the amenity of residential areas or significantly increase volumes on local residential streets. Traffic volumes resulting from the application can be easily accommodated within the existing road network as demonstrated by the Traffic and Transport Assessment prepared by *SALT*[3] which accompanies the application.

5.4. Display of Signage

The business identification signage which is proposed in association with the use and development addresses promotional requirements of the operators in a constrained manner. The signs will respect the Site's activity centre context and relevant provisions of the Planning Scheme which include:

Clause 52.05 Signs – Purpose

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

15.01-1L-05 Signs – Strategies

Encourage signs to be located on the land to which they relate.

Ensure signs displayed on buildings do not:

- *Cover up any important facades or parapets.*
- *Protrude above the height of the building roofline.*

[…]

Avoid promotion, animated, sky, floodlit, reflective and pole signs in Neighbourhood Activity Centres.

Support 'off-site estate promotion signs' (signs related to new subdivision estates that are not located on the subject land) that avoid dominating their surroundings and avoid visual disorder or clutter.

Signs proposed by the application are consistent with the character of the Site's commercial context, contributing to the visual interest and vibrancy of the Meadow Neighbourhood Activity Centre. The signs will be affixed to building elevations and fencing where they do not project above the parapet or locate on the roof, ensuring that they are retained within the building envelope. Consequently, they are proportionate to the host form with illumination to the gymnasium signs appropriately concealed. No freestanding signs are proposed by the application.

All signage will be static in nature with low levels of illumination proposed. This aspect of the signage's design, together with setbacks to the carriageway of abutting roads and residential properties, ensures that it does not present as a road safety concern or result in unreasonable offsite amenity impacts.

The application's coordinated approach to the whole of the building will avoid the proliferation of future signage to individual tenancies and associated visual clutter.

5.5. Carparking Provision and Design

Carparking requirements relevant to the application are detailed at Clause 52.06 (Car Parking) of the Planning Scheme which identifies that:

Before:

- *a new use commences; or*
- *the floor area or site area of an existing use is increased; or*
- *an existing use is increased by the measure specified in Column C of Table 1 in Clause 52.06-5 for that use,*

the number of car parking spaces required under Clause 52.06-5 or in a schedule to the Parking Overlay must be provided to the satisfaction of the responsible authority.

Clause 52.06-3 details that *a permit is required to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5*. Further design standards relevant to the application are detailed at Clause 52.06-9.

In accordance with those requirements, the child care centre use proposed by the application generates the following statutory car parking requirements:

Land Use	Applied Rate	Parking Measure	Required Parking
Child care centre	*0.22 spaces to each child*	108 children	23 spaces
Swimming pool	*5.6 spaces to each 100m² of site area*	485m²	27 spaces
Restricted recreation facility	*To the satisfaction of the responsible authority.*	600m²	27 spaces[1]

A further consideration of onsite car parking, including its layout and access arrangements, is provided within the Traffic Engineering Assessment prepared by *SALT*[3] which accompanies the application. The Assessment identifies that the

- The Shopping Centre generates a peak parking demand of 153 spaces.
- The Shopping Centre will provide 230 spaces (reduction of 2 spaces) as a result of the proposed works.
- The number of available onsite spaces exceeds the statutory and empirical demands associated with the proposed works with surplus onsite parking remaining during periods of peak demand.

The Traffic Engineering Assessment further details that revised design and layout of the onsite carpark appropriately respond to the relevant Australian Standards and Clause 52.06-9 of the Planning Scheme. Peak traffic movements generated by the development will be readily absorbed by the surrounding road network.

5.6. Development Servicing

Development servicing requirements associated with the child care centre continue to be addressed via reports which accompany the amendment application, including:

- The Waste Management Plan prepared by *SALT*[3] details the concealed waste storage integrated within the building located alongside the pedestrian path on the south side of the building is of a sufficient size and dimension to accommodate the required waste receptacles. Waste will be collected by a private contractor, with the waste collection vehicle able to enter and exit the site in a forward direction as detailed by the swept path analysis provided.
- Matters of sustainability, including water sensitive urban design, can be addressed via suitably worded condition(s) of a planning permit. Preparation of a Sustainable Management Plan required by condition(s) will address Clause 15.01-2L-03 (Environmentally Sustainable Development-Hume) and Clause 53.18 (Stormwater Management in Urban Development) of the Planning Scheme.

[1] An empirical demand based on an applied rate of 4.5 spaces per 100m² of gross floor area based on the RMS Guide to Traffic Generating Developments.

6. Conclusion

As outlined in this submission, the proposal for use and development of a child care centre, restricted recreation facility (gymnasium) and indoor recreation facility (swim school) together with the display of signage on part of the land at 55-63 Paringa Boulevard, Meadow Heights, responds appropriately to its context and relevant provisions of the Planning Scheme.

The use and development are appropriately located within the Meadow Heights Neighbourhood Activity Centre and will enhance commercial and community offerings within the Shopping Centre.

The building footprint, scale of development and boundary setbacks address the Site's activity centre context and will not result in unreasonable offsite amenity impacts as a result of the Site's 'island' nature with only commercial interfaces. The outcome is a well resolved building that actively engages with the public realm and makes efficient use of the existing onsite carpark.

[redacted]

7 October 2025

Hume City Council
[redacted]
Statutory Planning Department
PO Box 119
DALLAS VIC 3047

Via email*:* contactus@hume.vic.gov.au

Dear Sir / Madam,

PLANNING PERMIT APPLICATION – P26777
RESPONSE TO REQUEST FOR FURTHER IN FORMATION
55-63 PARINGA BOULEVARD, MEADOW HEIGHTS

We continue to act for [redacted] the permit applicant in the above matter.

We write in response to correspondence from the Hume City Council's ('Council') dated 18 August 2025, requesting further information pursuant to section 54 of the *Planning and Environment Act* 1987 (Vic).

This response seeks to address the matters raised in the request for further information and is accompanied by updated application material for the proposed use and development. To assist your consideration, please find herewith the following documentation in support of the application:

- Updated plans prepared by [redacted]
- Landscape plan prepared by [redacted]
- Sustainability Management Plan prepared [redacted]
- Green Travel Plan prepared [redacted]
- Updated Traffic Impact Assessment prepared by [redacted]

We request that this information replace corresponding information lodged with the application and that it forms the basis of any decision on the application.

INFORMATION REQUIRED AS PART OF THE APPLICATION

A response to each of the items requested in Council's correspondence is provided at **Appendix A.**

A response to referral comments from Coucnil's Traffic Engineering Department is included at Section 8 of the Traffic Impact Assessment prepared by [redacted]

SUMMARY

We trust that the information provided within this letter and the enclosed documentation will be sufficient to allow a further assessment of the application.

Should any of the matters raised in Council's correspondence remain outstanding however, we request a 30 day extension of time pursuant to Section 54A of the *Planning and Environment Act 1987*, to provide additional time to respond.

[redacted]

Appendix A: Response to Requested Information

Requested Information	Response
Traffic Engineering Referral	
1.	Refer Section 8 of the Traffic Impact Assessment prepared by [redacted] for a response to each of the referral comments from Coucnil's Traffic Engineering Department.
Landscape Referral	
2. a) *A detailed landscape plan is to be submitted and referred to Landscape Planning Referrals for further comment*	
i. *Landscape plans are to be prepared by a suitably qualified landscape architect, landscape designer or horticulturalist.*	Refer landscape plan prepared by *Memla*
ii. *Ensure plans include planting locations and plant schedule showing botanical name, pot size, quantities, planting densities etc*	Refer plant schedule on Drawing LC04
iii. *Small and medium sized canopy trees must be provided within the site along the northern and western aspects of site. Location is to prioritise street frontages along Paringa Blvd and Hudson Cct. Spacing at 6 metres or 4-5 trees would be considered appropriate.*	Canopy trees are proposed along northwest boundaries
iv. *Where street frontage fences are permeable, garden beds and plantings for screening are to be shown.*	Garden bed and plantings shown in front of permeable battens fences
v. *A garden area for screening / pedestrian buffer, is to be provided along the eastern side of the site, road facing edge of Snap Fitness building*	Plant screening proposed along Paringa Boulevard and the pedestrian path to the eastern boundary of the Site.
b) *At least one shade tree must be provided per 10 carparks. Trees must be provided in the direct vicinity of the car parking spaces. The carpark will need to cater for tree planting requirement within its layout and design.*	The application proposes limited changes to the existing carpark. New canopy tree plantings are proposed at the northeast corner of the amended carpark layout.
c) *Refer to Hume City Councils Website - Species List - Hume City Council for plant recommendations*	Plant species are mostly native and align with Council guidelines.
d) *Plant spacings should be 75% of the mature width for each species*	Plant spacing as per requirement
e) *Mulch all garden bed areas. Lawn turf should not be grown under any Tree, shrub or tufting plant*	All garden beds are mulched. Artificial turf shown in play areas.

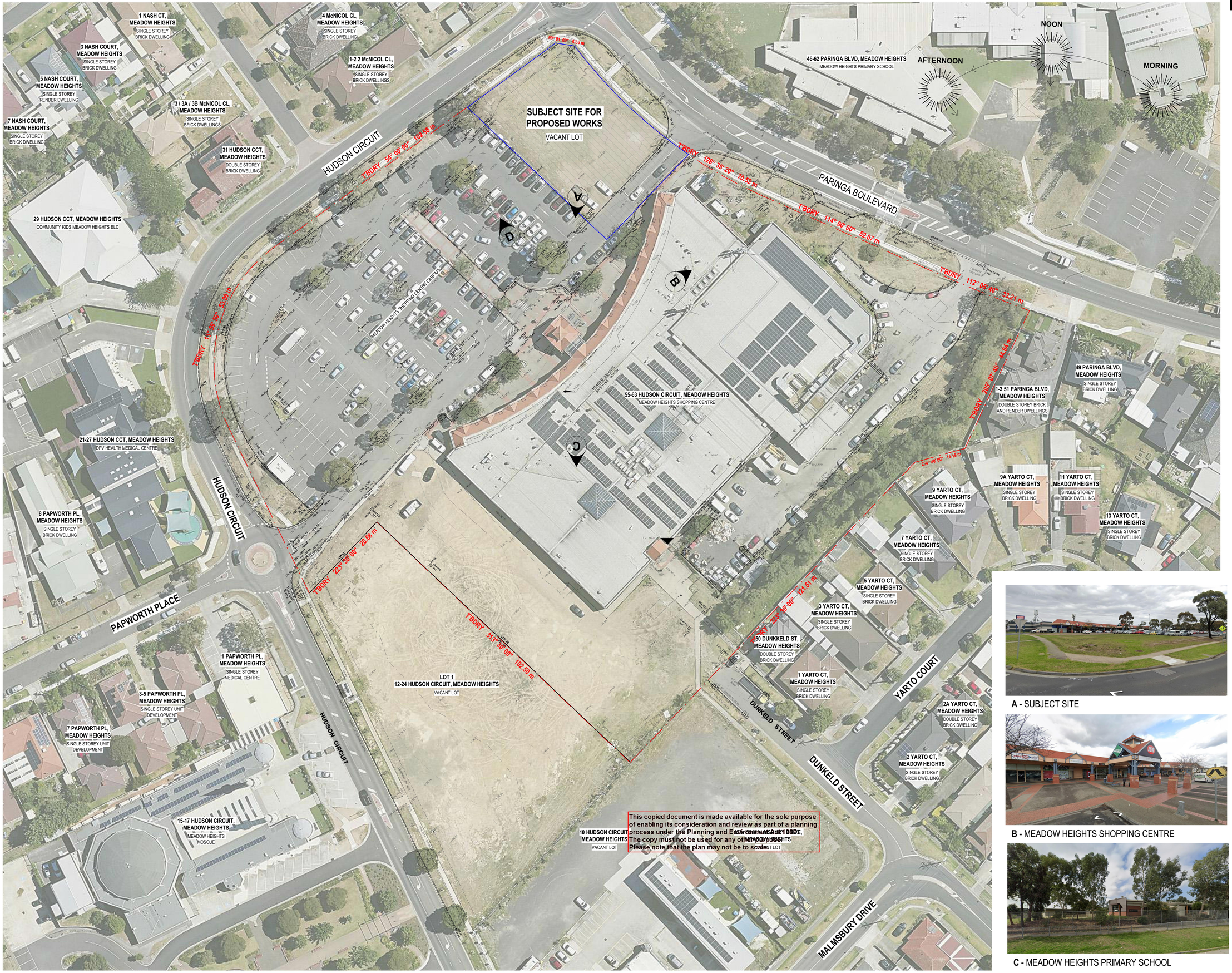
Requested Information			Response
Environmental Planning Referral			
3.	a)	*A stormwater management plan which meets the requirements of Clause 53.18 (Stormwater Management in Urban Development) and Clause 19.03-3L (Industrial Stormwater Management Policy) of the Hume Planning Scheme*	Refer Sustainability Management Plan prepared by [redacted]
	b)	*A Deemed to Comply Report, STORM Report or MUSIC Report which shows how the stormwater management plan will achieve the requirements of Clauses 53.18 and 19.03-3L of the Hume Planning Scheme – Industrial Stormwater Management Policy.*	Refer Section 4 and Appendix 1 of Sustainability Management Plan.
	c)	*Demonstrate how the outdoor active works areas will be structurally isolated from the stormwater drainage system.*	To be addressed via the preparation of detailed civil drawings required as a condition of planning permit.
	d)	*Amended site plans clearly showing*	
		▪ *How stormwater will be drained to the proposed stormwater treatment devices.*	To be addressed via the preparation of detailed civil drawings required as a condition of planning permit.
		▪ *Areas (in square metres) of impervious surface catchments.*	Refer Section 4 and Appendix 1 of Sustainability Management Plan
		▪ *Capacities of each rainwater tank.*	Refer Section 4 and Appendix 1 of Sustainability Management Plan Underground rainwater tanks details on Drawing TP101 of architectural plans.
		▪ *Areas (in square metres) of rain garden.*	No raingarden proposed.
		▪ *A planting schedule is required for the raingarden*	No raingarden proposed.
		▪ *How stormwater treatment devices will be connected to reuse facilities or legal points of discharge*	To be addressed via the preparation of detailed civil drawings required as a condition of planning permit.
	e)	*An SMP must include the following*	
		▪ *Provide a detailed assessment of the development and identify relevant sustainability targets or performance standards.*	Refer Sustainability Management Plan.
		▪ *Include Stormwater Management Assessment and Green Travel Plan*	Refer Section 4 of Sustainability Management Plan and Green Travel Plan prepared [redacted]
		▪ *Identify achievable environmental performance outcomes.*	Addressed in Sustainability Management Plan
		▪ *Demonstrate that the proposed building has the design potential to achieve the relevant environmental*	Addressed in Sustainability Management Plan

Requested Information	Response
performance outcomes, having regard to the site's opportunities and constraints.	
▪ *Document how the performance outcomes will be achieved, including identification of the different areas of responsibility, and provide a schedule for implementation, ongoing management, maintenance and monitoring. It should also identify how the design elements, technologies and operational practices that comprise the SMP can be maintained over time*	Addressed in Sustainability Management Plan
▪ *BESS Report and BESS Score must be included within the SMP*	BESS Assessment provided in Sustainability Management Plan.
f) *Where an SMP includes a BESS report, the report must be 'published' before an SMP will be endorsed as part of any planning permit.*	The BESS assessment within the Sustainability Management Plan has been published.
i. *Please note that any initiatives proposed as part of your SMP, such as water tanks connected to toilets, openable windows, shading devices and solar panels should be identified on your plans. Inclusion of this detail at this preliminary stage may reduce delays associated with submission of revised plans to identify these features*	Refer plans prepared by [redacted] including 'SMP Notes' on Drawing TP101.
g) *Construction Site Environmental Management Plan (CSEMP) which describes how the site will be managed prior to and during the construction period, must be submitted to and approved by the Responsible Authority. The CSEMP must address requirements for managing* ▪ *Erosion and sediment.* ▪ *Stormwater* ▪ *Litter, concrete and other construction wastes* ▪ *Chemical contamination*	To be addressed as a condition of planning permit.
ESD Department	
4. a) *Water Sensitive Urban Design (WSUD) Plan as part of Town Planning Drawings, with STORM calculations included.*	Refer Section 4 and Appendix 1 of Sustainability Management Plan
b) *Integrated Water Management – Includes/Does not include Modelling that achieves BPEM. 100% BPEM is a planning requirement. BPEM Best*	Refer Section 4 and Appendix 1 of Sustainability Management Plan

Requested Information	Response
Practice Modelling is/is not submitted and requires/doesn't require updating. Integrated Water Management initiatives are not detailed on Plan of Subdivision, including BPEM Best Practice commitments	

55-63 Hudson Circuit, Meadow Heights

SHEET NO.	SHEET NAME
TP000	COVER SHEET
TP001	SITE ANALYSIS
TP002	PROPOSED SITE PLAN
TP101	PROPOSED GROUND FLOOR PLAN
TP102	PROPOSED FIRST FLOOR PLAN
TP103	PROPOSED ROOF PLAN
TP201	PROPOSED ELEVATIONS SHEET 1
TP202	PROPOSED ELEVATIONS SHEET 2
TP203	PROPOSED FENCE ELEVATIONS
TP300	PROPOSED SECTIONS
TP400	TYPICAL SIGNAGE DETAILS
TP500	RENDERS SHEET 1
TP501	RENDERS SHEET 2
TP502	RENDERS SHEET 3



LOCATIONS IN PROXIMITY TO SITE

10.00 M	↘	MEADOW HEIGHTS SHOPPING CENTRE
65.00 M	→	MEADOW HEIGHTS PRIMARY SCHOOL
130.0 M	←	COMMUNITY KIDS ELC MEADOW HEIGHTS
240.0 M	↗	TARCOLA PRESCHOOL
265.0 M	↓	UNITED ISLAMIC CULTURAL CENTRE OF AUSTRALIA
400.0 M	←	BROADMEADOWS VALLEY PARK PLAYGROUND
01.05 KM	↓	BETHAL PRIMARY SCHOOL
01.25 KM	↘	COOLAROO STATION
01.75 KM	↗	ROXBURGH PARK STATION
02.10 KM	↖	ROXBURGH COLLEGE
02.10 KM	↖	GREENVALE RESEVOIR
02.60 KM	←	GREENVALE SECONDARY COLLEGE
06.70 KM	←	MELBOURNE AIRPORT
19.00 KM	↓	MELBOURNE CBD

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

A - SUBJECT SITE

B - MEADOW HEIGHTS SHOPPING CENTRE

C - MEADOW HEIGHTS PRIMARY SCHOOL

[redacted]

PROJECT

MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE

SITE ANALYSIS

STATUS

TOWN PLANNING

SCALE	DRAWN
As indicated @ A1	MN / FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP001

67 PARINGA BLVD, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLING

4 McNICOL CL, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLING

35 HUDSON CCT, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLING

1-2 2 McNICOL CL, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLINGS

46-62 PARINGA BLVD, MEADOW HEIGHTS
MEADOW HEIGHTS PRIMARY SCHOOL

PARINGA BOULEVARD

HUDSON CIRCUIT

GROUND LEVEL OUTDOOR PLAY AREA

LEVEL 1 OUTDOOR PLAY AREA

PROPOSED CHILDCARE CENTRE

PROPOSED SWIM SCHOOL / MIXED USE

EXISTING CARPARK

CONCRETE FOOTPATH

BUS STOP

PROPOSED CROSSOVER AND ACCESS WAY INTO CARPARK TO BE CONSTRUCTED TO THE SATISFACTOTION OF THE RESPONSIBLE AUTHORITY

PROPOSED CROSSOVER (ENTRY / EXIT)

TITLE BOUNDARY 54° 00' 00" 102.58 m

END SPACE TO BE LINE MARKED AS NO PARKING OR FOR TROLLY BAY AS REQUIRED

NO ENTRY SIGNAGE TO BE ERECTED

REDUNDANT TWO WAY LINE MARKING TO BE REMOVED

PROPOSED LINE MARKING TYPICAL

EXISTING AREA OF CARPARK TO BE REINSTATED AS LANDSCAPING

EXTENT OF MODIFICATIONS TO CARPARK (REFER TO SITE PLAN FOR FURTHER INFORMATION)

ADDITIONAL 2 X PARKING SPACES SUBJECT TO ACCESS WAY BEING REMOVED

EXISTING X-OVER TO PARINGA BLVD (ENTRY / EXIT)

EXISTING CROSS-OVER AND ACCESSWAY TO BE REMOVED AND REPLACED TO MATCH EXISTING NATURE STRIP AND PEDESTRIAN FOOTPATH, PER COUNCIL'S AND/OR THE APPLICABLE REQUIREMENTS.

TITLE BOUNDARY 128° 35' 20" 70.52 m

LANDSCAPE

ALLOW FOR PEDESTRIAN PATH CONNECTION TO SHOPPING CENTRE

EXISTING DDA SPACES PROPOSED TO BE REMOVED ARE TO BE TO BE REPLACED

EXISTING LAYBACK KERB TO BE REINSTATED WITH BARRIER KERB

EXISTING ACCESS TO BE REMOVED AND PEDESTRIAN AREA EXPANDED

EXISTING LAYBACK KERB TO BE REINSTATED WITH BARRIER KERB

AREA ANALYSIS

SUBJECT SITE	27310 m²
OVERALL NUMBER OF CHILDREN	108
BUILDING FOOTPRINT	1114 m²
PERMEABLE AREA	371.7 m²
IMPERMEABLE AREA	1418.3 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
	GL (CHILDCARE)	467 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 3	BELOW 3 YEARS	20	GL (CHILDCARE)	66 m²
ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
- EXTENT OF VEGETATION AND TREES TO BE CONFIRMED AND READ INCONJUNCTION WITH ARBORIST REPORT.
- EXTENT AND LOCATION OF SUB-DIVISION LINE/BOUNDARY TO BE CONFIRMED BY CLIENT AND/OR OPERATOR.
- EXTENT OF RETAINING WALL AT THE BOUNDARIES TO BE CONFIRMED AND/ADVISED BY CLIENT AND/OR CIVIL.
- REFER TO LANDSCAPE PLAN PROVIDED FOR ALL LANDSCAPING DETAILS
- TO BE READ IN CONJUCTION WITH PLANS PROVIDED BY SELECT ARCHITECTS FOR FURTHER DETAILS

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06
TP3	REVISED AS PER TRAFFIC, ESD AND LANDSCAPE COMMENTS	LY	CS	2025.09.29

[redacted]

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
PROPOSED SITE PLAN

STATUS
TOWN PLANNING

SCALE	DRAWN
As indicated @ A1	MN / FP
DATE	JOB #
2025.09.29	1312
REVISION	DRAWING #
TP3	TP002

SMP NOTES:

MANAGEMENT
- 80% OF ALL CONSTRUCTION AND DEMOLITION WASTE TO BE DIVERTED FROM LANDFILL
- SEPARATE UTILITY METER FOR EACH TENANCY

WATER EFFICIENCY
- MINIMUM WELS RATING OF FITTINGS AND FIXTURES: 4 STAR TOILETS / 5 STAR TAPS / 4 STAR (6.0-7.5 L/MIN) SHOWERHEAD AND 5 STAR DISHWASHER
- 15,000L TANK FOR CHILDCARE AND 8,000L TANK FOR SWIM SCHOOL COLLECTING WATER FROM PART OF THE ROOF OF EACH UNIT – WATER TO BE USED FOR TOILET FLUSHING

ENERGY EFFICIENCY
- NCC 2022 SECTION J COMMITMENT TO MEET REQUIREMENT
- ILLUMINATION POWER DENSITIES TO MEET NCC 2022 SECTION J7D3 REQUIREMENTS
- SENSORS (MOTION, DAYLIGHT, TIMERS) FOR EXTERNAL AND COMMON AREA LIGHTING
- ELECTRIC SYSTEM CHOSEN WITHIN ONE STAR OF THE BEST AVAILABLE PRODUCT IN THE RANGE AT THE TIME OF PURCHASE OR 15% MOST EFFICIENT AVAILABLE PRODUCTS IF NO STAR RATING IS AVAILABLE
- HVAC SYSTEM CHOSEN WITHIN ONE STAR OF THE BEST AVAILABLE PRODUCT IN THE RANGE AT THE TIME OF PURCHASE OR 15% MOST EFFICIENT AVAILABLE PRODUCTS IF NO STAR RATING IS AVAILABLE
- 3KW SOLAR PV ON EACH TENANCY

STORMWATER
- 15,000L TANK FOR CHILDCARE AND 8,000L TANK FOR SWIM SCHOOL COLLECTING WATER FROM PART OF THE ROOF OF EACH UNIT - WATER TO BE USED FOR TOILET FLUSHING

IEQ
- MECHANICAL VENTILATION TO PROVIDE FRESH AIR RATES 75% HIGHER THAN MINIMUM FROM AS1668
- ALL PAINT, ADHESIVES, SEALANTS AND FLOORING TO BE LOW VOC – REFER TO APPENDIX 2 OF STORMWATER MANAGEMENT PLAN FOR LIMITS
- ALL ENGINEERED WOOD WILL BE LOW FORMALDEHYDE WITH E0 OR BETTER CERTIFICATION
- GLAZING WITH VLT TARGETING 40% VLT OR MORE

TRANSPORT
- BIKE SPACES FOR STAFF AND VISITORS WITH 50% INCREASE ON MIN. STATUTORY REQUIREMENTS OR MINIMUM 2 SPACES FOR STAFF AND 1 FOR VISITORS IF THERE IS NO MIN. REQUIREMENT.
- EV CHARGING INFRASTRUCTURE PROVISION (LEVEL 2 – 32A 7KW)

WASTE
- 2-BIN SYSTEM (RUBBISH, RECYCLING)

URBAN ECOLOGY
- LIGHT TO MEDIUM-COLOURED ROOF

MATERIALS
- TIMBER FRAMING IF USED TO BE CERTIFIED PEFC, AFS OR FSC – NO RAINFOREST TIMBER TO BE USED
- STEEL TO BE SOURCED FROM STEEL MAKER WITH ISO 14001 FACILITY A MEMBER OF THE WORLD STEEL ASSOCIATION'S (WSA) CLIMATE ACTION PROGRAM (CAP)
- CARPET AND UNDERLAY WITH THIRD-PARTY SUSTAINABLE CERTIFICATION (GECA, CARPET INSTITUTE ECS ETC.)

AREA ANALYSIS

SUBJECT SITE	**27310 m²**
OVERALL NUMBER OF CHILDREN	**108**
BUILDING FOOTPRINT	1114 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
	GL (CHILDCARE)	467 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 3	BELOW 3 YEARS	20	GL (CHILDCARE)	66 m²
ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
- EXTENT OF VEGETATION AND TREES TO BE CONFIRMED AND READ INCONJUNCTION WITH ARBORIST REPORT.
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TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06
TP3	REVISED AS PER TRAFFIC, ESD AND LANDSCAPE COMMENTS	LY	CS	2025.09.29

PROJECT

MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE

PROPOSED GROUND FLOOR PLAN

STATUS

TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	**JOB #**
2025.09.29	1312
REVISION	**DRAWING #**
TP3	TP101

AREA ANALYSIS

SUBJECT SITE	27310 m²
OVERALL NUMBER OF CHILDREN	108
BUILDING FOOTPRINT	1114 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
	GL (CHILDCARE)	467 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 3	BELOW 3 YEARS	20	GL (CHILDCARE)	66 m²
ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
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TP3	REVISED AS PER TRAFFIC, ESD AND LANDSCAPE COMMENTS	LY	CS	2025.09.29

[redacted]

PROJECT

MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE

PROPOSED FIRST FLOOR PLAN

STATUS

TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.09.29	1312
REVISION	DRAWING #
TP3	TP102

PARINGA BOULEVARD

HUDSON CIRCUIT

EXISTING X-OVER TO PARINGA BLVD (ENTRY / EXIT)

CONCRETE FOOTPATH

PEDESTRIAN PATH

TITLE BOUNDARY 99° 01' 00" 5.65 m

TITLE BOUNDARY 128° 35' 20" 70.52 m

TITLE BOUNDARY 54° 00' 00" 102.56 m

LANDSCAPE BELOW

STAIRS BELOW

ALLOW FOR 1800MM HIGH BALUSTRADE TO FIRST FLOOR OUTDOOR PLAY AREA

GROUND FLOOR OUTDOOR PLAY AREA BELOW

FIRST FLOOR OUTDOOR PLAY AREA BELOW

CANOPY ROOF BELOW

PARAPET BELOW

CANOPY ROOF

CANOPY PARAPET

CANOPY BOX GUTTER

PARAPET

BOX GUTTER

EAVES GUTTER

ROOF

ROOF BELOW

BOX GUTTER BELOW

PARAPET BELOW

LIFT OVERRUN

PATHWAY BELOW

BUS STOP

SIGN

2.0°

15.0°

1 TP300

2 TP300

3 TP300

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EXISTING CARPARK TO REMAIN BELOW

AREA ANALYSIS

SUBJECT SITE	27310 m²
OVERALL NUMBER OF CHILDREN	108
BUILDING FOOTPRINT	1114 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
	GL (CHILDCARE)	467 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
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ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
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TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

PROJECT

MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

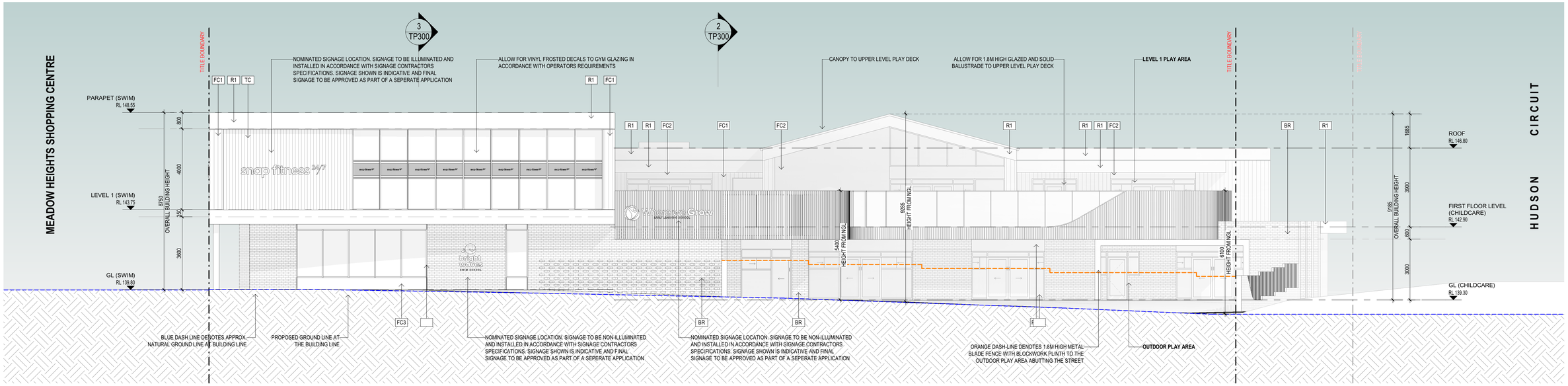
TITLE

PROPOSED ROOF PLAN

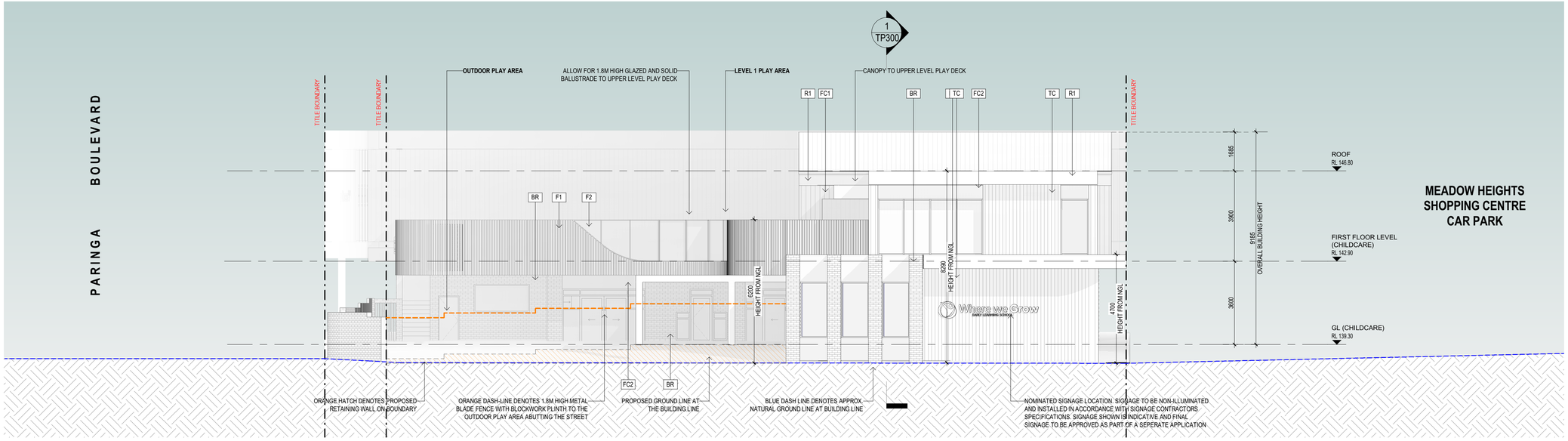
STATUS

TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP103



1 TP201 NORTH-EAST ELEVATION (PARINGA BOULEVARD)
SCALE 1 : 100



2 TP201 NORTH-WEST ELEVATION (HUDSON CIRCUIT)
SCALE 1 : 100

MATERIAL SCHEDULE

- BR — **BRICK FINISH** — COLOUR_AUSTRAL "INDUSTRIAL IRON" OR SIMILAR
- R1 — **RENDER FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- TC — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** — WITH HORIZONTAL EMPHASIS — COLOUR_DULUX 'CABINET BLUE' OR SIMILAR
- FC1 — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** — WITH VERTICAL EMPHASIS — COLOUR_'WHITE' OR SIMILAR
- FC2 — **F.C. SHEETING WITH SELECTED PAINT FINISH 2** — COLOUR_COLORBOND 'PALE EUCALPT' OR SIMILAR
- FC3 — **F.C. SHEETING WITH SELECTED PAINT FINISH 3** — COLOUR_COLORBOND 'NIGHT SKY' OR SIMILAR
- RF — **ROOF SHEETING FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- GL1 — **GLAZED WINDOW** — FINISH_CLEAR
- OP — **GLAZED WINDOW** — FINISH_OPAQUE

FENCES & BALUSTRADES MATERIAL SCHEDULE

- F1 — **FENCE 1** — NON CLIMBABLE TIMBER LOOK BATTEN BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F2 — **FENCE 2** — NON CLIMBABLE GLAZED BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F3 — **FENCE 3** — NON CLIMBABLE METAL SLAT FENCE WITH BLOCKWORK PLINTH - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.

NOTE

TO BE READ IN CONJUNCTION WITH CONSULTANTS REPORTS

NOTE

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REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

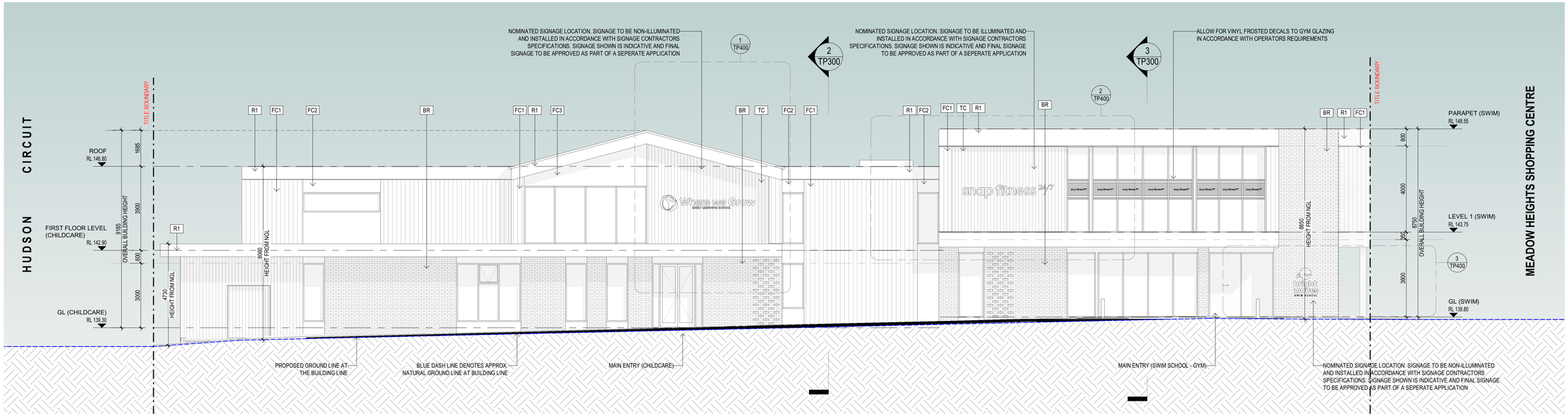
[redacted]

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

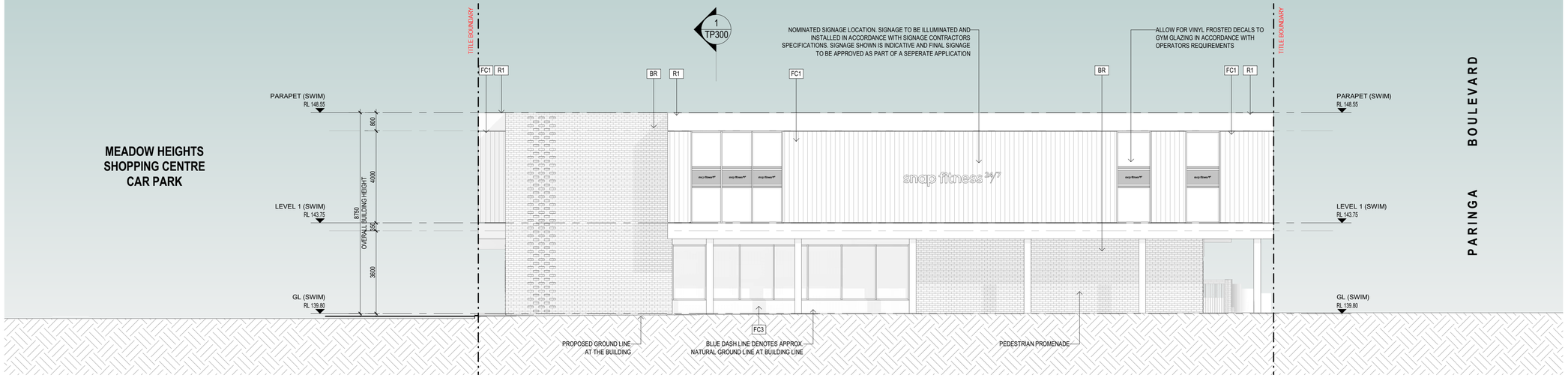
TITLE
PROPOSED ELEVATIONS
SHEET 1

STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP201



1 TP202 SOUTH-WEST ELEVATION
SCALE 1 : 100



2 TP202 SOUTH-EAST ELEVATION
SCALE 1 : 100

MATERIAL SCHEDULE

- BR — **BRICK FINISH** — COLOUR_AUSTRAL "INDUSTRIAL IRON" OR SIMILAR
- R1 — **RENDER FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- TC — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** WITH HORIZONTAL EMPHASIS — COLOUR_DULUX 'CABINET BLUE' OR SIMILAR
- FC1 — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** WITH VERTICAL EMPHASIS — COLOUR_'WHITE' OR SIMILAR
- FC2 — **F.C. SHEETING WITH SELECTED PAINT FINISH 2** — COLOUR_COLORBOND 'PALE EUCALPT' OR SIMILAR
- FC3 — **F.C. SHEETING WITH SELECTED PAINT FINISH 3** — COLOUR_COLORBOND 'NIGHT SKY' OR SIMILAR
- RF — **ROOF SHEETING FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- GL1 — **GLAZED WINDOW** FINISH_CLEAR
- OP — **GLAZED WINDOW** FINISH_OPAQUE

FENCES & BALUSTRADES MATERIAL SCHEDULE

- F1 — **FENCE 1** NON CLIMBABLE TIMBER LOOK BATTEN BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F2 — **FENCE 2** NON CLIMBABLE GLAZED BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F3 — **FENCE 3** NON CLIMBABLE METAL SLAT FENCE WITH BLOCKWORK PLINTH - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.

NOTE

TO BE READ IN CONJUNCTION WITH CONSULTANTS REPORTS

NOTE

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REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

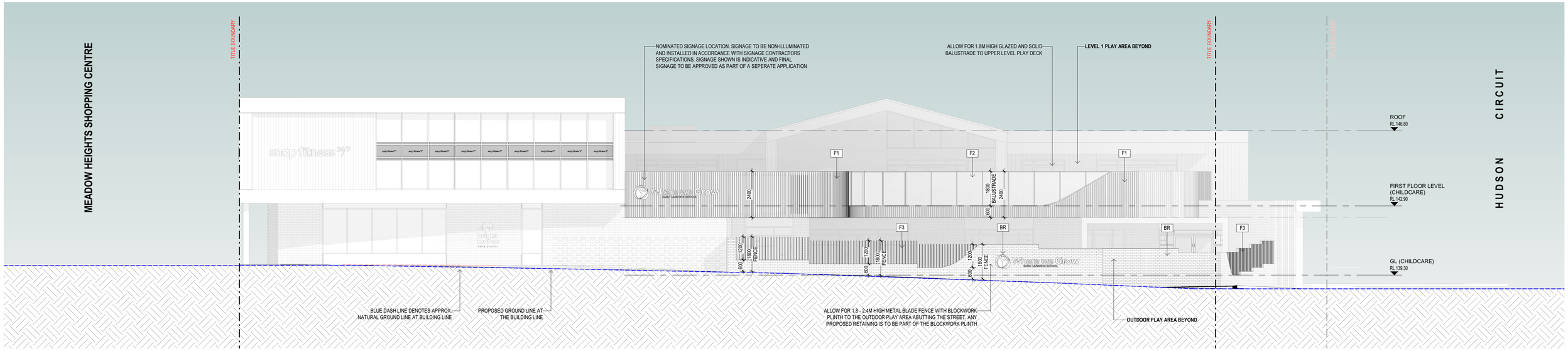
[redacted]

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

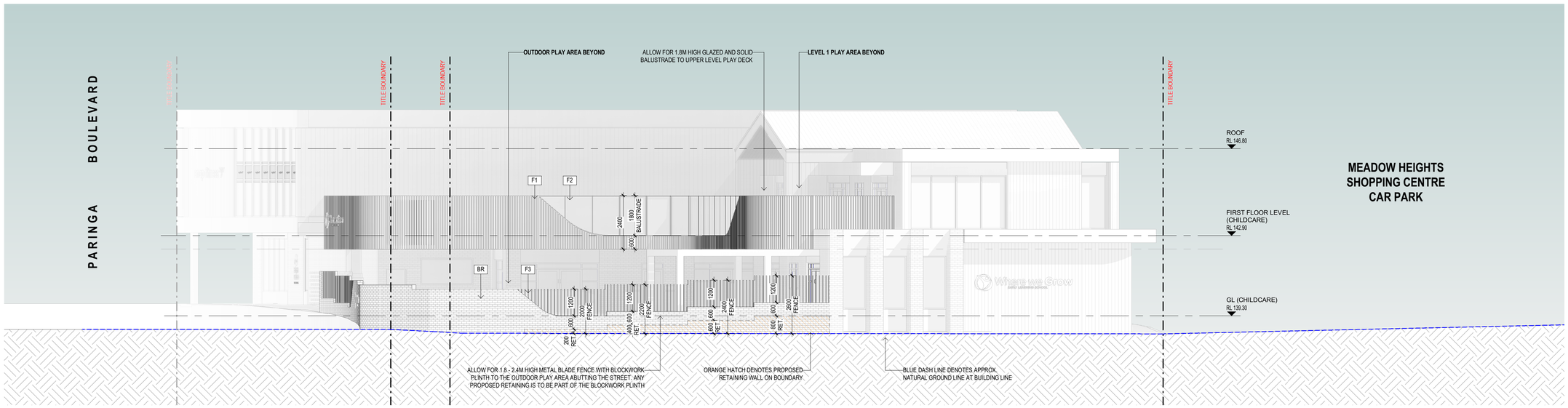
TITLE
PROPOSED ELEVATIONS
SHEET 2

STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP202



1 TP203 NORTH-EAST FENCE ELEVATION
SCALE 1 : 100



2 TP203 NORTH-WEST FENCE ELEVATION
SCALE 1 : 100

MATERIAL SCHEDULE

- BR — **BRICK FINISH** — COLOUR_AUSTRAL "INDUSTRIAL IRON" OR SIMILAR
- R1 — **RENDER FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- TC — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** WITH HORIZONTAL EMPHASIS — COLOUR_DULUX 'CABINET BLUE' OR SIMILAR
- FC1 — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** WITH VERTICAL EMPHASIS — COLOUR_'WHITE' OR SIMILAR
- FC2 — **F.C. SHEETING WITH SELECTED PAINT FINISH 2** — COLOUR_COLORBOND 'PALE EUCALPT' OR SIMILAR
- FC3 — **F.C. SHEETING WITH SELECTED PAINT FINISH 3** — COLOUR_COLORBOND 'NIGHT SKY' OR SIMILAR
- RF — **ROOF SHEETING FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- GL1 — **GLAZED WINDOW** FINISH_CLEAR
- OP — **GLAZED WINDOW** FINISH_OPAQUE

FENCES & BALUSTRADES MATERIAL SCHEDULE

- F1 — **FENCE 1** — NON CLIMBABLE TIMBER LOOK BATTEN BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F2 — **FENCE 2** — NON CLIMBABLE GLAZED BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F3 — **FENCE 3** — NON CLIMBABLE METAL SLAT FENCE WITH BLOCKWORK PLINTH - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.

NOTE

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NOTE

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REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

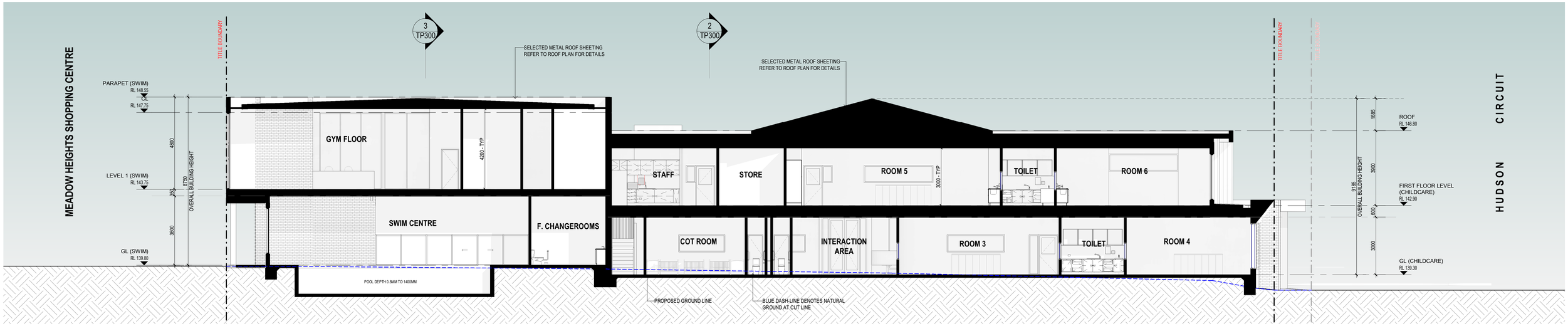
[redacted]

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

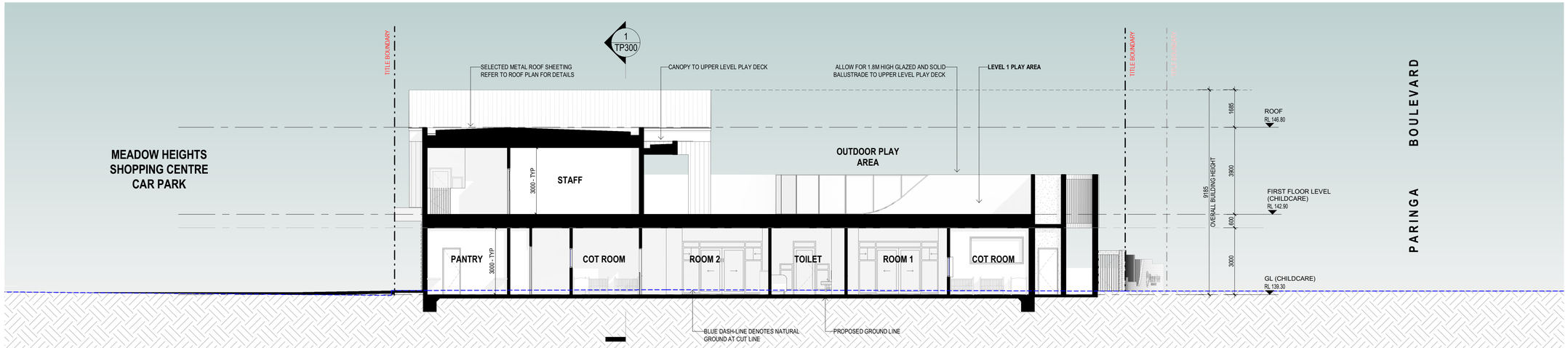
TITLE
PROPOSED FENCE ELEVATIONS

STATUS
TOWN PLANNING

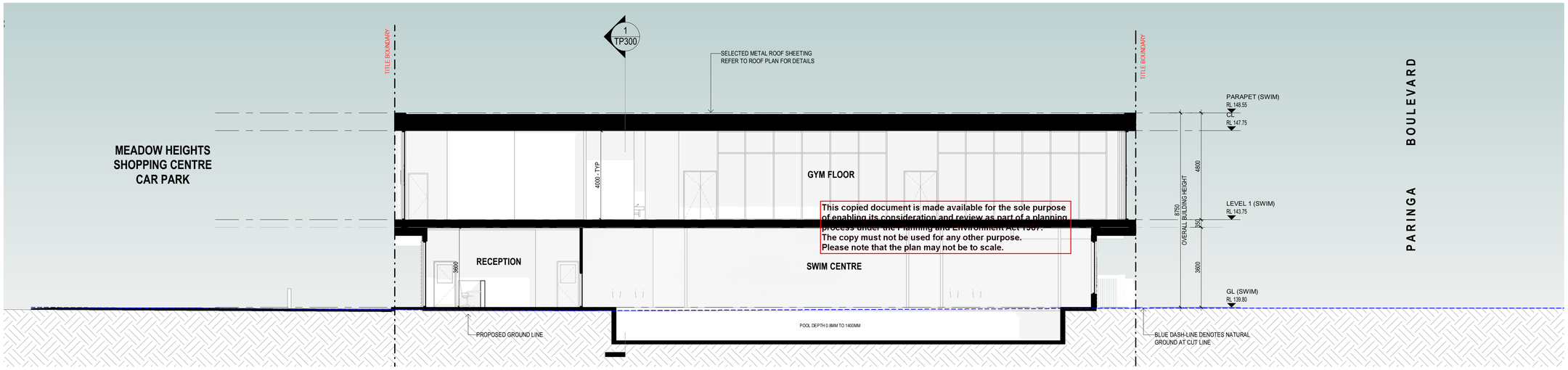
SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP203



1 TP300 SECTION A-A
SCALE 1 : 100



2 TP300 SECTION B-B
SCALE 1 : 100



3 TP300 SECTION C-C
SCALE 1 : 100

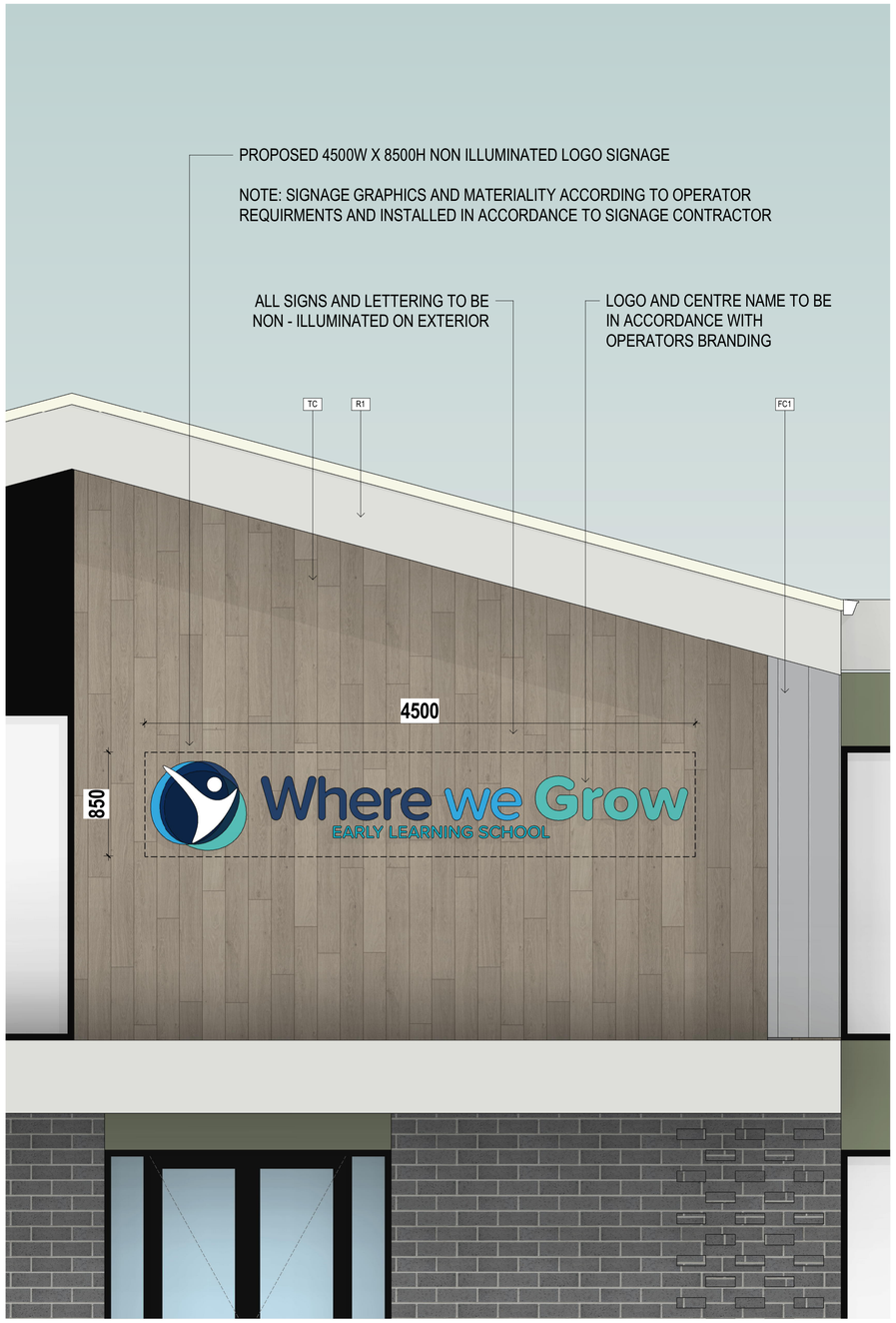
REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
PROPOSED SECTIONS

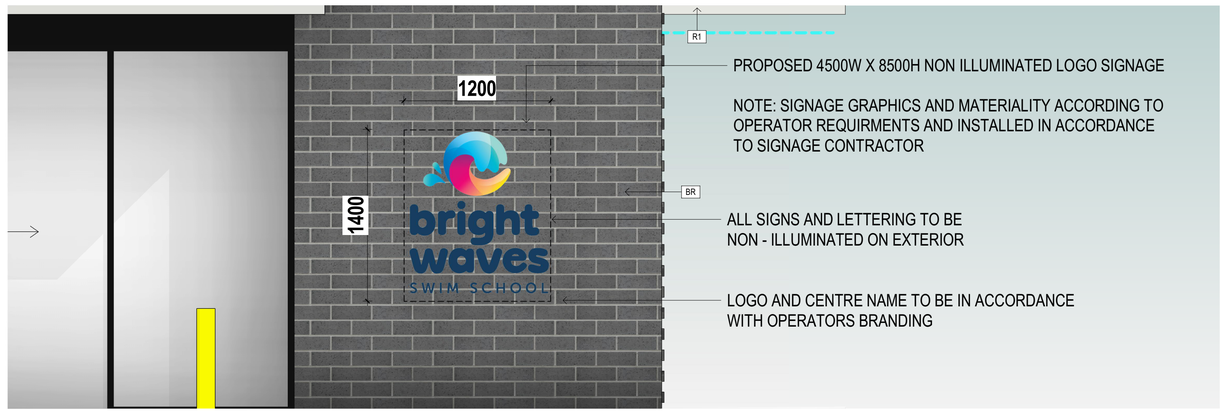
STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP300



1 TP400 TYPICAL SIGNAGE ELEVATION - CHILDCARE CENTRE
SCALE 1 : 25

2 TP400 TYPICAL SIGNAGE ELEVATION - FITNESS CENTRE
SCALE 1 : 25



3 TP400 TYPICAL SIGNAGE ELEVATION - SWIM CENTRE
SCALE 1 : 25

MATERIAL SCHEDULE

- BR — **BRICK FINISH** — COLOUR_AUSTRAL "INDUSTRIAL IRON" OR SIMILAR
- R1 — **RENDER FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- TC — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** — WITH HORIZONTAL EMPHASIS — COLOUR_DULUX 'CABINET BLUE' OR SIMILAR
- FC1 — **F.C. SHEETING WITH SELECTED PAINT FINISH 1** — WITH VERTICAL EMPHASIS — COLOUR_'WHITE' OR SIMILAR
- FC2 — **F.C. SHEETING WITH SELECTED PAINT FINISH 2** — COLOUR_COLORBOND 'PALE EUCALPT' OR SIMILAR
- FC3 — **F.C. SHEETING WITH SELECTED PAINT FINISH 3** — COLOUR_COLORBOND 'NIGHT SKY' OR SIMILAR
- RF — **ROOF SHEETING FINISH** — COLOUR_COLORBOND 'SHALE GREY' OR SIMILAR
- GL1 — **GLAZED WINDOW** — FINISH_CLEAR
- OP — **GLAZED WINDOW** — FINISH_OPAQUE

FENCES & BALUSTRADES MATERIAL SCHEDULE

- F1 — **FENCE 1** — NON CLIMBABLE TIMBER LOOK BATTEN BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F2 — **FENCE 2** — NON CLIMBABLE GLAZED BALUSTRADE - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.
- F3 — **FENCE 3** — NON CLIMBABLE METAL SLAT FENCE WITH BLOCKWORK PLINTH - REFER TO THE PLANS AND FENCE ELEVATIONS FOR HEIGHTS AND LOCATION.

NOTE

TO BE READ IN CONJUNCTION WITH CONSULTANTS REPORTS

NOTE

TOWN PLANNING DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
TYPICAL SIGNAGE DETAILS

STATUS
TOWN PLANNING

SCALE	DRAWN
As indicated @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP400

PERSPECTIVE FROM HUDSON CIRCUIT / PARINGA BOULEVARD
VIEW FROM NORTH

ARTIST CONCEPTUAL RENDERING

PHOTOGRAPHS, ILLUSTRATIONS AND ARTISTS IMPRESSIONS DEPICTING PARKS, LANDSCAPING, INTERIORS, EXTERIORS, AND VIEWS ARE INTENDED AS A GUIDE ONLY AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
RENDERS SHEET 1

STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	FP
DATE	**JOB #**
2025.06.06	1312
REVISION	**DRAWING #**
TP2	TP500

PARINGA BOULEVARD STREETSCAPE
VIEW FROM NORTH-EAST

HUDSON CIRCUIT STREETSCAPE
VIEW FROM NORTH-WEST

ARTIST CONCEPTUAL RENDERING

PHOTOGRAPHS, ILLUSTRATIONS AND ARTISTS IMPRESSIONS DEPICTING PARKS, LANDSCAPING, INTERIORS, EXTERIORS, AND VIEWS ARE INTENDED AS A GUIDE ONLY AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
RENDERS SHEET 2

STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP501

PERSPECTIVE FROM MEADOW HEIGHTS SHOPPING CENTRE CAR PARK
VIEW FROM SOUTH-WEST

CHILDCARE CENTRE - PERSPECTIVE FROM HUDSON CIRCUIT
VIEW FROM WEST

ARTIST CONCEPTUAL RENDERING

PHOTOGRAPHS, ILLUSTRATIONS AND ARTISTS IMPRESSIONS DEPICTING PARKS, LANDSCAPING, INTERIORS, EXTERIORS, AND VIEWS ARE INTENDED AS A GUIDE ONLY AND ARE SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
RENDERS SHEET 3

STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP502

55-63 Paringa Boulevard ,Meadow Heights

[redacted]

SEPTEMBER 2025

Drawing List

Sheet No.	Sheet Name	Size	Rev. No.	Rev. Date	Project No.	Project Name
LC01	Site Landscape Plan	ISO A1	0	0	3008	55-63 Paringa Boulevard ,Meadow Heights
LC02	Ground Floor Landscape Plan	ISO A1	0	0	3008	55-63 Paringa Boulevard ,Meadow Heights
LC03	First Floor Landscape Plan	ISO A1	0	0	3008	55-63 Paringa Boulevard ,Meadow Heights
LC04	Plant List & Images	ISO A1	0	0	3008	55-63 Paringa Boulevard ,Meadow Heights

[redacted]

LEGEND

- E04 — Existing Tree To Be Retained
  NRZ Orange
  SRZ Pink
- Proposed Planting, refer to plant list
- Floor/Structure Above
- Title Boundary
- RL 139.80 — Proposed Level
- Mulched And Irrigated Garden Bed
- Lawn (Nature Strip)
- Asphalt
- Coloured Concrete Paving
- Coloured Artifical Turf
- Shade Sails

GENERAL NOTES

1. Town Planning Landscape Notes - General Construction

1. These notes are to read as a general guide for implementation of the landscape plan. This drawing is not for construction and is to be used for Town Planning purposes only. This final locations of all services and other assets may not be known at the town planning stage and the landscape plan may need to be revised to respond to building permit civil and architectural plans.

2. Demolition: Vegetation to be removed shall be mulched for re-use on the site. Strip and stockpile existing site topsoil priort to building works commencing and re-use in the landscape.

3. Pavement: Consider using recycled concrete aggregate for sub grade material. Drain pavements to garden beds (install sub surface drains in garden beds in poor draining soils where logical.

4. Weed Control: All areas shown on the drawings as mulched planting bed, grassed areas and trees in grassed areas shall include a weed eradication programme using an approved non-residual contact herbicide (Glysophosphate) following the manufacturers specifications. Leave sprayed areas for a period of 10 days prior to disturbance and repeat for any weeds still alive.

5. Landscape Set Out: Install edging (Steel or Timber) between all lawn areas and garden beds - type and location or as shown in the drawings. The contractor is solely responsible for locating, avoiding and protection of all services on and associated with the site. Before you dig - Telephone No; 1100

6. Sub-soil Preparation for Planting:
Sub-surface Drainage: Install sub-surface drainage which discharges to stormwater or soakage pirs for any garden bed or grassed area that is poorly drained.
Sub-soil Ripping: For garden bed areas and advanced trees, rip to depths shown in the planting details. Mark location of all underground services prior to commencing ripping operations. If not shown minmum ripping to 200mm depth or contact Landscape Architect
Sub-soil Additives: Contact your local nursery to obtain advice on additives to adjust the pH level to the desired range of pH 5.5 to 7.0. Some plants tolerate high or low pH levels. If soil is heavy yellow clay, add gypsum at the rate of 1.5 - 2kg/m2 for garden beds and 1.5 kg/m2 for lawns. In very dry or hydrophobic soils a soil wetting agent shall be added.
Rotary Cultivation: After application of soil additives, cultivate plant bed and lawn areas to depths shown on planting plan so as to eliminate compaction and to mix sub-soil and soil additives.

7. Topsoiling:
Supply: Stire stripped topsoil shall be used where possible and improved so as to meet the specifications for imported topsoil blends in AS 4419-2018. All topsoil to meet this standard.
Installation: Spread topsoil as per detailed drawing.

8. Mulching:
Supply: Wood to AS 4454-2012 or inorganic as per drawings or inflammable when BMO.
Installation: Spread over all garden beds to max consoildated depth as per detail.

9. Planting of Mulched Beds & Advanced Trees.
Supply: Trees to comply with Natspec Puchasing of Landscape Trees - A Field Guide to Assessing Tree Quality and comply with Australian Standard AS 2303-2018 - Tree Stock for Landscape Use;

Shrubs shall demostrate a large, well developed and healthy fibrous roots with repeated and sequential division and no evidence of root curl, restriction or damage.
Installation: Set out plants in accordance with the drawings. Water plants prior to planting and when planted at a rate of: Tubes & 140mm pots > 5 lt; 200- 300mm pots >10 lt; 300mm + >30 Lt. Climbers require a wire of trellis climbing frame.
Planting of Grassed Areas:
Supply: Install low water use grass such as Palmetto or Sir Walter Buffalo. Use NPK 10:4:6 + trace elements lawn starter.
Installation: Following preparation and topsoiling, re-grade to provide smooth contours and to eliminate soil clods. Apply turf roll as per manufacturers instructions. Keep continually moist until established. All tree stock used must be in accordance with AS2303-2015 Tree stock for Landscape Use.

10. Irrigation: Install a programmable sub-surface drip irrigation system activated by a soil moisture probe to all mulched garden beds areas and for trees in pavement, designed, installed and supplied to the relevant Australian Standards and Codes and used in accordance with current water restrictions. If grassed areas are to be irrigated, they shall be on separate zones to the mulched beds and preferably sub-surface drip. Water efficient irrigation system connected to rainwater tanks.

1 **Site Landscape Plan**
Scale: 1:150

0 5 8 10 13 15 m

FOR TOWN PLANNING ONLY - 16/9/2025

ISSUE	DATE	REVISION	REVISION DESCRIPTION	DATE
PROJECT	55-63 Paringa Boulevard ,Meadow Heights			PROJECT # 3008
SHEET	Site Landscape Plan	DRAWN	NF	SHEET # LC01
		CHKD	RPM	

PARINGA BOULEVARD

HUDSON CIRCUIT

EXISTING CROSS-OVER AND ACCESSWAY TO BE REMOVED AND REPLACED TO MATCH EXISTING NATURE STRIP AND PEDESTRIAN FOOTPATH, PER COUNCIL'S AND/OR THE APPLICABLE REQUIREMENTS.

EXISTING X-OVER TO PARINGA BLVD (ENTRY / EXIT)

NOMINATED SIGNAGE LOCATION. SIGNAGE TO BE NON-ILLUMINATED AND INSTALLED IN ACCORDANCE WITH SIGNAGE CONTRACTORS SPECIFICATIONS. SIGNAGE SHOWN IS INDICATIVE AND FINAL SIGNAGE TO BE APPROVED AS PART OF A SEPERATE APPLICATION

NOMINATED SIGNAGE LOCATION. SIGNAGE TO BE NON-ILLUMINATED AND INSTALLED IN ACCORDANCE WITH SIGNAGE CONTRACTORS SPECIFICATIONS. SIGNAGE SHOWN IS INDICATIVE AND FINAL SIGNAGE TO BE APPROVED AS PART OF A SEPERATE APPLICATION

ALLOW FOR GATE FITTED WITH '003' KEYED LOCKS FOR EGRESS. GATE TO BE CLOSED AT ALL TIMES OTHER THAN FOR MAINTAINANCE AND EGRESS USE.

ALLOW FOR 1800MM HIGH BRICK AND TIMBER BATTEN FENCE ON BOUNDARY

ALLOW FOR 1800MM HIGH BRICK FENCE ON BOUNDARY

TITLE BOUNDARY 99° 01' 00" 5.66 m

PEDESTRIAN PATH

TITLE BOUNDARY 128° 35' 20" 70.52 m

NO FENCE ON BOUNDARY

PEDESTRIAN PATH

ALLOW FOR 1800MM HIGH BRICK AND TIMBER BATTEN FENCE ON BOUNDARY

TITLE BOUNDARY 54° 00' 00" 102.56 m

NO FENCE ON BOUNDARY

NOMINATED SIGNAGE LOCATION. SIGNAGE TO BE NON-ILLUMINATED AND INSTALLED IN ACCORDANCE WITH SIGNAGE CONTRACTORS SPECIFICATIONS. SIGNAGE SHOWN IS INDICATIVE AND FINAL SIGNAGE TO BE APPROVED AS PART OF A SEPERATE APPLICATION

OUTDOOR PLAY AREA

SANDPIT

DASHED LINE DENOTES EXTENT OF FIRST FLOOR ABOVE

CHILDCARE CENTRE

ROOM 1 42 m² 12 CHILDREN BELOW 3 YEARS

ROOM 2 42 m² 12 CHILDREN BELOW 3 YEARS

ROOM 3 66 m² 20 CHILDREN BELOW 3 YEARS

ROOM 4 65 m² 20 CHILDREN BELOW 3 YEARS

INTERACTION AREA 33 m²

COT ROOM 9 m² ×2

COT ROOM 15 m²

STORAGE 8 m²

TOILET 13 m²

PREP ROOM 10 m²

TOILET 16 m²

PREP ROOM 10 m²

MOB LOCKERS 3x4 (12)

MOB LOCKERS 3x7 (21)

ENTRY 16 m² FL 139.30

RECEPTION 8 m²

OFFICE 9 m²

MEETING ROOM 9 m²

DDA

LAUNDRY 13 m²

SERVICE YARD 15 m²

KITCHEN 24 m²

PANTRY 6 m²

SERVICES

LIFT

PUMP ROOM 14 m²

M. CHANGEROOMS 37 m²

F. CHANGEROOMS 37 m²

SWIMMING POOL 20.0m X 10.0m X 0.8-1.2m

SWIM SCHOOL

BENCH SEAT. ALLOW FOR POOL COVER UNDER SEAT

UNDERCOVER PROMENADE

DDA 5 m²

STAFF ROOM 21 m²

OFFICE 11 m²

ENTRY FOYER

RECEPTION

LOBBY 18 m² FL 139.80

AUTO.SLIDERS

LIFT

FIRE STAIR

WALKPATH

EXISTING CARPARK

(REFER TO TP002 AND TRAFFIC REPORT FOR PROPOSED MODIFICATIONS)

EXTENT OF MODIFICATIONS TO CARPARK (REFER TO SITE PLAN FOR FURTHER INFORMATION)

CP-04 CP-05 CP-06 CP-07 CP-08 CP-09

SHARED ZONE

SHARED ZONE

EXISTING AREA OF CARPARK TO BE REINSTATED AS LANDSCAPING

CARPARK

BUS STOP

SIGN

BOLLARD

RL 139.30

RL 139.43

RL 139.80

3-nBi 15-Ltani 3-Hvm 3-Bsp 13-Cgl 2-Dvg 1-Epau 5-Laha 1-Lem 3-Ths 5-Orev 3-Dvg 3-Rofp 5-So 5-Par 3-Ein 19-Dlo 23-Core 12-Ein 15-Dlo 3-Ein 10-Art 3-Hvm 1-Epau 3-Ein 3-Bsp 4-Ltani 7-Dvg 3-AuEl 8-Wfm 14-Dlo 9-Core 13-Dlo 1-Ulmparb 5-Hvm 15-Dlo 7-Art 3-Ein 9-Core 4-Cgl 3-Ein 7-Art 7-Art 3-Ein ALLOW FOR PEDESTRIAN CONNECTION TO

LEGEND

E04 Existing Tree To Be Retained NRZ Orange SRZ Pink

Proposed Planting, refer to plant list

Floor/Structure Above

Title Boundary

RL 139.80 Proposed Level

Mulched And Irrigated Garden Bed

Lawn (Nature Strip)

Asphalt

Coloured Concrete Paving

Coloured Artifical Turf

Shade Sails

1 Ground Floor Landscape Plan
Scale: 1:100

0 4 7 9 12 m

FOR TOWN PLANNING ONLY - 16/9/2025


PARINGA BOULEVARD
HUDSON CIRCUIT
EXISTING CROSS-OVER AND ACCESSWAY TO BE REMOVED AND REPLACED TO MATCH EXISTING NATURE STRIP AND PEDESTRIAN FOOTPATH, PER COUNCIL'S AND/OR THE APPLICABLE REQUIREMENTS.
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CONCRETE FOOTPATH
TITLE BOUNDARY 128° 35' 20" 70.52 m
TITLE BOUNDARY 99° 01' 00" 5.66 m
TITLE BOUNDARY 54° 00' 00" 102.56 m
OUTDOOR PLAY AREA BELOW
OPEN PERGOLA BELOW
VOID
STAIR
CANOPY ABOVE
RL142.90
MULTI-PURPOSE FITNESS ROOM
MULTI-PURPOSE FITNESS ROOM
GYM FLOOR
FL 143.70
STORE
SHOWER
WC
DDA
SAUNA
RECOVERY ROOM
OFFICE
RECEPTION
LIFT
FIRE STAIR
LANDSCAPE BELOW
FL 142.90
ROOM 6
22 CHILDREN ABOVE 3 YEARS
TOILET
PREP ROOM
ROOM 5
22 CHILDREN ABOVE 3 YEARS
STORE
PLANNING
STAFF
ROOF BELOW
BUS STOP
SIGN
EXISTING CARPARK TO REMAIN BELOW
LEGEND
Existing Tree To Be Retained
NRZ Orange
SRZ Pink
Proposed Planting, refer to plant list
Floor/Structure Above
Title Boundary
Proposed Level
Mulched And Irrigated Garden Bed
Lawn (Nature Strip)
Asphalt
Coloured Concrete Paving
Coloured Artifical Turf
Shade Sails

1 First Floor Landscape Plan
Scale: 1:100

0 4 7 9 12 m

FOR TOWN PLANNING ONLY - 16/9/2025

[redacted]

PLANT LIST

Image	ID	Qty	Common Name	Botanical Name	Scheduled Size	Mature Height	Mature Spread
	Trees						
	nBi	3	Coastal Banksia	Banksia integrifolia	2.0m Ht 45 L	5 - 10m	3.5 - 6m
	Lem	1	Lemon	Citrus limon 'Lisbon'	2.0m Ht 45 L	6m	4.5
	Epau	2	Dwarf Snow Gum	Eucalyptus pauciflora 'Little Snowman'	2.0m Ht 45L	6m	4-5m
	Ulmparb	1	Chinese Elm	Ulmus parvifolia 'Burnley Select'	2.0m Ht 45 L	9 - 15m	6 - 15m
	Shrubs						
	Bsp	6	Banksia Birthday Candles	Banksia spinulosa	200mm Pot	0.9 - 1.5m	0.9 - 1.2m
	Cgl	17	Rock Correa	Correa glabra	200mm Pot	1.5 - 3m	1.2 - 2.0m
	Core	41	Native Fuchsia	Correa reflexa	150mm Pot	1.5 - 1.2m	0.5-1m
	Dvg	12	Wedge-leaf Hop-bush	Dodonaea viscosa	200mm Pot	3.0m	2.0m
	Ein	30	Nodding Saltbush	Einadia nutans	150mm Pot	.5m	1m
	Hvm	11	Native lilac	Hardenbergia violacea 'Meema'	150mm Pot	0.5m	1.2m
	Laha	5	Hidcote Blue English Lavender	Lavandula angustifolia 'Hidcote Blue'	200mm pot	0.45 - 0.6m	0.6 - 0.9m
	Orev	5	Oregano	Origanum vulgare	150mm Pot	0.3m	0.3m
	Par	5	Parsley	Petroselinum crispum	150mm Pot	0.3m	0.3m
	Rofp	3	Prostrate Rosemary	Rosemary officinalis "Prostrate"	150mm pot	.3m	1.5m
	So	5	Sage	Salvia officinalis	150mm Pot	0.35m	0.35m
	Wfm	8	Westringia Mundi	Westringia fruticosa 'WES05'	200mm pot	.5m	.5 - 1.5m
	Ground Covers						
	Grasses						
	Art	68	Renga Renga Lily	Arthropodium cirratum	150mm Pot	.6m	0.6m
	AuEl	3	Australian Feather Grass	Austrostipa elegantissima	150mm Pot	1.2m	1m
	Dlo	76	Blueberry Lily, Blue Flax Lily	Dianella longifolia	150mm Pot	0.75 - 0.9m	0.0 - 0.3m
	Ltani	51	Dwarf mat-rush	Lomandra longifolia 'Tanika'	150mm Pot	0.6m	0.65m
	Climbers						
	Succulent						
	Total	**353**					

PLANT IMAGES

TREES

Banksia integrifolia

Citrus limon 'Lisbon'

Eucalyptus pauciflora 'Little Snowman'

Ulmus parvifolia 'Burnley Select'

FEATURE SHRUBS

Banksia spinulosa

Correa reflexa

Einadia nutans

Hardenbergia violacea 'Meema'

SCREENING SHRUBS

Rosemary officinalis "Prostrate"

Westringia fruticosa 'WES05'

Dodonaea viscosa

Correa glabra

FEATURE GRASSES

Arthropodium cirratum

Austrostipa elegantissima

Dianella longifolia

Lomandra longifolia 'Tanika'

FOR TOWN PLANNING ONLY - 16/9/2025

PROPOSED MIXED USE DEVELOPMENT

PARINGA BLVD / HUDSON CCT, MEADOW HEIGHTS

TRAFFIC IMPACT ASSESSMENT REPORT

[redacted]

[redacted]

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
D01	[redacted]	Project Traffic Engineer	03/06/25	[redacted]	Senior Associate	03/06/25	[redacted]	Senior Associate	03/06/25
F01		Project Traffic Engineer	26/06/25		Senior Associate	27/06/25		Senior Associate	27/06/25
F02		Project Traffic Engineer	30/09/25		Senior Associate	30/09/25		Senior Associate	30/09/25

[redacted]

[redacted]

CONTENTS

LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

[redacted] has been engaged by Meadow Heights Shopping Centre Enterprise to undertake a traffic engineering assessment of the proposed mixed-use development to be located on the vacant lot on the corner of Paringa Boulevard and Hudson Circuit in Meadow Heights.

The following sets out [redacted]'s findings with respect to the traffic engineering matters of the proposal and provides an updated assessment having regard to a number of traffic engineering matters raised by Council in their RFI dated 18th August 2025.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the southern corner of Paringa Boulevard and Hudson Circuit in Meadow Heights. It encompasses the vacant lot within the Meadow Heights Shopping Centre title boundary.

Meadow Heights Shopping Centre provides a variety of stores including an IGA supermarket, chemist, hair / beauty salons, bakeries and other food and beverage tenancies. On-site parking for 232 public car spaces is currently provided for the shopping centre, with access from both Hudson Circuit (at Papworth Place) and Paringa Boulevard. Back of house loading and staff parking is provided on the southern side of the building, with access from Paringa Boulevard.

Surrounding land includes Meadow Heights Primary School on the northern side of Paringa Boulevard, ICMG Meadow Heights Mosque to the southwest as well as other education and community facilities nearby. Other surrounding land is largely residential in nature.

Figure 1 depicts the location of the site with respect to the surrounding road network and land uses. An aerial view of the site is provided in Figure 2.

[redacted]

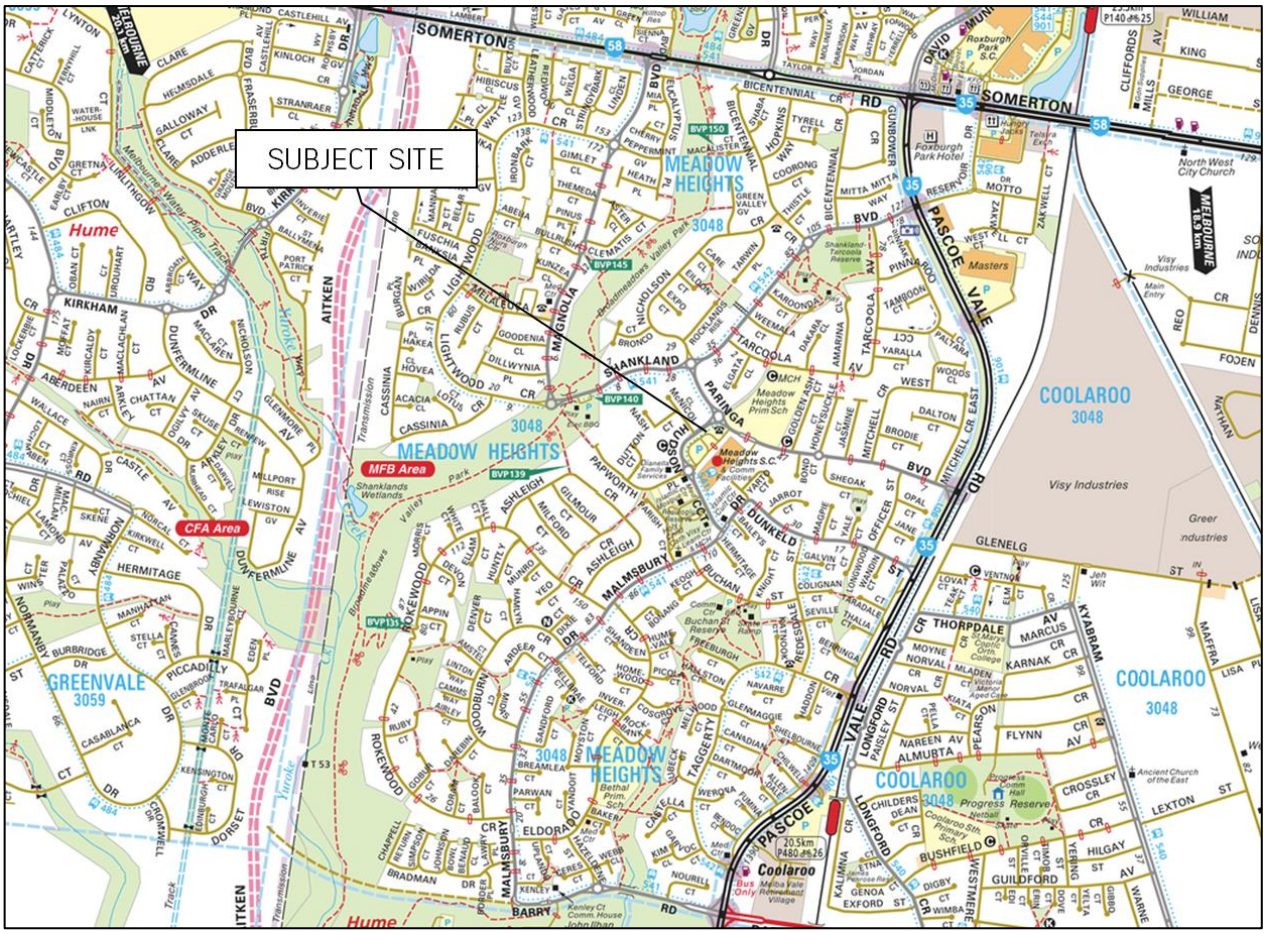


Figure 1 Subject site locality

Figure 2 Aerial view of subject site

2.2 ZONING AND POLICY

The site falls within a Commercial 1 Zone (C1Z) under the Hume Planning Scheme.

Surrounding land includes General Residential Zone (GRZ), Public Use Zone – Education (PUZ2) and Public Park and Recreation Zone (PPRZ), as depicted in Figure 3.

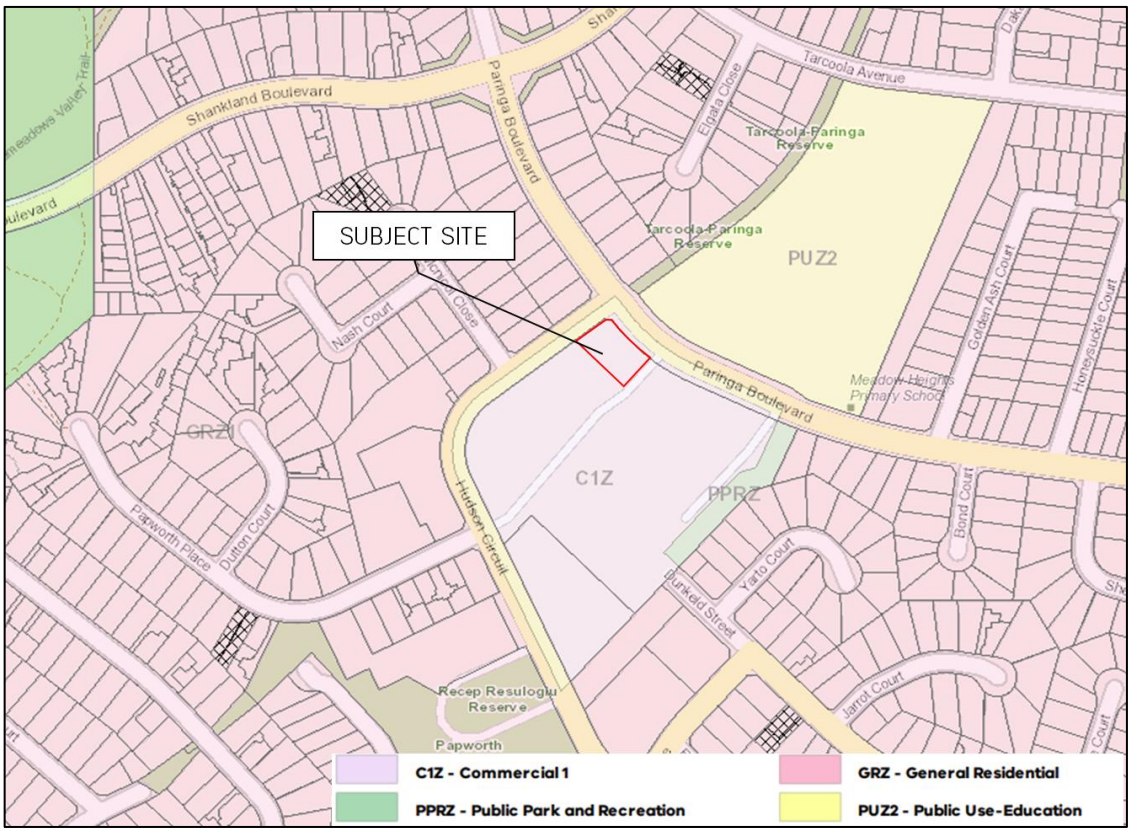


Figure 3 Local planning map

2.3 ROAD NETWORK

2.3.1 PARINGA BOULEVARD

Paringa Boulevard is a Collector road under the care and management of Hume City Council. It extends in a general northwest–southeast alignment between Shankland Boulevard and Pascoe Vale Road.

In the vicinity of the subject site, Paringa Boulevard typically provides one traffic lane and intermitted indented kerbside parallel parking in each direction. At the site's access point, a short right-turn lane on Paringa Boulevard.

Pedestrian footpaths are provided along both sides of the street, with a raised school crossing at the frontage of Meadow Heights Primary School.

On-street parking along Paringa Boulevard in the vicinity of the site is typically unrestricted.

A posted speed limit of 40km/hr applies at all times.

2.3.2 HUDSON CIRCUIT

Hudson Circuit is a Collector road under the care and management of Hume City Council. It extends in a general northeast–southwest alignment at the site frontage before looping south and connecting to Malmsbury Drive.

In the vicinity of the subject site, Hudson Circuit typically provides one traffic lane in each direction. Pedestrian footpaths are provided along both sides of the street.

As a result of the solid centre line marking which applies along the majority of Hudson Circuit between Paringa Boulevard and Papworth Place, there are very limited opportunities for kerbside parking on Hudson Circuit outside of designated Bus Zones.

The default speed limit of 50km/hr applies.

2.3.3 SUSTAINABLE MODES OF TRANSPORT

The subject site is accessible by sustainable transport, with convenient public transport, walking and cycling opportunities provided in the vicinity, as follows:

Public Transport

The site is accessible by public transport, with bus routes operating in the immediate vicinity, as depicted in Figure 4. The nearest bus stops are located at the site frontage on Hudson Circuit providing access to the following bus routes:

- Bus route 541 between Broadmeadows Station – Craigieburn North; and
- Bus route 542 between Roxburgh Park – Pascoe Vale via Meadow Heights, Broadmeadows and Glenroy.

The nearest train station is Coolaroo Station, situated approximately 1.2km south.

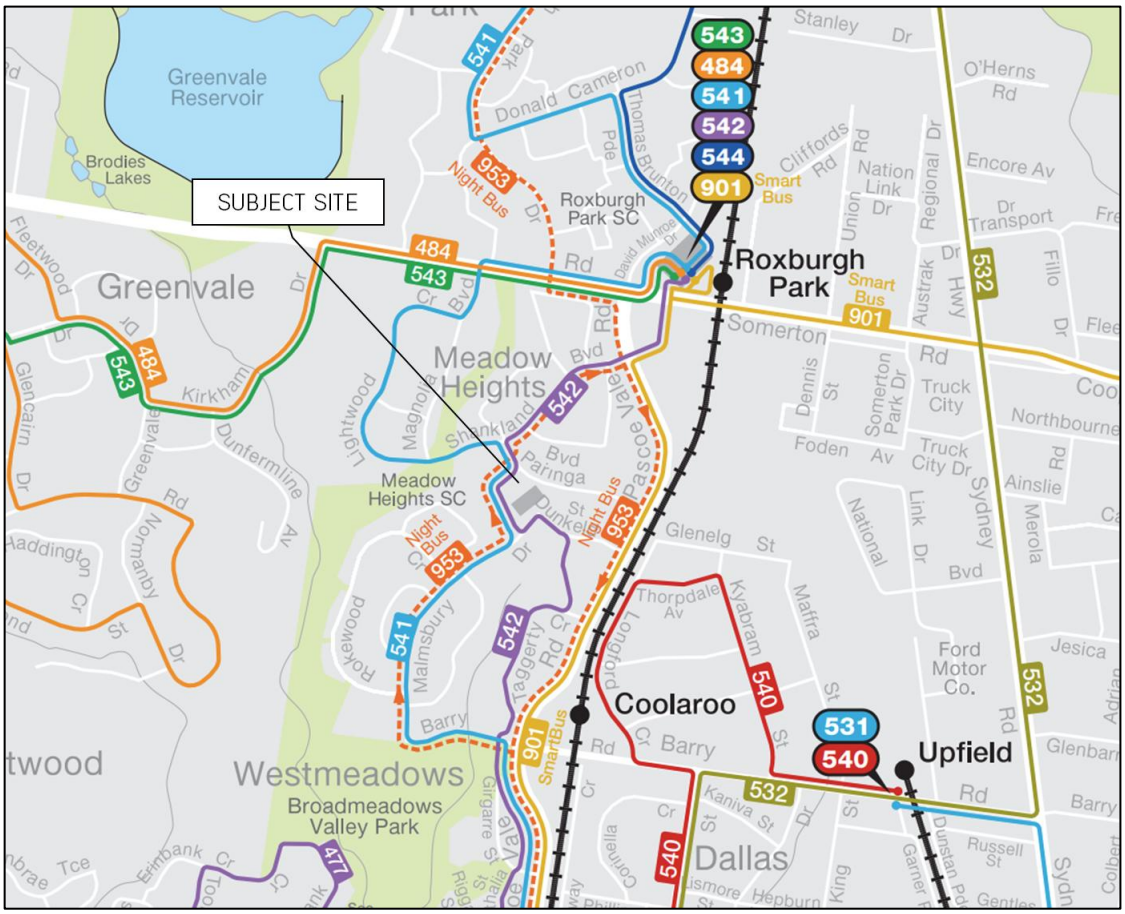


Figure 4 Local public transport map

Walking

The subject site has good walking facilities in place, with pedestrian footpaths provided along all surrounding streets. Pedestrian crossing opportunities are provided by way of centre refuges at the adjacent roundabout and a raised school crossing on Paringa Boulevard.

The site is within convenient walking distance to various key destinations including all stores within the Meadow Heights Shopping Centre, adjacent Meadow Heights Primary School, and nearby parks and reserves.

Cycling

The Broadmeadows Valley Trail is located to the northwest of the site, providing an off-road cycling and walking path. This is accessible via an 800m (3-minute) cycle from the site. The surrounding local streets provide a low-speed, low-volume environment suitable for sharing between vehicles and cyclists.

[redacted]

2.4 EXISTING CAR PARKING CONDITIONS

In order to ascertain the existing usage of the on-site car park and availability of public parking in the vicinity of the site, car parking utilisation surveys were undertaken within approximately 250m walking distance to the site. This includes the shopping centre car park, informal parking on the subject site (currently a vacant lot) and on-street parking nearby, as depicted in Figure 5.

Figure 5 Parking survey area

The parking surveys were undertaken at the following times:

- Saturday 15 March 2025 between 10:00am-1:00pm; and
- Tuesday 18 March 2025 between 10:00am-1:00pm between 3:00pm-6:00pm.

This represents a typical weekday and Saturday during the school term and not impacted by any public holidays. The times were selected to represent the anticipated peak activity at the existing shopping centre as well as the proposed land uses. The shopping centre was operating under normal working environment during the survey periods.

The results of the parking survey are summarised below, with detailed data provided in Appendix 1.

Weekday Parking Survey Results

The below figures display the number of occupied and vacant spaces at each hour during the weekday survey periods. Figure 6 depicts the parking demands within the main shopping centre car park, including any vehicles parked informally within the vacant subject site which would essentially be shifted to the main car park post-development. Figure 7 depicts the on-street parking occupancy and excludes any bus zones, no stopping zones and 5-minute parking.

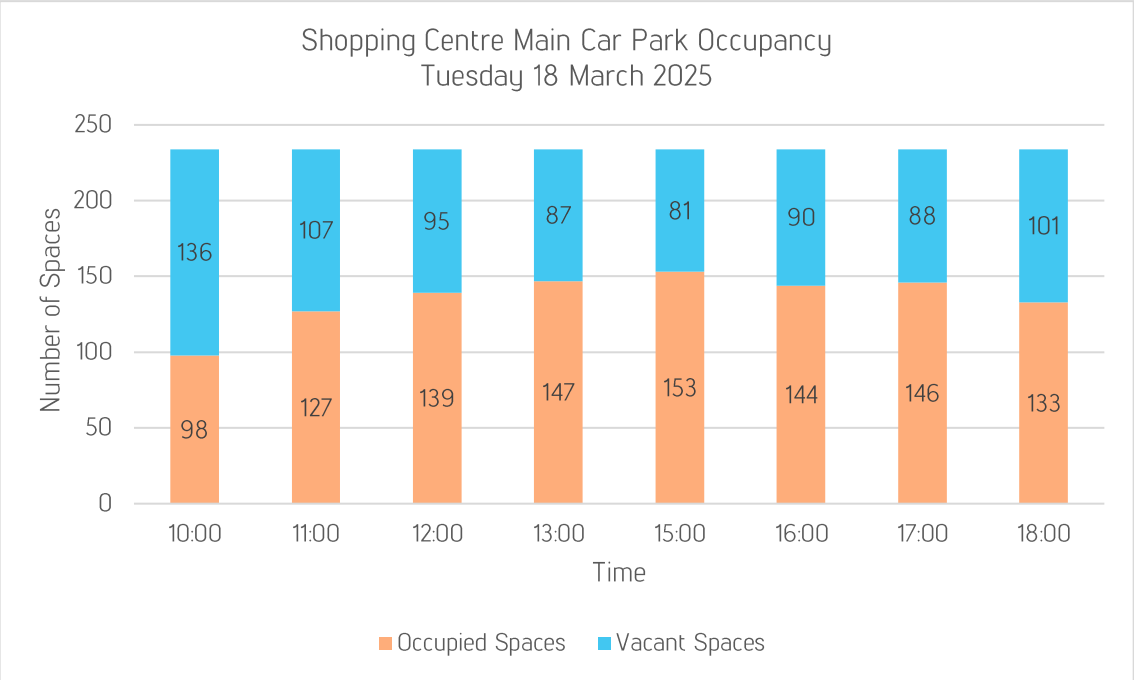


Figure 6 Weekday main shopping centre car parking demands

Figure 7 Weekday on-street car parking demands

The following can be concluded from the above survey results:

- The main shopping centre car park experiences moderate demands over the weekday morning/lunchtime and afternoon.
  - A peak parking demand of 153 spaces was observed at 3:00pm. This equates to an occupancy of 65%, leaving 81 spaces available.
- On-street parking experiences low demands over the weekday morning/lunchtime and afternoon.
  - A peak parking demand of 30 vehicles was observed at 5:00pm. This equates to an occupancy of 29%, leaving 75 spaces available.

Weekend Parking Survey Results

The below figures display the number of occupied and vacant spaces at each hour during the weekday survey periods. Figure 8 depicts the parking occupancy within the main shopping centre car park, including any vehicles parked informally within the vacant subject site which would essentially be shifted to the main car park post-development. Figure 9 depicts the on-street parking occupancy and excludes any bus zones, no stopping zones and 5-minute parking.

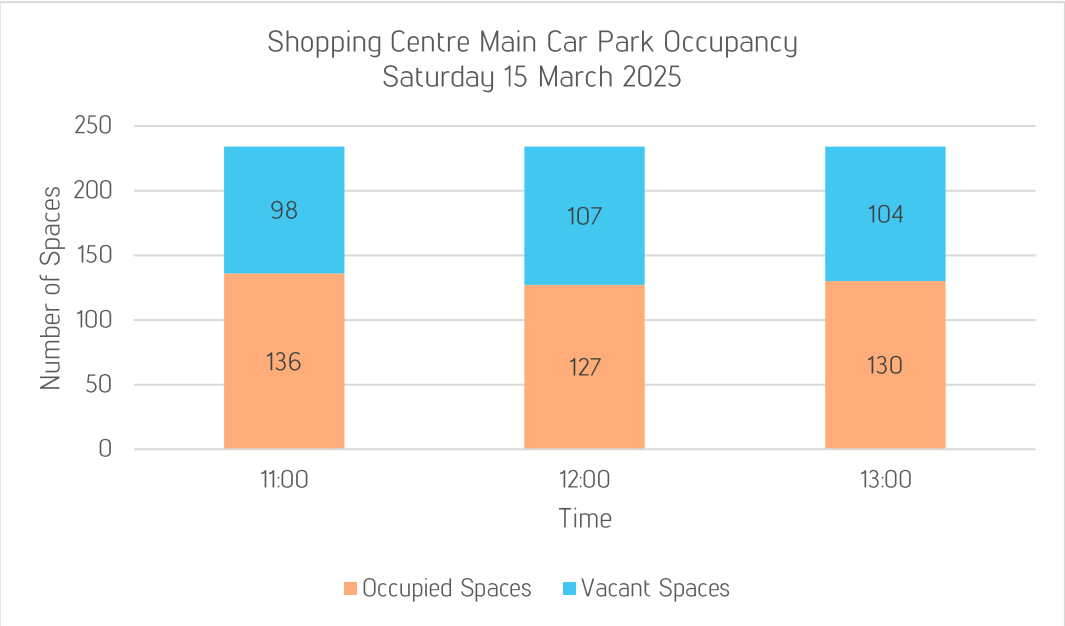


Figure 8 Weekend main shopping centre car parking demands

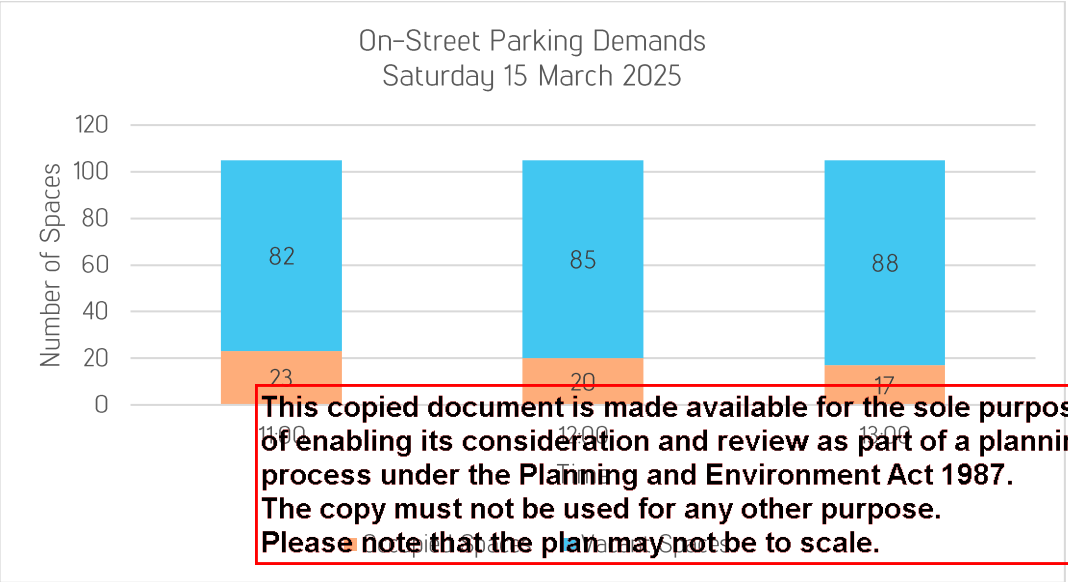


Figure 9 Weekend on-street car parking demands

[redacted]

The following can be concluded from the above survey results

- The main shopping centre car park experiences moderate demands over the Saturday morning/lunchtime.
  - A peak parking demand of 136 spaces was observed at 11:00am. This equates to an occupancy of 58%, leaving 98 spaces available.
- On-street parking experiences low demands over the Saturday morning/lunchtime.
  - A peak parking demand of 23 vehicles was observed at 11:00am. This equates to an occupancy of 22%, leaving 82 spaces available.

3 PROPOSAL

The proposal involves the development of a two-storey building of mixed-use nature. Specifically, the development is to consist of:

- Childcare centre of 108 places;
- Swim school of approximately 485m^2; and
- Gym of approximately 600m^2.

We understand that the gym component is to be a 24/7 gym, with a maximum patronage of no more than 40 at any one point in time, and no more than four (4) staff members at any one point in time.

The proposal includes the closure of the car park accessway to Paringa Boulevard with the existing crossover to be removed and reinstated to kerb and channel. A new vehicle access crossover is proposed to be provided on Hudson Circuit.

The proposal will make use of the existing shared car park for the shopping centre, with some modifications to improve vehicle manoeuvring and circulation. The proposal will also result in the remove of the vehicle access 'cut through' and instead expand the pedestrian area at the front of the shopping centre.

A total of 230 car spaces will be provided for the shopping centre post-development. This represents a total net loss of two (2) parking spaces due to:

- The loss of four (4) spaces to provide the new access to Hudson Circuit;
- The loss of one (1) space adjacent the new access to Hudson Circuit to provide a trolley bay;
- The loss of one (1) space to provide an accessible shared space;
- The addition of two (2) accessible spaces within the removed accessway to Paringa Boulevard; and
- The addition of two (2) spaces within the removed accessway from the pedestrian cut through.

The development plans assessed in this report are provided in Appendix 2.

4 CAR PARKING ASSESSMENT

4.1 STATUTORY REQUIREMENTS

Table 1 under Clause 52.06 of the Hume Planning Scheme specifies the statutory car parking requirements for various land uses.

The statutory car parking requirements applicable to the site post-development are summarised in Table 1 below, applying the following assumptions:

- The parking requirement for the existing shopping centre component has been taken as the absolute peak parking demand observed during the parking surveys, being 153 spaces;
- The swim school component most closely resembles a 'pool' under the Planning Scheme; and
- No rate is specified for a gym (which falls under a 'indoor sport and recreation facility') as defined as per Clause 73.03 of the Planning Scheme. Car parking is to be provided to the satisfaction of the Responsible Authority.

[redacted]

Table 1 Statutory car parking requirements

Land Use	Area / Size	Statutory Car Parking Rate	Number of Spaces Required[1]
Shopping Centre (existing)	N/A	N/A	153 spaces[2]
Childcare Centre	108 places	0.22 spaces per child	23 spaces
Swim School	485m^2	5.6 spaces to each 100m^2 of the site	27 spaces
Gym	600m^2	To the satisfaction of the responsible authority	–
		TOTAL	203 + spaces

[1] *Rounded down as per Clause 52.06 of the Planning Scheme*

[2] *This is an empirical demand based on parking surveys of the existing shopping centre car park.*

Therefore, post-development the site is expected to require a total of at least 203 parking spaces.

4.2 ANTICIPATED PARKING DEMAND

4.2.1 SHOPPING CENTRE

As discussed in Section 2.4 of this report, car parking occupancy surveys were undertaken of the existing shopping centre car park to establish its existing peak parking demands. The parking surveys were undertaken at critical times during a typical Saturday lunchtime period and a weekday lunchtime and evening periods when the shopping centre is likely to be generating its peak parking demands.

The results of the parking survey (shopping centre main car park) indicate that the shopping centre currently generates the following peak parking demands:

- Absolute peak parking demand = 153 spaces (occurred on the weekday at 3:00pm)
- Weekday lunchtime parking demand = 147 spaces (occurred at 1:00pm)
- Weekday afternoon parking demand = 146 spaces (occurred at 5:00pm)
- Weekend morning / lunchtime parking demand = 136 spaces (occurred at 11:00am)

4.2.2 CHILDCARE CENTRE

The statutory requirement for 23 car spaces is accepted as being representative of the likely peak parking demands associated with the child care component of the development.

4.2.3 SWIM SCHOOL

The statutory requirement for 27 car spaces is accepted as being representative of the likely peak parking demands associated with the swim school component of the development.

4.2.4 GYMNASIUM

The TfNSW Guide to Traffic Impact Assessment (2024) indicates that gymnasiums located within a centre and within close proximity to rail/bus services, the historic off-street parking rate is 3.0 spaces per 100 m^2 of GFA. The previous iteration of this guide also outlined a minimum parking provision rate of 4.5 spaces per 100 m^2 of GFA for gymnasiums located in sub-regional areas.

Based on these rates, the gymnasium component is projected to generate a peak parking demand for between 18 and 27 car spaces.

If considerations were to be given to the maximum number of patrons likely to be within the gymnasium at any one time (40 patrons and 4 staff in this instance), a first-principles assessment indicates that the gymnasium could generate a peak parking demand for up to 31 car spaces, conservatively assuming that:

- 80% of staff will drive to/from the site, with the remaining staff using other modes of transport such as carpooling, walking, cycling, etc; and
- 70% of patrons will drive to/from the site, with the remaining patrons using other modes of transport such as carpooling, walking, cycling,

4.3 ADEQUACY OF CAR PARKING PROVISIONS

Based on the preceding assessment, the site as a whole (including the shopping centre) is therefore projected to generate a peak parking demand for up to on-site car park of 234 spaces post-development.

It is noted that this is a conservative assessment, utilising the absolute peak parking demand observed for the shopping centre. Given the mixed-use nature of the site and shared arrangement of the car park, the parking demands of each use will occur at different times of the day and week.

The following section discusses the actual likely parking demands expected to be experienced.

4.3.1 TEMPORAL DEMAND ASSESSMENT

As above, the on-site car park will be shared by the various land uses which are expected to experience peak demands at differing times of the day and week. Therefore, a temporal demand assessment has been undertaken, applying a demand rate (%) to each land use at various key times/days of the week.

Furthermore, multi-purpose trips are likely to occur, with customers visiting multiple tenancies in one stop, parking only once and reducing the overall parking demand. For example, people may visit the shopping centre, gym or swim school before or after childcare drop-off / pick-up. It is estimated that multi-purpose trips may account for 10% of the trips to the site, thus a 10% reduction has been applied to the car parking demands of the proposed uses.

The resulting temporal demand assessment is presented in Table 2.

Table 2 Temporal demand assessment

Land Use	Parking Required	Temporal Demand Assessment							
		Weekday Morning (7–9am)	Demand	Weekday Lunchtime	Demand	Weekday Afternoon (5–7pm)	Demand	Weekend Morning / Lunchtime	Demand
Childcare Centre	23 spaces	100%	23 spaces	50%	12 spaces	100%	23 spaces	0%	0 spaces
Swim School	27 spaces	20%	5 spaces	50%	14 spaces	100%	27 spaces	100%	27 spaces
Gym	31 spaces	50%	16 spaces	30%	9 spaces	100%	31 spaces	100%	31 spaces
Total Demand		–	44 spaces	–	35 spaces	–	81 spaces	–	58 spaces
Multi-purpose trips (10%) Reduced Demand		–	40 spaces	–	31 spaces	–	73 spaces	–	52 spaces
Shopping Centre Demands (existing)		–	46 spaces[1]	–	147 spaces	–	146 spaces	–	136 spaces
Total Parking Demands (Post-Development)		–	86 spaces		178 spaces		219 spaces		188 spaces
Total Provision		–	230 spaces	–	230 spaces	–	230 spaces	–	230 spaces
Shortfall / Surplus		–	+144 spaces	–	+52 spaces	–	+11 spaces	–	+42 spaces

(1) This is based on our experience with similar shopping centres which indicates that approximately 20% of the available parking supply would be occupied during a typical weekday morning period.

The above temporal demand assessment finds that the peak parking demand is expected to occur during the weekday PM peak period (5:00pm-7:00pm). At this time, a parking demand of 219 spaces is expected post-development which can be accommodated within the on-site shared car park, with a surplus of 11 spaces.

The proposed level of on-site car parking provision is therefore considered to be appropriate to cater for the likely parking demands associated with the shopping centre as a whole and the parking demands associated with the proposed development. No overflow parking is projected to occur on the surrounding road network post-development.

5 BICYCLE PARKING

Table 1 under Clause 52.34 of the Hume Planning Scheme specifies the statutory bicycle parking requirements for various land uses. The bicycle parking requirements applicable to the site are summarised in Table 3, applying the following assumptions:

- The swim school and gym both fall under a 'minor sports and recreation facility' land use.
- The swim school is assumed to operate with up to 10 staff members.
- The gym is assumed to operate with five (5) staff members.

Table 3 Statutory bicycle parking requirements

Land Use	Area / Size	Employees		Visitors / Customers	
		Statutory Bicycle Parking Rate	Bicycle Parking Required	Statutory Bicycle Parking Rate	Bicycle Parking Required
Childcare Centre	108 places	N/A	0 spaces	N/A	0 spaces
Swim School	485m^2	1 space per 4 employees	2 spaces	1 to each 200m^2 of net floor area	2 spaces
Gym	600m^2	1 space per 4 employees	1 space	1 to each 200m^2 of net floor area	3 spaces
	TOTAL	-	3 spaces	-	5 spaces

Therefore, the proposal results in a requirement for eight (8) bicycle parking spaces. It is recommended that four (4) double-sided bike rails be implemented at the site adjacent to the proposed building, which would accommodate a total of eight (8) bikes. There is sufficient room adjacent to the building for these rails to be accommodated which can be addressed as part of a condition of permit.

6 DESIGN CONSIDERATIONS

6.1 ACCESS ARRANGEMENTS

The proposal includes removal of the vehicle access from Paringa Boulevard, and a new crossover to Hudson Circuit. The new crossover is to be 7.0m wide and allow two-way vehicle movements. This exceeds the Planning Scheme requirements. Refer to Appendix 3 for a functional design plan showing the design of the proposed new crossover to Hudson Circuit, noting that the location of the new crossover to Hudson Circuit complies with the location offset requirement from McNicol Close, as per what is suggested under AS/NZS 2890.1:2004.

A pedestrian sight triangle in excess of the Planning Scheme requirements is facilitated on the exit lane of the new crossover, allowing visibility between exiting drivers and pedestrians present on the Hudson Circuit footpath.

An Australian Standard B85 and B99 vehicle can pass simultaneously when entering and exiting the site, as demonstrated by swept path analysis with diagrams provided in Appendix 3.

6.2 CAR PARKING LAYOUT

The proposal includes modification to the existing car park layout. This includes four (4) new 90-degree accessible spaces measured to be 2.4m wide and 5.4m long as complies with Australian Standard AS2890.6. In addition, four (4) regular 90-degree spaces are proposed to be 3.0m wide and 4.9m long, accessed from a 5.7m wide aisle. These dimensions exceed the requirements of the Planning Scheme.

It is proposed to modify the accessway adjacent the new building to operate in a one-way anti-clockwise direction. With line marked arrows and 'no entry' signage proposed to convey this to drivers. The one-way arrangement aims to improve vehicle circulation and reduce the risk of congestion around bends in the accessway, particularly the 5.7m aisle toward the southeast.

At the junction of the new access from Hudson Circuit and the car park, it is proposed to provide priority to the vehicles entering / exiting straight through the opposite accessway. Give-way line marking is proposed to convey this to drivers, similar to other parking aisles in the existing car park.

6.3 LOADING AND WASTE COLLECTION

The proposed development is not expected to generate significant loading activity on a day-to-day basis. Loading/unloading is expected to infrequent in nature and will likely be undertaken by vans and other similar smaller commercial which can utilise the existing car parking spaces as required.

It is noted that the bulk of loading activities associated with the shopping centre is currently undertaken at the rear of the centre via an access point to Paringa Boulevard and this is not proposed to be changed as a result of the proposed development.

A waste collection room is to be provided for the proposed development at the northwestern corner of the building. Waste collection is envisaged to take place using a 6.35m long 'mini' waste truck which can enter and exit the site in a forward direction via the proposed crossover from Hudson Circuit. The truck can then circulate the one-way accessway to prop near the bin storage for collection, as demonstrated by swept path analysis, with diagrams provided in Appendix 3. Waste collection shall be scheduled outside of the peak operating hours of the development and the existing shopping centre to minimise impacts on car park users.

Refer to the Waste Management Plan prepared by SALT for further details on waste storage, management and collection.

7 TRAFFIC CONSIDERATIONS

7.1 EXISTING TRAFFIC CONDITIONS

To establish existing traffic conditions within the area, [redacted] commissioned PM traffic counts at two (2) intersections within the area surrounding the site as follows:

- Intersection of Hudson Circuit and Paringa Boulevard; and
- Intersection of Hudson Circuit, Papworth Place and the Shopping Centre Car Park.

The counts were undertaken on Thursday 28 August 2025 from 4:30pm to 6:30pm.

A summary of the peak hour traffic volumes (i.e. 4:30pm-5:30pm) at the relevant intersections is provided in Figures 10 and 11.

[redacted]

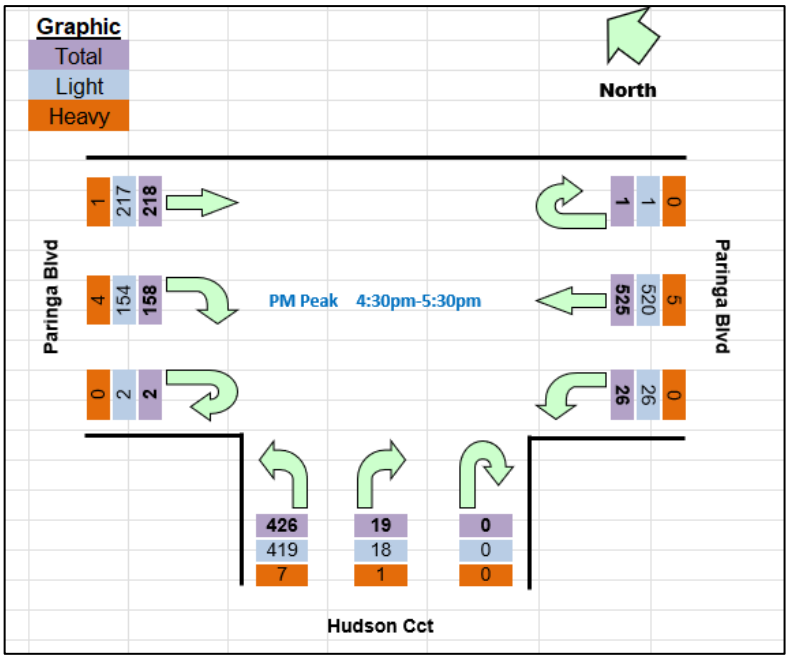


Figure 10 Hudson Circuit/Paringa Boulevard Intersection Summary

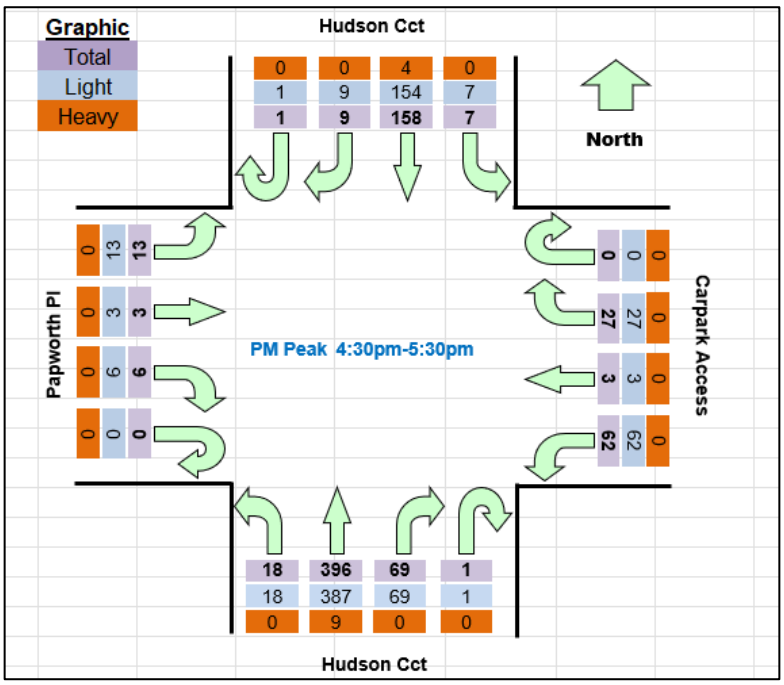


Figure 11 Hudson Circuit/Papworth Place/Car Park Access Intersection Summary

7.2 EXISTING INTERSECTION PREFORMANCE

7.2.1 HUDSON CIRCUIT AND PARINGA BOULEVARD

To assess the existing performance of the Hudson Circuit/Paringa Boulevard intersection during the critical weekday PM peak hour the intersection has been modelled using SIDRA Intersection v10. SIDRA is an advanced micro-analytical traffic evaluation tool that provides estimates of capacity and performance statistics (delay, queue lengths etc) on a lane-by-lane basis.

Key performance criteria include:

- Degree of Saturation (DOS) – The ratio of traffic volume to capacity. Generally speaking, a DOS of below 0.9 indicates acceptable performance. A DOS of over 1.0 indicates that capacity has been exceeded. Various values of DOS are shown in Table 4.

Table 4 Level of Service ratings

Level of Service		DOS
		Roundabout
A	Excellent	≤ 0.6
B	Very Good	0.6 – 0.7
C	Good	0.7 – 0.85
D	Acceptable	0.85 – 0.95
E	Poor	0.95 – 1.0
F	Very Poor	≥ 1.0

- **Average Delay:** The average delay time (in seconds) that can be expected for a given movement.
- **95th Percentile Queue:** The maximum queue length that can be expected in 95% of all observed queue lengths during the hour.

Results of the analysis are summarised in Tabe 5. Full detailed results are attached at Appendix 4.

Table 5 SIDRA Results – Hudson Circuit/Paringa Boulevard

Approach	Movement	Existing Conditions		
		DOS	Average Delay (s)	95th % Queue (m)
Paringa Blvd (south)	L	0.49	4.8	25
	T	0.49	4.8	25
	U	0.49	9.8	25
Paringa Blvd (north)	T	0.27	3.6	14
	R	0.27	7.1	14
	U	0.27	8.6	14
Hudson Cct (west)	L	0.61	10.7	41
	R	0.61	14.3	41
	U	0.61	15.6	41

Table 5 indicates that the Hudson Circuit/Paringa Boulevard roundabout intersection currently operates well, with vehicles experiencing minimal queues and delays. The SIDRA analysis indicates that on average, a 41m length queue (~6 vehicles) occurs on Hudson Circuit at the roundabout during the peak hour period.

7.2.2 HUDSON CIRCUIT/PAPWORTH PLACE/CAR PARK ACCESS

To assess the existing performance of the Hudson Circuit/Papworth Place/Car Park Access intersection during the critical weekday PM peak hour, the intersection has also been modelled using SIDRA Intersection v10.

Results of the analysis are summarised in Tabe 6. Full detailed results are attached at Appendix 4.

Table 6 SIDRA Results – Hudson Circuit/Papworth Place/Car Park Access

Approach	Movement	Existing Conditions		
		DOS	Average Delay (s)	95th % Queue (m)
Hudson Cct (south)	L	0.36	4.0	18
	T	0.36	4.0	18
	R	0.36	8.2	18
	U	0.36	8.7	18
Car Park Access (east)	L	0.09	5.7	3
	T	0.09	5.8	3
	R	0.09	8.9	3
	U	0.09	10.5	3
Hudson Circuit (north)	L	0.15	5.1	6
	T	0.15	4.2	6
	R	0.15	7.2	6
	U	0.15	8.7	6
Papworth Pl (west)	L	0.03	6.6	1
	T	0.03	7.6	1
	R	0.03	9.6	1
	U	0.03	11.1	1

Table 6 indicates that the Hudson Circuit/Papworth Place/Car Park Access roundabout intersection currently operates well, with vehicles experiencing minimal queues and delays.

7.3 TRAFFIC GENERATION

When considering the nature of the proposed uses and the existing shopping centre, the critical period of assessment is the weekday afternoon peak period when pick-up activity will occur at the child care centre, as well as visitation to the swim school and gym.

The TfNSW Guide to Traffic Impact Assessment (2024) provides a consolidated source of traffic generation rates for various land uses based on surveys undertaken at similar established sites. This Guide, formerly the RTA Guide to Traffic Generating Developments, is referred to in the Austroads Guide which is typically used by DTP and is generally regarded as the standard for metropolitan development characteristics.

The TfNSW Guide does not include a rate for a swim school, however it is conservatively estimated that trips will be generated as three (3) per parking space provided during the peak hours.

The traffic generation of the proposal during the weekday PM peak hour is summarised in Table 7.

Table 7 Traffic generation

Land Use	Size	Traffic Generation Rate Source	Weekday PM Peak Hour Traffic Generation Rate	Weekday PM Peak Hour Trips Generated	% Split In / Out	Trips In / Out
Childcare Centre	108 places	TfNSW Guide	0.8 trips per child	86 trips	50% / 50%	43 in / 43 out
Swim School	485m^2	First-principles assessment	3.0 trips per parking space	81 trips	50% / 50%	40 in / 41 out
Gym/fitness centre	600m^2	TfNSW Guide	3.6 trips per 100m^2 GFA	22 trips	50% / 50%	11 in / 11 out
		TOTAL	-	189 trips	-	94 in / 95 out

7.4 TRAFFIC DISTRIBUTION

The distribution of traffic can be estimated based on the layout of the surrounding road network and locations of nearby employment and residential precincts. In this case, it is estimated that vehicles will be distributed approximately equally to the precincts to the north and south of the site.

The estimated traffic distribution proportions (%) and resulting volumes are presented diagrammatically in Figure 12 and Figure 13 respectively.

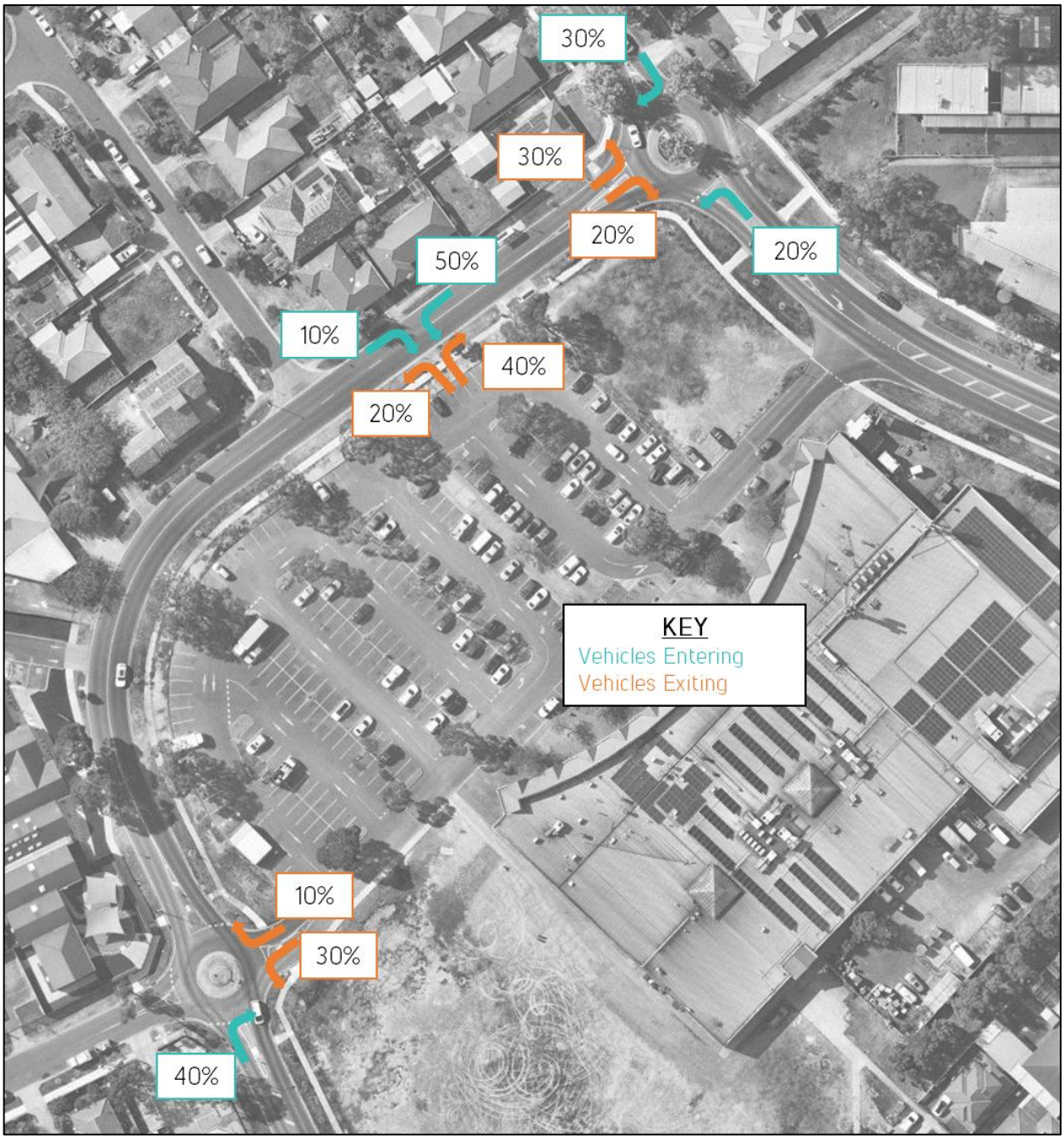


Figure 12 Estimated traffic distribution proportions

[redacted]

Figure 13 Estimated traffic distribution volumes

7.5 TRAFFIC IMPACTS

7.5.1 HUDSON CIRCUIT AND PARINGA BOULEVARD

To assess the performance of the Hudson Circuit/Paringa Boulevard intersection post-development during the critical weekday PM peak hour, the post-development traffic volumes at intersection (Figure 13) have been superimposed on existing traffic volumes (Figure 10) and modelled in SIDRA. The results of the analysis were then compared with existing conditions as summarised in Tabe 8.

Full detailed results are attached at Appendix 4.

Table 8 SIDRA Results – Hudson Circuit/Paringa Boulevard

Approach	Movement	Existing Conditions			Post-Development		
		DOS	Average Delay (s)	95th % Queue (m)	DOS	Average Delay (s)	95th % Queue (m)
Paringa Blvd (south)	L	0.49	4.8	25	0.52	5.1	28
	T	0.49	4.8	25	0.52	5.1	28
	U	0.49	9.8	25	0.52	10.1	28
Paringa Blvd (north)	T	0.27	3.6	14	0.30	3.7	16
	R	0.27	7.1	14	0.30	7.2	16
	U	0.27	8.6	14	0.30	8.7	16
Hudson Cct (west)	L	0.61	10.7	41	0.68	12.2	53
	R	0.61	14.3	41	0.68	15.7	53
	U	0.61	15.6	41	0.68	17.1	53

Table 8 indicates that the intersection will continue to operate well post-development, with vehicles experiencing minimal queues and delays. The SIDRA analysis indicates that on average, a 53m length queue (~7 vehicles) will occur on Hudson Circuit at the roundabout during the peak hour period compared with a 41m length queue (~6 vehicles) under existing conditions. This is a negligible change, and the roundabout intersection as a whole will continue to operate well post-development.

7.5.2 HUDSON CIRCUIT/PAPWORTH PLACE/CAR PARK ACCESS

To assess the performance of the Hudson Circuit/Papworth Place/Car Park Access intersection post-development during the critical weekday PM peak hour, the post-development traffic volumes at intersection (Figure 13) have been superimposed on existing traffic volumes (Figure 11) and modelled in SIDRA. The results of the analysis were then compared with existing conditions as summarised in Tabe 9.

Full detailed results are attached at Appendix 4.

Table 9 SIDRA Results – Hudson Circuit/Papworth Place/Car Park Access

Approach	Movement	Existing Conditions			Post-Development		
		DOS	Average Delay (s)	95th % Queue (m)	DOS	Average Delay (s)	95th % Queue (m)
Hudson Cct (south)	L	0.36	4.0	18	0.39	4.1	20
	T	0.36	4.0	18	0.39	4.0	20
	R	0.36	8.2	18	0.39	8.2	20
	U	0.36	8.7	18	0.39	8.6	20
Car Park Access (east)	L	0.09	5.7	3	0.13	5.7	5
	T	0.09	5.8	3	0.13	5.8	5
	R	0.09	8.9	3	0.13	8.9	5
	U	0.09	10.5	3	0.13	10.6	5
Hudson Circuit (north)	L	0.15	5.1	6	0.16	5.4	6
	T	0.15	4.2	6	0.16	4.4	6
	R	0.15	7.2	6	0.16	7.5	6
	U	0.15	8.7	6	0.16	9.0	6
Papworth Pl (west)	L	0.03	6.6	1	0.03	6.9	1
	T	0.03	7.6	1	0.03	8.0	1
	R	0.03	9.6	1	0.03	10.0	1
	U	0.03	11.1	1	0.03	11.5	1

Table 9 indicates that the intersection will continue to operate well post-development, with vehicles experiencing minimal queues and delays.

7.5.3 CONCLUSIONS

The addition of up to 47 vehicle movement into or out of the site at any one access point equates to one vehicle arriving or departing every 1.3 minutes on average. This is a small level of traffic, noting that these will not all be new trips added to the road network. Some of these vehicles will be already on the road network, now making a stop at the subject site, or some will be existing customers of the shopping centre visiting the subject site in the one stop.

The proposed new access on Hudson Circuit has been designed to allow vehicles to enter and exit simultaneously, reducing any risk of vehicles queuing onto the frontage road.

The proposal will also involve some redistribution of existing traffic to/from the shopping centre. With the removal of the access on Paringa Boulevard, these vehicles are assumed to instead use the proposed Hudson Circuit crossover, as follows:

- Vehicles currently turning left into the site from Paringa Boulevard will instead turn left into Hudson Circuit at the roundabout with Paringa Boulevard, then turn left into the site at the new crossover.

[redacted]

- Vehicles currently turning right into the site from Paringa Boulevard will instead turn right into Hudson Circuit at the roundabout with Paringa Boulevard, then turn left into the site at the new crossover.
- Vehicles currently turning left out of the site to Paringa Boulevard will instead turn right onto Hudson Circuit from the new crossover, then turn left onto Paringa Boulevard at the roundabout.
- Vehicles currently turning right out of the site to Paringa Boulevard will instead turn right onto Hudson Circuit from the new crossover, then turn right onto Paringa Boulevard at the roundabout.

Therefore, in relation to the Paringa Boulevard/Hudson Circuit roundabout, the redistribution of traffic will simply mean drivers needing to change their travel route to/from the site, but this is not expected to result in any material change to the operation of the intersection/roundabout post-development.

Furthermore, vehicles redistributed to the new access on Hudson Circuit will perform left-in and right-out movements at the proposed new crossover. Any queuing that may occur from right-turns out movements will therefore be contained within the site. There is expected to be few vehicles turning right into the site from the new crossover, considering the option to do so at the roundabout further south on Hudson Circuit.

Based on the foregoing, we are therefore of the opinion that the level of traffic anticipated to be generated by the development is relatively low in traffic engineering terms and will be readily accommodated by the surrounding road network and intersection without any unreasonable detrimental impacts.

8 RESPONSE TO COUCNIL RFI

Table 10 provides a response to the relevant traffic engineering matters raised by Council in their RFI dated 18th August 2025.

Table 10 Response to Council RFI Comments

Comment	Response
Clarification to be provided on the provided report comments that 'The Shopping Centre generates a peak parking demand of 153 spaces', further information to be provided to this statement, what date was the data collected (ideally a Friday or Saturday) and if the facility was operating as per normal working environment.	As discussed in Section 2.4 of this report, car parking utilisation surveys were undertaken within approximately 250m walking distance to the site which included the shopping centre car park, informal parking on the subject site (currently a vacant lot) and on-street parking nearby. The parking surveys were undertaken during a typical Saturday lunchtime period and a weekday (Tuesday) lunchtime and evening periods which represented a typical weekday and Saturday during the school term not impacted by any public holidays. The surveyed times were selected to represent the anticipated peak activity at the existing shopping centre as well as the proposed land uses and the shopping centre was operating under normal working environment. The parking surveys enabled us to establish the peak parking demands for the shopping centre which was established to be 153 spaces which occurred on the weekday at 3:00pm.
Observing the latest satellite imagery in the vicinity, it is evident that the car park is at full capacity and spillage parking is observed on the grassland areas of 12-24 Hudson Circuit and within 26 Hudson Circuit, indicating that the current parking supply is not enough to accommodate the parking generation.	Review of the available NearMap aerial photography only shows overflow of parking on one day being the Friday 7th May, 2025. All other available photography shows the on-site car park of the shopping centre not being at capacity with plenty of on-site car parking available. We understand that sometimes the nearby mosque, located a short distance to the south of the shopping centre, holds events/religious celebrations which generate higher than normal parking demands, with this parking

Comment	Response
	demand being accommodated on the shopping centre site and within the nearby area. The current parking supply for the shopping centre is more than sufficient to cater for its existing parking demands.
Further information to be provided on the expected number of gym members for the proposed gym for consideration. It is recommended by Council that a traffic impact assessment report be provided for a gym (detail the operation and capacity of the gym) of similar size and the parking occupancy observed for consideration.	Refer to Section 4.2 for the assessment of car parking demands for the proposed uses, including the gymnasium. The assessment for the gymnasium considers parking generation rates in the TfNSW Guide and parking generation based on a first-principles assessment considering the sought number of patronage and staff.
Turning movement survey at the following intersections to be provided for council consideration: a. Intersection of Paringa Blvd and the proposed property b. Roundabout of Paringa Blvd and Huson Cct c. Roundabout of Hudson Cct and Papworth Place	Refer to Section 7 of this report for traffic volumes of the existing roundabout intersections and SIDRA analysis of the same under existing conditions and post-development.
Sufficient disabled parking bays to be provided in line with the National Construction code, disabled parking bay allocations to be reflected on the updated TIA for Council review.	Under existing conditions, a total of seven (7) disabled car spaces are provided in a parallel parking arrangement on the site adjacent to the shopping centre building. Post-development and as a result of the closure of the existing Paringa Boulevard access point, four (4) of the existing parallel disabled spaces are to be removed and replaces with four (4) 90degree DDA spaces within abutting shared areas. Accordingly, post-development there is no net-change in the overall availability of DDA parking on the entire site. DDA parking provision is a building permit matter, and a building surveyor typically assesses the required total number of DDA spaces. We therefore recommend that this matter is addressed as condition on any permit that is issued.
If the applicant is seeking to gain a reduction in car parking, the applicant must engage a qualified traffic engineer to provide a Car Parking Demand Assessment as outlined by 52.06-7. The Car Parking Demand Assessment must address all the matters outlined by 52.06-7.	The application is not seeking a reduction in the statutory car parking requirements given that car parking for the gym component needs to be provided to the satisfaction of the responsible authority. Section 4 of this report provides a detailed assessment of the car parking requirements and likely parking demands and concludes that the proposed level of on-site car parking provision is appropriate to cater for the likely parking demands of the proposed development and the existing shopping centre.
A typical design generation rate of 1 movements per child in the morning drop off peak hour and 0.82 movements per child in the afternoon pick up peak hour times are used. Also 2 movements per staff per day will be used which is consistent with other childcare centres however only 0.7 [illegible] arrive and depart in the peak hours. The development will generate approximately a) and b) vehicle movements in the AM and PM peak	The design generation rate suggested by Council is not accurate and is not backed-up by any data or case studies. Various case study data held by SALT and other traffic engineering firms indicate peak hour traffic generation rates for childcare centres typically between 0.6 and 0.8 vehicle movements per child, inclusive of staff movements. This is also supported by the rates outlined in the RTA Guide to Traffic Generating Development and the TfNSW Guide to Traffic Impact Assessment (2024) which

Comment	Response
times respectively. The traffic report to address the same and provide justification.	supersedes the RTA Guide, with these rates based on surveys of various childcare centres across NSW. It is noted that the TfNSW Guide is referred to in the Austroads Guide which is typically used by DTP and is generally regarded as the standard for metropolitan development characteristics. Daily traffic generation rates are not considered critical in the case of assessing the overall impact of the development on the surrounding road network, with the PM peak hour considered the most critical in this case when considering the proposed and existing uses on the site.
Loading and waste collection states that an option for waste collection to reverse along the parking aisle, this is not supported by Council as significant safety concerns such as pedestrian and other motorist safety are impacted.	As detailed in Section 6.3 of this report, loading/unloading activities associated with the proposed development are anticipated to be small, infrequent in nature and most likely undertaken by small vans/trucks. Such vehicles can utilise the available on-site car parking spaces if required. It is noted that the bulk of loading activities associated with the shopping centre is currently undertaken at the rear of the centre via an access point to Paringa Boulevard and this is not proposed to be changed as a result of the proposed development. Waste collection is envisaged to take place using a 6.35m long 'mini' waste truck which can enter and exit the site in a forward direction via the proposed crossover from Hudson Circuit. The truck can then circulate the one-way accessway to prop near the bin storage for collection, as demonstrated by swept path analysis, with diagrams provided in Appendix 3. Waste collection shall be scheduled outside of the peak operating hours of the development and the existing shopping centre to minimise impacts on car park users. No commercial vehicles will therefore need to reverse along the parking aisles.
It is recommended that the access way width of the proposed entry and exit to Hudson Circuit be increase to 7.0m to allow for easier entry and exit for motorists.	Development plans have been amended to provide a 7.0m width for the proposed access driveway to Hudson Circuit.

9 CONCLUSIONS

Having undertaken a detailed traffic engineering assessment of the proposed mixed-use development on the corner of Paringa Boulevard and Hudson Circuit at Meadow Heights Shopping Centre, we are of the opinion that:

1. Post-development, the site has a requirement to provide at least 203 parking spaces plus car parking to the satisfaction of the responsible authority for the proposed gym component.,
2. A total of 230 car spaces are proposed on-site post-development.
3. Given the mixed-use nature of the site and shared arrangement of the car park, the parking demands of each use will occur at different times of the day and week.
4. A temporal demand assessment of the various proposed uses finds that the peak parking demand is expected to occur during the weekday PM peak period (5:00pm-7:00pm). At this time, a parking demand of 219 spaces is expected post-development which can be accommodated within the on-site shared car park, with a surplus of 11 spaces.
5. The proposed level of on-site car parking provision is considered to be appropriate to cater for the likely parking demands associated with the shopping centre as a whole and the parking demands associated with the proposed development. No overflow parking is projected to occur on the surrounding road network post-development.
6. The layout of the on-site car park is proposed to be altered with a new point of access from Hudson Circuit and removal of the existing access from Paringa Boulevard. A net loss of two (2) parking spaces is proposed.
7. The proposed amendments to the on-site car park complies with the relevant requirements of the Planning Scheme and will provide convenient and safe parking for all users of the car park.
8. The proposed new crossover to Hudson Circuit complies with the relevant requirements of the Planning Scheme and Australian Standards (where relevant) and will suitably replace the access lost on Paringa Boulevard.
9. At least four (4) double sided bicycle rails should be provided on the site adjacent to the proposed building to cater for any bicycle parking demands associated with the proposed development.
10. Suitable loading and waste collection arrangements can be readily achieved for the proposed development.
11. The level of traffic that is likely to be generated by the site as a whole post-development will be readily accommodated by the surrounding road network and intersections, without any unreasonable detrimental impacts.
12. There are no traffic engineering reasons why a Planning Permit should not be issued for the proposed development, subject to appropriate conditions.

APPENDIX 1 CAR PARKING SURVEY RESULTS

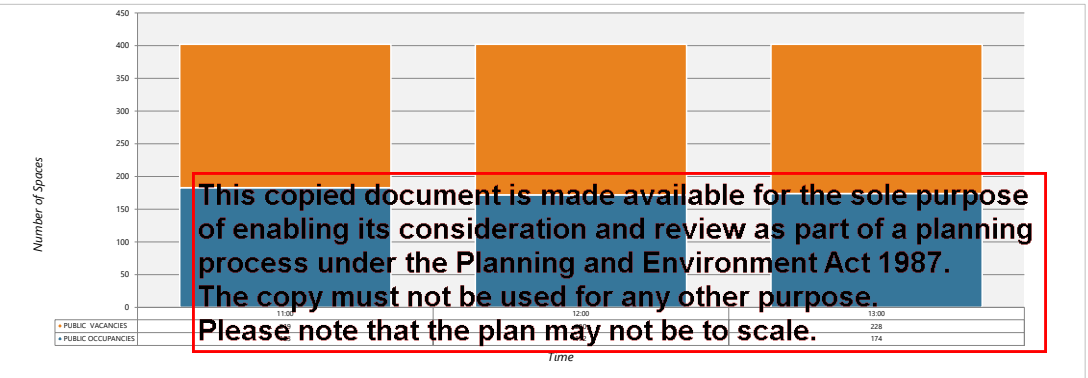
TRANS TRAFFIC SURVEY
trafficsurvey.com.au

Parking Occupancy Survey

Date:	Saturday, 15 March 2025
Location:	Meadow Heights
GPS:	-37.650445, 144.921188
Weather:	Fine

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupanc		
								11:00	12:00	13:00
1		Hudson Ct	Paperworth Ct to Hambury Dr	W	Unrestricted		8	4	3	1
0					No Stopping		2	0	0	0
1					Unrestricted		8	2	2	2
0					No Stopping		2	0	0	0
1					Bus Zone		1	0	0	0
0				E	No Stopping		12	0	0	0
1					Bus Zone		1	0	0	0
0			Paperworth Ct to McNicol Cl	W	No stopping		8	0	0	0
0					No stopping		10	0	0	0
1			McNicol Cl To Paringa Blvd	W	Unrestricted		2	0	0	0
1					Bus Zone		1	0	0	0
1				E	Unrestricted		3	0	0	0
0					No Stopping		2	0	0	0
1					Bus Zone		1	0	0	0
1		Papaworth Ct	Hudson Ct to Dutton Ct	N	Unrestricted		17	0	0	0
1				S	Unrestricted		14	4	3	3
1		McNicol Cl	Hudson Ct to Nash Ct	W	Unrestricted		8	0	0	0
1				E	Unrestricted		11	0	0	0
1		Paringa Blvd	Hudson Ct to Shankland Blvd	W	Unrestricted		9	3	2	2
1				E	Unrestricted		6	2	2	2
0			Hudson Ct to Golden Ash Ct	N	No Stopping		2	0	0	0
1					Unrestricted		6	2	2	2
1					Disabled Parking		1	0	0	0
0					No Stopping		1	0	0	0
1					P 5mins 8am-9 am, 3pm-4pm School Days		6	3	3	2
0					No Stopping		3	0	0	0
0				S	No Stopping		5	0	0	0
1					Unrestricted		6	3	3	3
1	A				Unrestricted		224	122	114	117
1					Reserved 24 Hour Access Required		1	1	1	1
1					Mail Zone Australian Post Vehicles Only		1	1	1	1
1					Disabled		8	8	8	8
1	B				Unrestricted		32	4	3	3
1	C				Staff Only Parking		27	24	25	27
	PUBLIC CAPACITY							**402**	**402**	**402**
	PUBLIC OCCUPANCIES							**183**	**172**	**174**
	PUBLIC VACANCIES							**219**	**230**	**228**
	PUBLIC % OCCUPANCIES							**46%**	**43%**	**43%**

not available for public parking



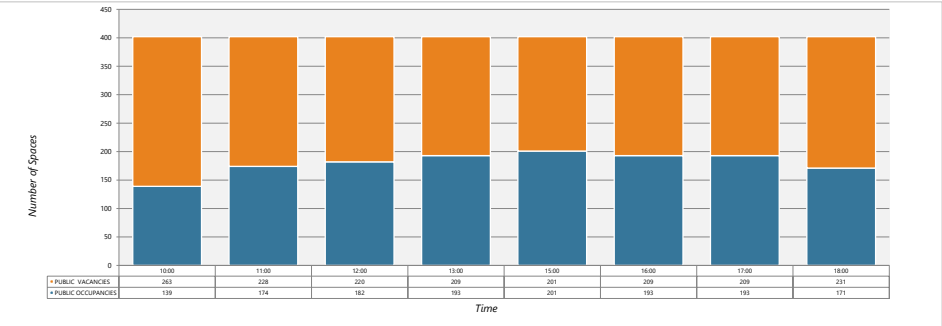
TRANS TRAFFIC SURVEY trafficsurvey.com.au

Parking Occupancy Survey

Date:	Tuesday, 18 March 2025
Location:	Meadow Heights
GPS:	-37.650445, 144.921188
[redacted]	

Public Parking (1/0)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy							
								10:00	11:00	12:00	13:00	15:00	16:00	17:00	18:00
1		Hudson Ct	Paperworth Ct to Hambury Dr	W	Unrestricted		8	2	2	1	1	2	2	5	3
0					No Stopping		2	0	0	0	0	0	0	0	0
1					Unrestricted		8	7	5	2	0	3	1	8	4
0					No Stopping		2	0	0	0	0	0	0	0	0
1					Bus Zone		1	0	0	0	0	0	0	0	0
0				E	No Stopping		12	0	1	1	1	0	0	0	0
1					Bus Zone		1	0	0	0	0	0	0	0	0
0			Paperworth Ct to McNicol Cl	W	No stopping		8	0	0	0	0	0	0	0	0
0					No stopping		10	0	0	0	0	0	0	0	0
1			McNicol Cl To Paringa Blvd	W	Unrestricted		2	0	0	0	0	0	0	0	0
1					Bus Zone		1	0	0	0	0	0	0	0	0
1				E	Unrestricted		3	0	0	0	0	0	0	0	0
0					No Stopping		2	0	0	0	0	0	0	0	0
1					Bus Zone		1	0	1	0	0	0	0	0	0
1		Papaworth Ct	Hudson Ct to Dutton Ct	N	Unrestricted		17	3	2	2	2	2	1	1	1
1				S	Unrestricted		14	1	2	2	2	1	2	2	2
1		McNicol Cl	Hudson Ct to Nash Ct	W	Unrestricted		8	1	1	1	1	2	2	1	1
1				E	Unrestricted		11	2	2	3	3	2	2	2	2
1		Paringa Blvd	Hudson Ct to Shankland Blvd	W	Unrestricted		9	2	2	2	1	1	2	2	2
1				E	Unrestricted		6	2	2	2	2	3	3	2	2
0			Hudson Ct to Golden Ash Ct	N	No Stopping		2	0	0	0	0	0	0	0	0
1					Unrestricted		6	2	2	2	3	2	2	1	1
1					Disabled Parking		1	0	0	0	0	0	0	0	0
0					No Stopping		1	0	0	0	0	0	0	0	0
1					P 5mins 8am-9 am, 3pm-4pm School Days		6	0	0	0	2	3	3	3	2
0					No Stopping		3	0	0	0	0	0	0	0	0
0				S	No Stopping		5	0	0	0	0	0	0	0	0
1					Unrestricted		6	1	1	1	2	2	2	3	3
1	A				Unrestricted		224	95	121	132	139	145	135	140	129
1					Reserved 24 Hour Access Required		1	0	1	1	1	1	1	1	0
1					Mail Zone Australian Post Vehicles Only		1	0	0	1	1	1	0	1	0
1					Disabled		8	3	4	4	5	6	5	4	2
1	B				Unrestricted		32	0	1	1	1	0	3	0	2
1	C				Staff Only Parking		27	18	25	25	27	25	27	17	15
	PUBLIC CAPACITY							**402**	**402**	**402**	**402**	**402**	**402**	**402**	**402**
	PUBLIC OCCUPANCIES							**139**	**174**	**182**	**193**	**201**	**193**	**193**	**171**
	PUBLIC VACANCIES							**263**	**228**	**220**	**209**	**201**	**209**	**209**	**231**
	PUBLIC %OCCUPANCIES							**35%**	**43%**	**45%**	**48%**	**50%**	**48%**	**48%**	**43%**

not available for public parking



TRANS TRAFFIC SURVEY trafficsurvey.com.au

Map and Surveyed Area

APPENDIX 2 DEVELOPMENT PLANS

67 PARINGA BLVD, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLING

4 McNICOL CL, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLING

35 HUDSON CCT, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLING

1-2 2 McNICOL CL, MEADOW HEIGHTS
SINGLE STOREY BRICK DWELLINGS

46-62 PARINGA BLVD, MEADOW HEIGHTS
MEADOW HEIGHTS PRIMARY SCHOOL

PARINGA BOULEVARD

HUDSON CIRCUIT

GROUND LEVEL OUTDOOR PLAY AREA

LEVEL 1 OUTDOOR PLAY AREA

PROPOSED CHILDCARE CENTRE

PROPOSED SWIM SCHOOL / MIXED USE

EXISTING CARPARK

CONCRETE FOOTPATH

BUS STOP

PROPOSED CROSSOVER AND ACCESS WAY INTO CARPARK TO BE CONSTRUCTED TO THE SATISFACTOTION OF THE RESPONSIBLE AUTHORITY

PROPOSED CROSSOVER (ENTRY / EXIT)

TITLE BOUNDARY 54° 00' 00" 102.58 m

END SPACE TO BE LINE MARKED AS NO PARKING OR FOR TROLLY BAY AS REQUIRED

NO ENTRY SIGNAGE TO BE ERECTED

REDUNDANT TWO WAY LINE MARKING TO BE REMOVED

PROPOSED LINE MARKING TYPICAL

EXISTING AREA OF CARPARK TO BE REINSTATED AS LANDSCAPING

EXTENT OF MODIFICATIONS TO CARPARK (REFER TO SITE PLAN FOR FURTHER INFORMATION)

ADDITIONAL 2 X PARKING SPACES SUBJECT TO ACCESS WAY BEING REMOVED

EXISTING X-OVER TO PARINGA BLVD (ENTRY / EXIT)

EXISTING CROSS-OVER AND ACCESSWAY TO BE REMOVED AND REPLACED TO MATCH EXISTING NATURE STRIP AND PEDESTRIAN FOOTPATH, PER COUNCIL'S AND/OR THE APPLICABLE REQUIREMENTS.

TITLE BOUNDARY 128° 35' 20" 70.52 m

LANDSCAPE

ALLOW FOR PEDESTRIAN PATH CONNECTION TO SHOPPING CENTRE

EXISTING DDA SPACES PROPOSED TO BE REMOVED ARE TO BE TO BE REPLACED

EXISTING LAYBACK KERB TO BE REINSTATED WITH BARRIER KERB

EXISTING ACCESS TO BE REMOVED AND PEDESTRIAN AREA EXPANDED

EXISTING LAYBACK KERB TO BE REINSTATED WITH BARRIER KERB

AREA ANALYSIS

SUBJECT SITE	27310 m²
OVERALL NUMBER OF CHILDREN	108
BUILDING FOOTPRINT	1114 m²
PERMEABLE AREA	371.7 m²
IMPERMEABLE AREA	1418.3 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
	GL (CHILDCARE)	467 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 3	BELOW 3 YEARS	20	GL (CHILDCARE)	66 m²
ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
- EXTENT OF VEGETATION AND TREES TO BE CONFIRMED AND READ INCONJUNCTION WITH ARBORIST REPORT.
- EXTENT AND LOCATION OF SUB-DIVISION LINE/BOUNDARY TO BE CONFIRMED BY CLIENT AND/OR OPERATOR.
- EXTENT OF RETAINING WALL AT THE BOUNDARIES TO BE CONFIRMED AND/ADVISED BY CLIENT AND/OR CIVIL.
- REFER TO LANDSCAPE PLAN PROVIDED FOR ALL LANDSCAPING DETAILS
- TO BE READ IN CONJUCTION WITH PLANS PROVIDED BY SELECT ARCHITECTS FOR FURTHER DETAILS

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06
TP3	REVISED AS PER TRAFFIC, ESD AND LANDSCAPE COMMENTS	LY	CS	2025.09.29

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
PROPOSED SITE PLAN

STATUS
TOWN PLANNING

SCALE	DRAWN
As indicated @ A1	MN / FP
DATE	JOB #
2025.09.29	1312
REVISION	DRAWING #
TP3	TP002

SMP NOTES:

MANAGEMENT
- 80% OF ALL CONSTRUCTION AND DEMOLITION WASTE TO BE DIVERTED FROM LANDFILL
- SEPARATE UTILITY METER FOR EACH TENANCY

WATER EFFICIENCY
- MINIMUM WELS RATING OF FITTINGS AND FIXTURES: 4 STAR TOILETS / 5 STAR TAPS / 4 STAR (6.0-7.5 L/MIN) SHOWERHEAD AND 5 STAR DISHWASHER
- 15,000L TANK FOR CHILDCARE AND 8,000L TANK FOR SWIM SCHOOL COLLECTING WATER FROM PART OF THE ROOF OF EACH UNIT – WATER TO BE USED FOR TOILET FLUSHING

ENERGY EFFICIENCY
- NCC 2022 SECTION J COMMITMENT TO MEET REQUIREMENT
- ILLUMINATION POWER DENSITIES TO MEET NCC 2022 SECTION J7D3 REQUIREMENTS
- SENSORS (MOTION, DAYLIGHT, TIMERS) FOR EXTERNAL AND COMMON AREA LIGHTING
- ELECTRIC SYSTEM CHOSEN WITHIN ONE STAR OF THE BEST AVAILABLE PRODUCT IN THE RANGE AT THE TIME OF PURCHASE OR 15% MOST EFFICIENT AVAILABLE PRODUCTS IF NO STAR RATING IS AVAILABLE
- HVAC SYSTEM CHOSEN WITHIN ONE STAR OF THE BEST AVAILABLE PRODUCT IN THE RANGE AT THE TIME OF PURCHASE OR 15% MOST EFFICIENT AVAILABLE PRODUCTS IF NO STAR RATING IS AVAILABLE
- 3KW SOLAR PV ON EACH TENANCY

STORMWATER
- 15,000L TANK FOR CHILDCARE AND 8,000L TANK FOR SWIM SCHOOL COLLECTING WATER FROM PART OF THE ROOF OF EACH UNIT - WATER TO BE USED FOR TOILET FLUSHING

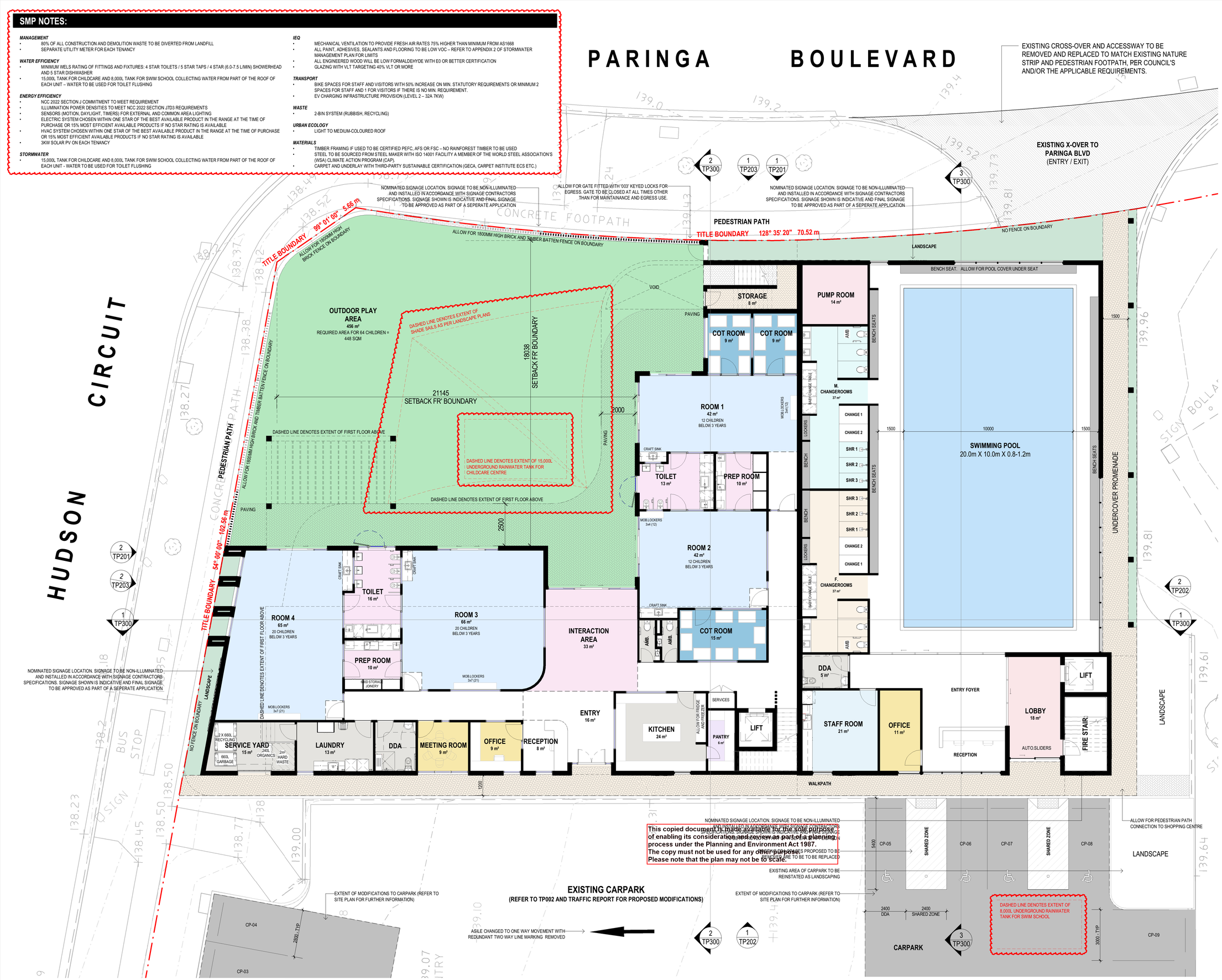
IEQ
- MECHANICAL VENTILATION TO PROVIDE FRESH AIR RATES 75% HIGHER THAN MINIMUM FROM AS1668
- ALL PAINT, ADHESIVES, SEALANTS AND FLOORING TO BE LOW VOC – REFER TO APPENDIX 2 OF STORMWATER MANAGEMENT PLAN FOR LIMITS
- ALL ENGINEERED WOOD WILL BE LOW FORMALDEHYDE WITH E0 OR BETTER CERTIFICATION
- GLAZING WITH VLT TARGETING 40% VLT OR MORE

TRANSPORT
- BIKE SPACES FOR STAFF AND VISITORS WITH 50% INCREASE ON MIN. STATUTORY REQUIREMENTS OR MINIMUM 2 SPACES FOR STAFF AND 1 FOR VISITORS IF THERE IS NO MIN. REQUIREMENT.
- EV CHARGING INFRASTRUCTURE PROVISION (LEVEL 2 – 32A 7KW)

WASTE
- 2-BIN SYSTEM (RUBBISH, RECYCLING)

URBAN ECOLOGY
- LIGHT TO MEDIUM-COLOURED ROOF

MATERIALS
- TIMBER FRAMING IF USED TO BE CERTIFIED PEFC, AFS OR FSC – NO RAINFOREST TIMBER TO BE USED
- STEEL TO BE SOURCED FROM STEEL MAKER WITH ISO 14001 FACILITY A MEMBER OF THE WORLD STEEL ASSOCIATION'S (WSA) CLIMATE ACTION PROGRAM (CAP)
- CARPET AND UNDERLAY WITH THIRD-PARTY SUSTAINABLE CERTIFICATION (GECA, CARPET INSTITUTE ECS ETC.)



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LEGEND

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- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
- EXTENT OF VEGETATION AND TREES TO BE CONFIRMED AND READ INCONJUNCTION WITH ARBORIST REPORT.
- EXTENT AND LOCATION OF SUB-DIVISION LINE/BOUNDARY TO BE CONFIRMED BY CLIENT AND/OR OPERATOR.
- EXTENT OF RETAINING WALL AT THE BOUNDARIES TO BE CONFIRMED AND/ADVISED BY CLIENT AND/OR CIVIL.
- REFER TO LANDSCAPE PLAN PROVIDED FOR ALL LANDSCAPING DETAILS
- TO BE READ IN CONJUCTION WITH PLANS PROVIDED BY SELECT ARCHITECTS FOR FURTHER DETAILS

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06
TP3	REVISED AS PER TRAFFIC, ESD AND LANDSCAPE COMMENTS	LY	CS	2025.09.29

[redacted]

PROJECT

MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE

PROPOSED GROUND FLOOR PLAN

STATUS

TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	**JOB #**
2025.09.29	1312
REVISION	**DRAWING #**
TP3	TP101

APPENDIX 3 SWEPT PATH DIAGRAMS

HUDSON CIRCUIT

NO ENTRY R2-4

2.8 (TYP)

4.9

6.2

7.0

R

PROPOSED KERB (TYP)

END SPACE TO BE LINE MARKED AS NO PARKING. ALTERNATIVELY AREA COULD BE USED FOR TROLLY BAY

NO ENTRY R2-4

PROPOSED LINE MARKING (TYP)

SUBJECT SITE
MEADOW HEIGHTS SHOPPING CENTRE

5.4

2.4 (TYP)

PROPOSED DDA SPACES AND SHARED AREAS

PROPOSED BOLLARD (TYP)

REDUNDANT TWO WAY LINE MARKING TO BE REMOVED

5.7

3.0 (TYP)

4.9

PROPOSED PARKING SPACES

EXISTING LAYBACK KERB TO BE REINSTATED WITH BARRIER KERB

EXISTING LAYBACK KERB TO BE REINSTATED WITH BARRIER KERB AND PEDESTRIAN AREA EXPANDED

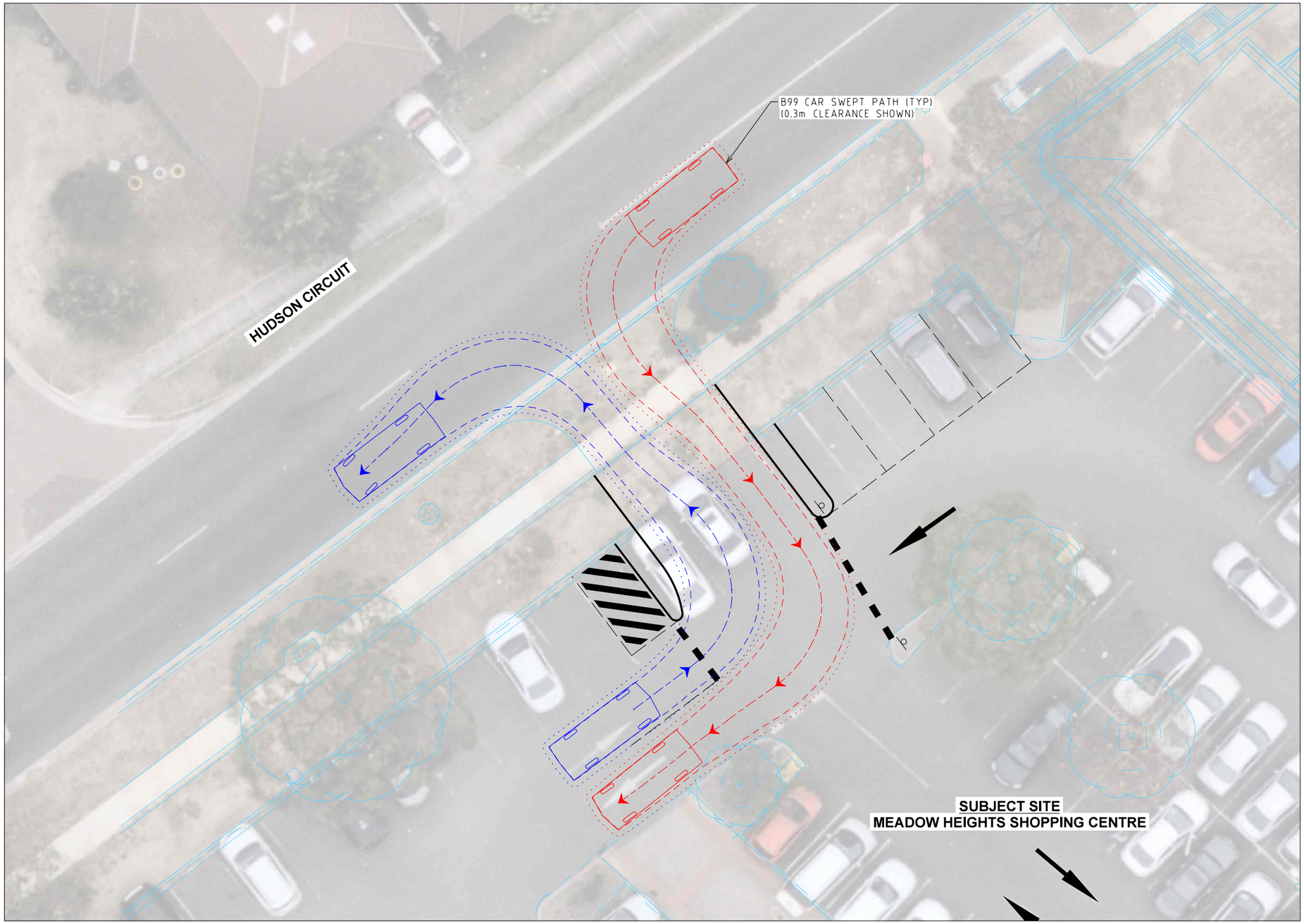
ADDITIONAL 2 No. PARKING SPACES SUBJECT TO ACCESS WAY BEING REMOVED

MEADOW HEIGHTS SHOPPING CENTRE ENTERPRISE PTY LTD
MIXED-USE DEVELOPMENT
MEADOW HEIGHTS SHOPPING CENTRE,
MEADOW HEIGHTS
CONCEPT LAYOUT PLAN

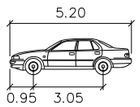
0 1.25 2.5 5
SCALE: 1:250 @ A3

MELWAY MAP REF
179 H11

[redacted]



DESIGN VEHICLE



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

MEADOW HEIGHTS SHOPPING CENTRE ENTERPRISE PTY LTD
MIXED-USE DEVELOPMENT
MEADOW HEIGHTS SHOPPING CENTRE,
MEADOW HEIGHTS
B99 CAR SWEPT PATH

0 1 2 4
SCALE: 1:200 @ A3

MELWAY MAP REF
179 H11

[redacted]

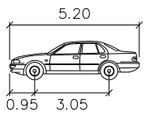
FILE: Y:\2023\23574WE - Meadow Heights Shopping Centre (Child Care)\04 Design\DGN\02 Sketches\SALT-23574-SK-007.dgn
DATE: 09/16/25 13:38:17
BY: egan.cook

HUDSON CIRCUIT

B99 CAR SWEPT PATH
(0.3m CLEARANCE SHOWN)

SUBJECT SITE
MEADOW HEIGHTS SHOPPING CENTRE

DESIGN VEHICLE



B99

	meters
Width	: 1.94
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 33.9

MEADOW HEIGHTS SHOPPING CENTRE ENTERPRISE PTY LTD
MIXED-USE DEVELOPMENT
MEADOW HEIGHTS SHOPPING CENTRE,
MEADOW HEIGHTS
B99 CAR SWEPT PATH

0 1.25 2.5 5
SCALE: 1:250 @ A3

MELWAY MAP REF
179 H11

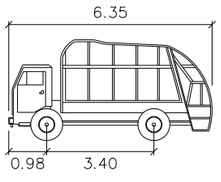
[redacted]

HUDSON CIRCUIT

6.35m GARWOOD MINER SWEPT PATH (TYP)
(0.6m CLEARANCE SHOWN)

SUBJECT SITE
MEADOW HEIGHTS SHOPPING CENTRE

CHECKING VEHICLE



6.35m GARWOOD MINER

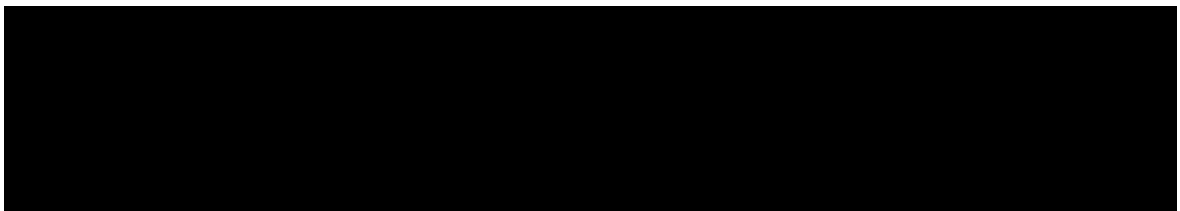
	meters
Width	: 1.84
Track	: 1.84
Lock to Lock Time	: 6.0
Steering Angle	: 45.4

MEADOW HEIGHTS SHOPPING CENTRE ENTERPRISE PTY LTD
MIXED-USE DEVELOPMENT
MEADOW HEIGHTS SHOPPING CENTRE,
MEADOW HEIGHTS
GARBAGE COLLECTION SWEPT PATHS

0 1.25 2.5 5
SCALE: 1:250 @ A3

MELWAY MAP REF
179 H11

APPENDIX 4 SIDRA RESULTS

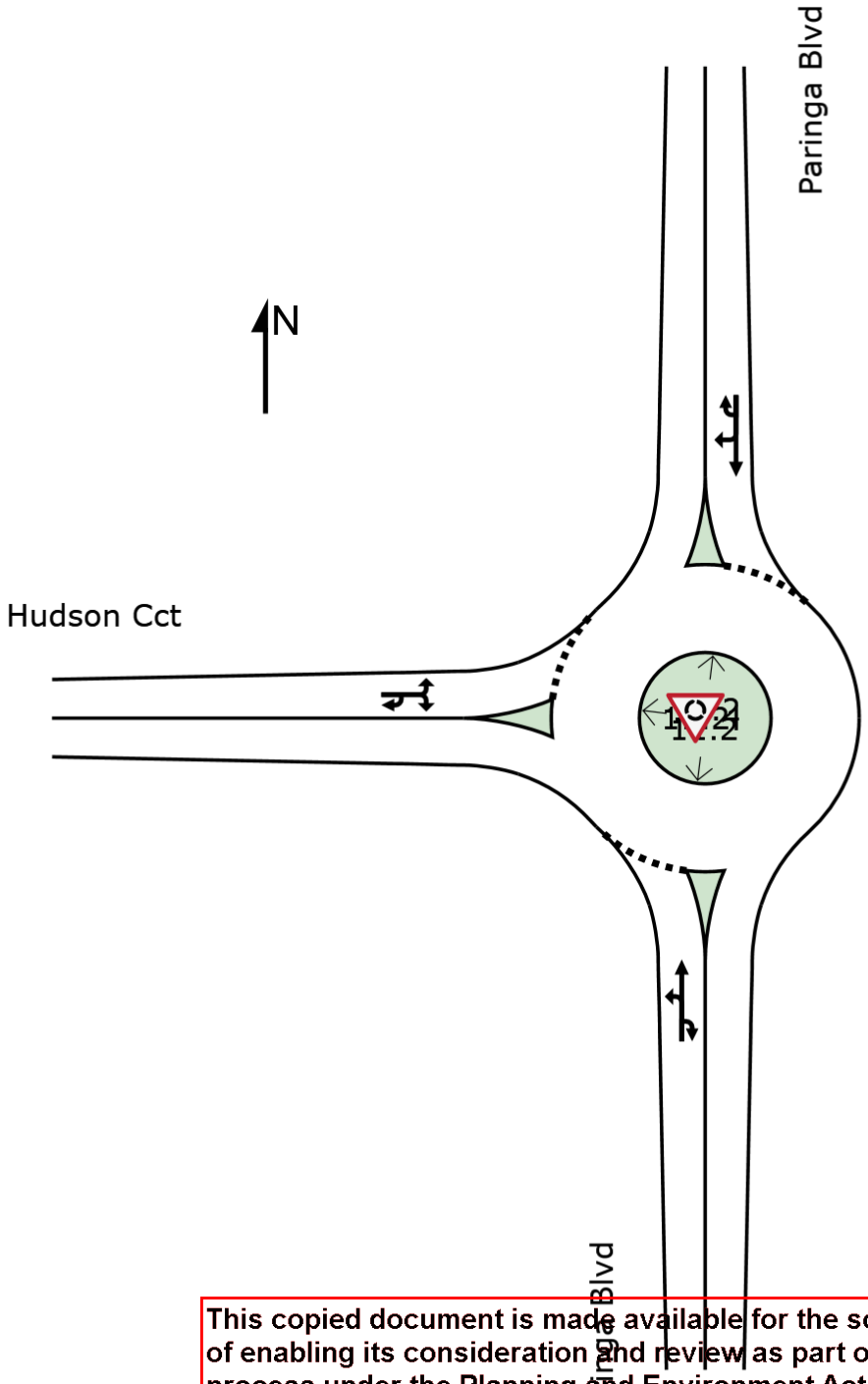


SITE LAYOUT

Site: [1] Hudson Cct/Paringa Blvd (PM EXISTING) (Folder1)

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: [1] Hudson Cct/Paringa Blvd (PM EXISTING) (Folder1)
Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Paringa Blvd															
1	L2	All MCs	27	0.0	27	0.0	0.486	4.8	LOS A	3.6	25.3	0.48	0.48	0.48	45.4
2	T1	All MCs	553	1.0	553	1.0	0.486	4.8	LOS A	3.6	25.3	0.48	0.48	0.48	45.6
3u	U	All MCs	2	0.0	2	0.0	0.486	9.8	LOS A	3.6	25.3	0.48	0.48	0.48	45.1
Approach			582	0.9	582	0.9	0.486	4.8	LOS A	3.6	25.3	0.48	0.48	0.48	45.6
North: Paringa Blvd															
8	T1	All MCs	229	0.5	229	0.5	0.266	3.6	LOS A	2.0	13.8	0.15	0.48	0.15	45.9
9	R2	All MCs	166	2.5	166	2.5	0.266	7.1	LOS A	2.0	13.8	0.15	0.48	0.15	45.3
9u	U	All MCs	2	0.0	2	0.0	0.266	8.6	LOS A	2.0	13.8	0.15	0.48	0.15	45.3
Approach			398	1.3	398	1.3	0.266	5.1	LOS A	2.0	13.8	0.15	0.48	0.15	45.6
West: Hudson Cct															
10	L2	All MCs	448	1.6	448	1.6	0.607	10.7	LOS B	5.8	41.2	0.87	0.85	1.08	42.7
12	R2	All MCs	20	5.3	20	5.3	0.607	14.3	LOS B	5.8	41.2	0.87	0.85	1.08	42.4
12u	U	All MCs	1	0.0	1	0.0	0.607	15.6	LOS B	5.8	41.2	0.87	0.85	1.08	42.5
Approach			469	1.8	469	1.8	0.607	10.8	LOS B	5.8	41.2	0.87	0.85	1.08	42.7
All Vehicles			1449	1.3	1449	1.3	0.607	6.8	LOS A	5.8	41.2	0.52	0.60	0.59	44.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

Organisation: SUSTAINABLE TRANSPORT SURVEYS PTY LTD T/A SALT3 | Licence: NETWORK / 1PC | Processed: Wednesday, 10 September 2025 9:28:37 AM
Project: Y:\2023\23574TWE - Meadow Heights Shopping Centre (Child Care)\07 Analysis\SIDRA.sipx

MOVEMENT SUMMARY

Site: [1 (2)] Hudson Cct/Paringa Blvd (PM POST-DEVELOPMENT) (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Qued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Paringa Blvd															
1	L2	All MCs	47	0.0	47	0.0	0.521	5.1	LOS A	4.0	28.3	0.55	0.51	0.55	45.2
2	T1	All MCs	553	1.0	553	1.0	0.521	5.1	LOS A	4.0	28.3	0.55	0.51	0.55	45.4
3u	U	All MCs	2	0.0	2	0.0	0.521	10.1	LOS B	4.0	28.3	0.55	0.51	0.55	44.9
Approach			602	0.9	602	0.9	0.521	5.1	LOS A	4.0	28.3	0.55	0.51	0.55	45.4
North: Paringa Blvd															
8	T1	All MCs	229	0.5	229	0.5	0.301	3.7	LOS A	2.3	16.3	0.23	0.49	0.23	45.6
9	R2	All MCs	196	2.2	196	2.2	0.301	7.2	LOS A	2.3	16.3	0.23	0.49	0.23	45.1
9u	U	All MCs	2	0.0	2	0.0	0.301	8.7	LOS A	2.3	16.3	0.23	0.49	0.23	45.1
Approach			427	1.2	427	1.2	0.301	5.3	LOS A	2.3	16.3	0.23	0.49	0.23	45.4
West: Hudson Cct															
10	L2	All MCs	479	1.5	479	1.5	0.676	12.2	LOS B	7.4	52.7	0.92	0.91	1.22	41.9
12	R2	All MCs	39	2.7	39	2.7	0.676	15.7	LOS B	7.4	52.7	0.92	0.91	1.22	41.7
12u	U	All MCs	1	0.0	1	0.0	0.676	17.1	LOS B	7.4	52.7	0.92	0.91	1.22	41.7
Approach			519	1.6	519	1.6	0.676	12.5	LOS B	7.4	52.7	0.92	0.91	1.22	41.9
All Vehicles			1548	1.2	1548	1.2	0.676	7.7	LOS A	7.4	52.7	0.58	0.64	0.69	44.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay: Geometric Delay is included).
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

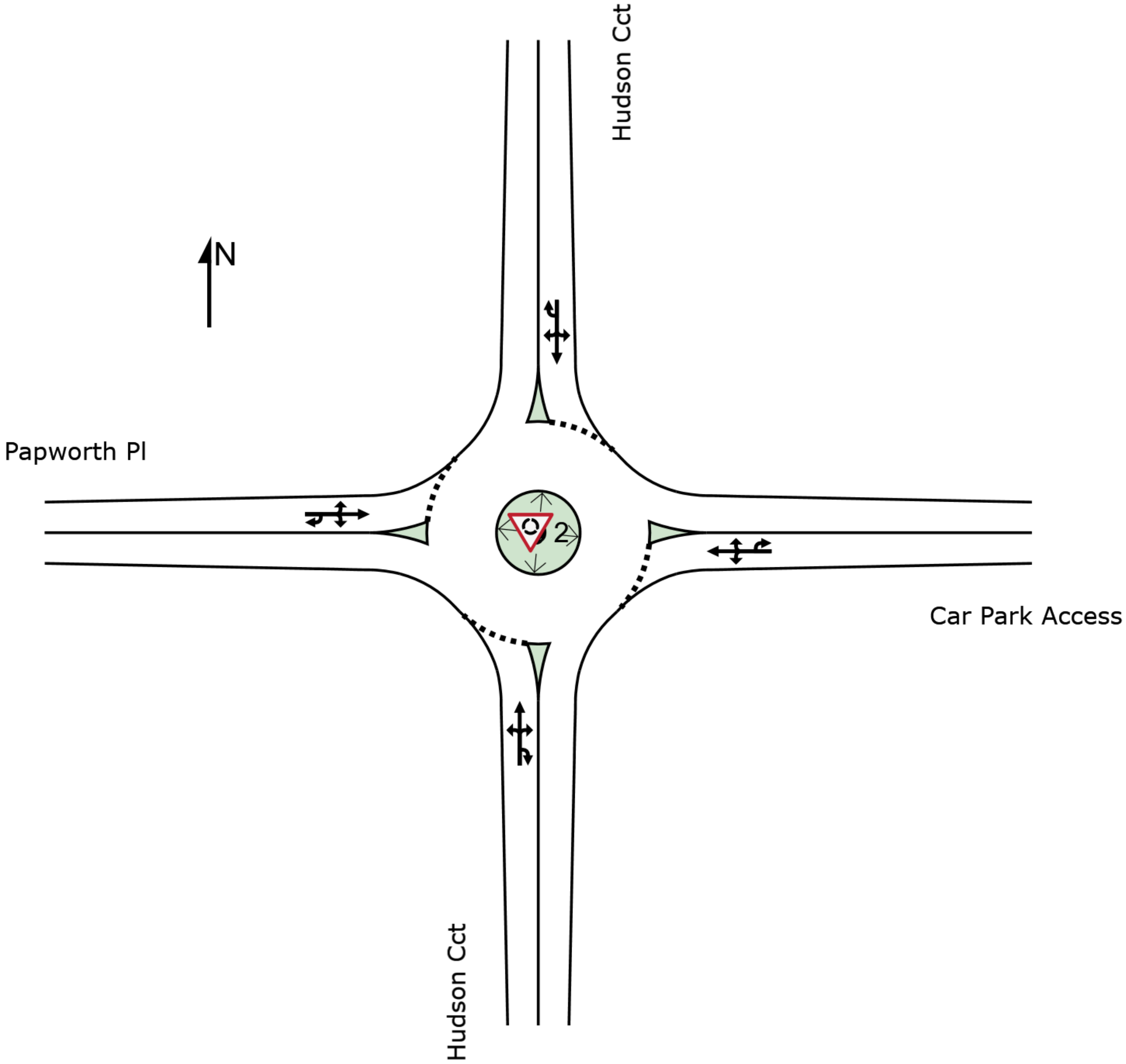
Organisation: SUSTAINABLE TRANSPORT SURVEYS PTY LTD T/A SALT3 | Licence: NETWORK / 1PC | Processed: Tuesday, 16 September 2025 9:59:00 AM
Project: Y:\2023\23574TWE - Meadow Heights Shopping Centre (Child Care)\07 Analysis\SIDRA.sipx

SITE LAYOUT

Site: [2] Hudson Cct/Papwoth Pl/Car Park Access (PM EXISTING) (Folder1)

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Layout pictures are schematic functional drawings reflecting input data. They are not design drawings.



MOVEMENT SUMMARY

Site: [2] Hudson Cct/Papwoth Pl/Car Park Access (PM EXISTING) (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hudson Cct															
1	L2	All MCs	19	0.0	19	0.0	0.358	4.0	LOS A	2.5	17.6	0.21	0.44	0.21	46.2
2	T1	All MCs	417	2.3	417	2.3	0.358	4.0	LOS A	2.5	17.6	0.21	0.44	0.21	46.5
3	R2	All MCs	73	0.0	73	0.0	0.358	8.2	LOS A	2.5	17.6	0.21	0.44	0.21	49.2
3u	U	All MCs	1	0.0	1	0.0	0.358	8.5	LOS A	2.5	17.6	0.21	0.44	0.21	46.0
Approach			509	1.9	509	1.9	0.358	4.6	LOS A	2.5	17.6	0.21	0.44	0.21	46.8
East: Car Park Access															
4	L2	All MCs	65	0.0	65	0.0	0.090	5.7	LOS A	0.5	3.2	0.36	0.58	0.36	51.9
5	T1	All MCs	3	0.0	3	0.0	0.090	5.8	LOS A	0.5	3.2	0.36	0.58	0.36	52.3
6	R2	All MCs	28	0.0	28	0.0	0.090	8.9	LOS A	0.5	3.2	0.36	0.58	0.36	51.6
6u	U	All MCs	1	0.0	1	0.0	0.090	10.5	LOS B	0.5	3.2	0.36	0.58	0.36	51.6
Approach			98	0.0	98	0.0	0.090	6.7	LOS A	0.5	3.2	0.36	0.58	0.36	51.9
North: Hudson Cct															
7	L2	All MCs	7	0.0	7	0.0	0.150	5.1	LOS A	0.8	5.6	0.25	0.44	0.25	49.1
8	T1	All MCs	166	2.5	166	2.5	0.150	4.2	LOS A	0.8	5.6	0.25	0.44	0.25	46.2
9	R2	All MCs	9	0.0	9	0.0	0.150	7.2	LOS A	0.8	5.6	0.25	0.44	0.25	45.7
9u	U	All MCs	1	0.0	1	0.0	0.150	8.7	LOS A	0.8	5.6	0.25	0.44	0.25	45.7
Approach			184	2.3	184	2.3	0.150	4.4	LOS A	0.8	5.6	0.25	0.44	0.25	46.3
West: Papworth Pl															
10	L2	All MCs	14	0.0	14	0.0	0.029	6.6	LOS A	0.1	1.0	0.57	0.63	0.57	44.7
11	T1	All MCs	3	0.0	3	0.0	0.029	7.6	LOS A	0.1	1.0	0.57	0.63	0.57	48.1
12	R2	All MCs	6	0.0	6	0.0	0.029	9.6	LOS A	0.1	1.0	0.57	0.63	0.57	44.5
12u	U	All MCs	1	0.0	1	0.0	0.029	11.1	LOS B	0.1	1.0	0.57	0.63	0.57	44.5
Approach			24	0.0	24	0.0	0.029	7.7	LOS A	0.1	1.0	0.57	0.63	0.57	45.1
All Vehicles			816	1.7	816	1.7	0.358	4.9	LOS A	2.5	17.6	0.25	0.46	0.25	47.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay). Geometric Delay is included.
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

MOVEMENT SUMMARY

Site: [2 (2)] Hudson Cct/Papworth Pl/Car Park Access (PM POST-DEVELOPMENT) (Folder1)

Output produced by SIDRA INTERSECTION Version: 10.0.5.217

New Site
Site Category: (None)
Roundabout
Site Scenario: 1 | Local Volumes

Vehicle Movement Performance

Mov ID	Turn	Mov Class	Demand Flows [Total veh/h	HV] %	Arrival Flows [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% Back Of Queue [Veh. veh	Dist] m	Prop. Queued	Eff. Stop Rate	Number of Cycles to Depart	Aver. Speed km/h
South: Hudson Cct															
1	L2	All MCs	19	0.0	19	0.0	0.393	4.1	LOS A	2.8	20.2	0.25	0.46	0.25	46.2
2	T1	All MCs	417	2.3	417	2.3	0.393	4.0	LOS A	2.8	20.2	0.25	0.46	0.25	46.5
3	R2	All MCs	113	0.0	113	0.0	0.393	8.2	LOS A	2.8	20.2	0.25	0.46	0.25	49.2
3u	U	All MCs	1	0.0	1	0.0	0.393	8.6	LOS A	2.8	20.2	0.25	0.46	0.25	46.0
Approach			549	1.7	549	1.7	0.393	4.9	LOS A	2.8	20.2	0.25	0.46	0.25	47.0
East: Car Park Access															
4	L2	All MCs	96	0.0	96	0.0	0.127	5.7	LOS A	0.7	4.7	0.38	0.58	0.38	51.9
5	T1	All MCs	3	0.0	3	0.0	0.127	5.8	LOS A	0.7	4.7	0.38	0.58	0.38	52.3
6	R2	All MCs	38	0.0	38	0.0	0.127	8.9	LOS A	0.7	4.7	0.38	0.58	0.38	51.6
6u	U	All MCs	1	0.0	1	0.0	0.127	10.6	LOS B	0.7	4.7	0.38	0.58	0.38	51.6
Approach			138	0.0	138	0.0	0.127	6.6	LOS A	0.7	4.7	0.38	0.58	0.38	51.9
North: Hudson Cct															
7	L2	All MCs	7	0.0	7	0.0	0.160	5.4	LOS A	0.9	6.1	0.31	0.46	0.31	48.9
8	T1	All MCs	166	2.5	166	2.5	0.160	4.4	LOS A	0.9	6.1	0.31	0.46	0.31	46.0
9	R2	All MCs	9	0.0	9	0.0	0.160	7.5	LOS A	0.9	6.1	0.31	0.46	0.31	45.5
9u	U	All MCs	1	0.0	1	0.0	0.160	9.0	LOS A	0.9	6.1	0.31	0.46	0.31	45.5
Approach			184	2.3	184	2.3	0.160	4.6	LOS A	0.9	6.1	0.31	0.46	0.31	46.1
West: Papworth Pl															
10	L2	All MCs	14	0.0	14	0.0	0.031	6.9	LOS A	0.2	1.1	0.60	0.65	0.60	44.6
11	T1	All MCs	3	0.0	3	0.0	0.031	8.0	LOS A	0.2	1.1	0.60	0.65	0.60	47.9
12	R2	All MCs	6	0.0	6	0.0	0.031	10.0	LOS A	0.2	1.1	0.60	0.65	0.60	44.3
12u	U	All MCs	1	0.0	1	0.0	0.031	11.5	LOS B	0.2	1.1	0.60	0.65	0.60	44.3
Approach			24	0.0	24	0.0	0.031	8.1	LOS A	0.2	1.1	0.60	0.65	0.60	44.9
All Vehicles			896	1.5	896	1.5	0.393	5.2	LOS A	2.8	20.2	0.29	0.48	0.29	47.4

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Options tab).
Roundabout LOS Method: SIDRA Roundabout LOS.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Control Delay). Geometric Delay is included.
Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.
Gap-Acceptance Capacity Formula: SIDRA Standard (Akcelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.
Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand and Upstream Capacity Constraint effects.

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snap fitness 24/7

Sustainability Management Plan

55-63 Paringa Boulevard, Meadow Heights

30th September 2025

[redacted]

[redacted]

Table of Contents

Document History

Version	Date	Status	Author	Approved
0	28/08/2025	First Issue	YL	DM
1	30/09/2025	Updated report as drawing updated	YL	DM

Introduction & Council's Requirements

[redacted] has been commissioned to provide guidance on achieving environmentally Sustainable Development outcomes for the proposed commercial development located at 55-63 Paringa Boulevard, Meadow Heights.

The assessment is being carried out in compliance with Hume City Council's sustainability requirements specifically addressing Planning Policy Clause 15.01-2L-03 *Environmentally Sustainable Development*.

Clause 15.01-2L-03 of the policy outlines the key categories that the City of Hume has identified as crucial to be addressed in the assessment. These categories include Energy Performance, Water Resources, Stormwater Management, Indoor Environment Quality, Construction, Building & Waste Management, Building Materials, Transport, and Urban Ecology.

Stormwater quality management and its impact on the environment have been acknowledged by the City of Hume. As per the requirements of Clause 53.18 *Stormwater Management in Urban Development,* this report presents a solution to address the quality aspect of stormwater management.

Site & Proposed Development Description

The 27,310m^2 site is located at 55-63 Paringa Boulevard, Meadow Heights within Hume local authority. The site is currently as shown in the image below:

Figure 1: Site location and surroundings (sourced from Google Maps)

The proposal consists of development of the site into a two-storey commercial development with a childcare centre and a swim school.

ESD Assessment Tools

BESS

BESS has been built and is maintained by local governments and is the only dedicated tool in Victoria for assessing sustainable design at the planning permit stage.

BESS evaluates the energy and water efficiency, thermal comfort, and overall environmental sustainability performance of new buildings or modifications. It was created to ensure that new development adheres to sustainability requirements as part of a planning permit application.

A BESS assessment has been conducted for the proposed development, providing a benchmark for the level of sustainability achieved by the project in line with the SDAPP 10 Key Sustainable Building Categories.

Each target area within the BESS tool typically receives a score ranging from 1% to 100%. To meet the energy, water, stormwater, and IEQ requirements, a minimum score of 50% is necessary. An overall project score of 50% represents 'Best Practice,' while a score above 70% represents 'Excellence.

STORM

The Stormwater Treatment Objective - Relative Measure (STORM) calculator is a tool developed by Melbourne Water to assist with the design and assessment of stormwater management systems. The calculator enables users to determine the effectiveness of stormwater treatment measures in removing pollutants from stormwater runoff, thereby protecting waterways and aquatic ecosystems.

The STORM assessment can be found in Appendix 1.

Summary of Initiatives

Initiatives listed below should be reflected on TP drawings either graphically on the plan (e.g. bike spaces, RWT etc.) or with a clear note. All WSUD initiatives listed in Appendix 1 should be clearly noted on drawings including all areas diverting to the proposed treatment (e.g. RWT, raingarden etc.) – Refer to Appendix 1.

Category	Requirement
Management	80% of all construction and demolition waste to be diverted from landfill
	Separate utility meter for each tenancy
Water Efficiency	Minimum WELS rating of fittings and fixtures: 4 Star Toilets / 5 Star Taps / 4 Star (6.0-7.5 L/min) Showerhead and 5 Star Dishwasher
	15,000L underground tank for childcare and 8,000L underground tank for swim school collecting water from part of the roof of each unit – Water to be used for toilet flushing – Tanks could be combined into one central tank
Energy Efficiency	NCC 2022 section J commitment to meet requirement
	Illumination power densities to meet NCC 2022 section J7D3 requirements
	Sensors (motion, daylight, timers) for external and common area lighting
	Electric System chosen within one star of the best available product in the range at the time of purchase or 15% most efficient available products if no star rating is available
	HVAC system chosen within one star of the best available product in the range at the time of purchase or 15% most efficient available products if no star rating is available
	3kW Solar PV on each tenancy
Stormwater	15,000L underground tank for childcare and 8,000L underground tank for swim school collecting water from part of the roof of each unit – Water to be used for toilet flushing – Tanks could be combined into one central tank
IEQ	Mechanical ventilation to provide fresh air rates 75% higher than minimum from AS1668
	All paint, adhesives, sealants and flooring to be low VOC – refer to Appendix 2 for limits
	All engineered wood will be low formaldehyde with E0 or better certification
	Glazing with VLT targeting 40% VLT or more
Transport	Bike spaces for staff and visitors with 50% increase on min. statutory requirements or minimum 2 spaces for staff and 1 for visitors if there is no min. requirement.
	EV charging infrastructure provision (Level 2 – 32A 7Kw)
Waste	2-bin system (Rubbish, Recycling)
Urban Ecology	Light to medium-coloured roof
Materials	Timber framing if used to be certified PEFC, AFS or FSC – No rainforest timber to be used
	Steel to be sourced from steel maker with ISO 14001 facility a member of the World Steel Association's (WSA) Climate Action Program (CAP).
	Carpet and underlay with third-party sustainable certification (GECA, Carpet Institute ECS etc.)

1. Construction and Building Management

Effective construction and building management practices are crucial for sustainable development. By minimizing construction waste and effectively monitoring building performance, these practices can significantly reduce the environmental impact of the development and enhance its long-term sustainability.

Initiative	Description	Reference
Metering and Monitoring	Separate utility meters (water and electricity) will be provided for the development.	BESS Man 3.2
Construction Waste Management	On-site staff will receive a construction waste management plan during a site orientation session to minimise on-site waste generation and ensure proper disposal. A minimum of 80% of all construction and demolition waste created on-site will be reused or recycled.	N/A
Construction Environmental Management	The builder will identify environmental risks associated with construction and implement management strategies such as effective erosion and sediment control measures throughout construction and operation. They will also ensure that earthworks are staged appropriately to avoid bare earthworks in high-risk areas of the site during periods of dominant rainfall.	Clause 53.18

2. Water Resources

Maximising water efficiency in developments helps conserve water resources, reduces the strain on local water systems, and lower water bills for homeowners, making it an environmentally responsible and economically beneficial choice for developers. Additionally, implementing water-efficient practices and technologies can also contribute to a more sustainable and resilient community.

Initiative	Description	Reference
Fixtures and Fittings	The development will be provided with efficient fittings and fixtures. This will all be for a reduction of potable water use onsite. The following minimum Water Efficiency Labelling Scheme (WELS) star rating will be specified: • 4-Star Toilets • 5-Star Taps (Kitchen and bathrooms) • 4-Star (6.0-7.5 L/min) Showerheads All appliances provided as part of the based building will be chosen within one WELS star of the best available: • 5-Star Dishwasher	BESS Wat 1.1
Rainwater Collection and use	Part of the roof of the Childcare will have rainwater runoff collected and stored in a 15,000L underground tank. Part of the roof of the Swim school will have rainwater runoff collected and stored in an 8,000L underground tank. Rainwater collected will be utilised for toilet flushing, significantly reducing the development's stormwater impact and aiding in compliance with the STORM calculator (refer to Appendix 1).	BESS Wat 1.1 BESS Storm 1.1

[redacted]

3. Energy Efficiency

Maximizing energy efficiency in developments reduces greenhouse gas emissions and lowers utility costs for homeowners, making it an environmentally responsible and economically beneficial choice for developers. In addition, energy-efficient buildings are often more comfortable and healthier to live in, improving the quality of life for occupants.

Initiative	Description	Reference
NCC Section J Commitment	A section J (NCC 2022) DTS assessment will occur for the development (prior to construction) with the following commitments: • Meeting NCC 2022 floor and ceiling insulation levels (Total R-Value); • Wall insulation and glazing system within NCC 2022 DTS requirements; • Heating/cooling system to be chosen within one star of the best available product in the range at the time of purchase or COP/EER chosen within the best 15% of available products if no star rating is available; and • Water heating system to be chosen within one star of the best available product in the range at the time of purchase or the 15% most efficient available products if no star rating is available. Alternatively, an NCC JV3 modelling will be undertaken prior to construction. The JV3 modelling will demonstrate compliance with building fabric requirement when compared to a 'reference building' in line with DTS requirement. The JV3 approach described above would produce a lower score under BESS Energy 1.1 than the DTS approach however the BESS assessment submitted would maintain BESS compliance with the slightly decreased score.	BESS Ene 1.2 BESS Ene 2.1 BESS Ene 2.3
Hot water System	An electric instantaneous or storage system will be installed for each tenancy. The system will be chosen within one star of the best available whichever is greater. System efficiency should be chosen within the 15% most efficient available products if no star rating is available.	BESS Ene 3.2

Initiative	Description	Reference
HVAC System	Heating and cooling will be provided with VRF or packaged unit. HVAC unit will be chosen within one star of the best available in a similar range at the time of purchase or will be chosen with COP/EER within 15% of the best available product if no star rating is available.	BESS Ene 2.3
Electric and gas Development	The development will have electric and gas connection.	BESS Ene 2.6
Internal Lighting	LED lighting will be implemented throughout each tenancy resulting in lower energy consumption for artificial lighting. The development will commit to meet the maximum illumination power densities from NCC 2022 part J7D3. Additionally, the utilisation of light internal colours will enhance daylight penetration, leading to a decreased reliance on artificial lighting.	BESS Ene 3.7
Lighting Controls and External Lighting	LED lighting will be implemented for all external lighting. External lighting, common areas and spaces used intermittently will be controlled with motion sensors and/or daylight sensors reducing overall use and energy consumption. Ventilation in these areas will also be controlled with these sensors.	BESS Ene 3.7
Solar PV System	Each tenancy will have a 3kW solar photovoltaic system installed on its roof to generate renewable energy. This measure will reduce energy consumption for the development.	BESS Ene 4.5

4. Stormwater Quality Management

WSUD (Water Sensitive Urban Design) is crucial for developments because it helps manage stormwater runoff, reduces flooding risks, and improves water quality by using natural systems to filter and treat water. Additionally, WSUD can enhance the aesthetic value of a development by incorporating green infrastructure and providing green spaces for occupants to enjoy.

Initiative	Description	Reference
Rainwater Collection and use	Part of the roof of the Childcare will have rainwater runoff collected and stored in a 15,000L underground tank. Part of the roof of the Swim school will have rainwater runoff collected and stored in an 8,000L underground tank. Rainwater collected will be utilised for toilet flushing, significantly reducing the development's stormwater impact and aiding in compliance with the STORM calculator (refer to Appendix 1).	BESS Wat 1.1 BESS Storm 1.1

5. Indoor Environment Quality

IEQ (Indoor Environmental Quality) is essential for development because it affects the health, comfort, and well-being of occupants by addressing factors such as air quality, temperature, lighting, and noise levels. Providing a high-quality indoor environment can also increase the value and desirability of a development, leading to higher occupancy rates and property values.

Initiative	Description	Reference
Daylight Access Children's room & swim school	Light internal colours will be used for the development which will result in better internal reflection of natural light, enhancing the penetration of daylight through windows or other openings. Large windows will be installed in children's rooms which will increase natural light access. Windows will be provided on multiple façades wherever possible and room depth will be limited to improve daylight access even further. **Daylight access in the pool area, gym and fitness room of the swim school was not included in the assessment due to its intended use (indoor pool sport/gym) and privacy protection where provision of daylight if not critical or necessary.** The development has achieved best practice requirement as demonstrated in the daylight hand calculation prepared in Appendix 4.	BESS IEQ 1.4
Shading	All north facing glazing in the childcare are provided with horizontal projection which will provide appropriate shading, improving thermal comfort and reducing solar heat gain in summer. All west glazing in child rooms are provided horizontal projection above. This is typically not the most appropriate type of shading for west façade however it is not possible install external adjustable shading or vertical shading for child rooms as this would be a hazard for children moving in and out of the room. For this reason, these improved horizontal projections are deemed appropriate for west facing glazing. Based on all shading types proposed on each façade in the development, we have input 100% under IEQ 3.4 in BESS. **Gym floor, fitness room and pool area will have**	BESS IEQ 3.4

Initiative	Description	Reference
	transient occupancy therefore are not included in the BESS IEQ 3.4 calculation.	
Mechanical Ventilation	Mechanical ventilation will be provided to all offices and children's rooms to provide fresh air with a minimum 75% improvement of minimum rates from AS1668.	BESS IEQ 2.3
Low VOC and Low Formaldehyde	All paints, adhesives and sealants and flooring should not exceed the limits outlined in Appendix 3. Alternatively, products will be selected with no VOCs. All engineered wood products will have 'low' formaldehyde emissions, certified as E0 or better or with no formaldehyde. Providers such as Polytec and Laminex Australia offer E0 or better products in their range.	BESS IEQ 4.1

6. Sustainable Transport

Sustainable transport such as cycling and public transport is essential for residential developments as it reduces the environmental impact of commuting while improving air quality and decreasing traffic congestion. Additionally, it promotes healthy lifestyles by encouraging physical activity and reducing sedentary behaviours associated with car dependence.

Initiative	Description	Reference
Staff & Visitor Bike Parking	Bike spaces for staff and visitors with 50% increase on min. statutory requirements or minimum 2 spaces for staff and 1 for visitors if there is no min. requirement.	BESS Tran 1.4 BESS Tran 1.5
EV Charging Infrastructure	Electrical provision will be provided for a dedicated outlet for future EV chargers. The provision should be able to accommodate a Level 2, 32amp, 7kW charger in the future.	BESS Tran 2.1

7. Operational Waste Management

Effective operational waste management is vital for developments to minimise the amount of waste generated, reduce environmental impacts, and improve sustainability by promoting recycling and composting. Implementing efficient waste management practices can also lower operating costs, increase efficiency, and enhance the overall liveability of the development.

Initiative	Description	Reference
Operational Waste	The development will be provided with a two-bins system including general and recycling as food waste and glass waste will be limited in this type of development. 	BESS Waste 2.1

8. Urban Ecology

Incorporating urban ecology principles into development promotes biodiversity, provides ecological services such as air and water purification, and enhances the overall health and well-being of residents by connecting them with nature. Additionally, creating sustainable and resilient urban ecosystems can also help mitigate the impacts of climate change and support the long-term viability of the development.

Initiative	Description	Reference
Vegetated Area	The proposed development will be proposed with landscaped areas. This will provide an enjoyable working environment.	BESS Eco 2.1

9. Materials

Choosing the right materials for a development is crucial as it impacts the durability, energy efficiency, and overall sustainability of the buildings. Thoughtful material selection can minimize environmental impacts, improve indoor air quality, and contribute to the long-term value and desirability of the development.

Initiative	Description	Reference
Sustainable Timber	No rainforest timber will be used on site. Timber framing (if used on site) will be procured from accredited sources such as Forest Stewardship Council (FSC), Program for the Endorsement of Forest Certification (PEFC) or Australian Forestry Scheme (AFS).	Clause 15.01-2L
Carpet	Wherever used, carpet and carpet underlay will be chosen with as third party certification such as Global GreenTag, GECA or Carpet Institute of Australia Limited, Environmental Certification Scheme (ECS).	Clause 15.01-2L
Steel	Steel for the development (structural and reinforcing) will be procured from a responsible steel maker. A responsible steel maker must have facilities with a currently valid and certified ISO 14001 Environmental Management System (EMS) in place, and be a member of the World Steel Association's (WSA) Climate Action Program (CAP).	Clause 15.01-2L

10. Result in Summary & Implementation

The development will comply with the BESS and WSUD requirements by implementing all measures, as stated in this report. All the measures included in this report have demonstrated their efficiency and are easy to upkeep, with any faults promptly noticeable to the development's occupants. This approach ensures the development's sustainability in the long run, as the installed systems will be maintained and functional throughout the building's life cycle.

All initiatives listed in the report will be implemented by the relevant design team member at the relevant stage of the development. An implementation schedule has been prepared as follows – Full detail for each initiative is available in the body of the report (hyperlink):

ESD Implementation Table

Initiative	Responsibility	Stage
Metering and Monitoring	Services Engineer Architect	Design Development
Construction Waste Management Plan – 80% of waste diverted from landfill	Head Contractor	Construction
Construction Environmental Management Plan	Head Contractor	Construction
Water Fixtures and Fitting – Minimum WELS rating	Architect Head Contractor	Design Development
Rainwater Collection and Reuse	Architect Civil Engineer	Design Development
NCC Section J commitment	Section J Consultant	Design Development
Hot Water System chosen within one star or 15% most efficient	Services Engineer Architect	Design Development
HVAC System chosen within one star of 15% most efficient	Services Engineer Architect	Design Development
Internal Lighting Power in line with NCC 2022 section J7D3	Services Engineer Architect	Design Development
External and common area Lighting – LED with sensors	Services Engineer Architect	Design Development
Solar PV System – Minimum 3kW per building	Solar Contractor Architect	Design Development
Mechanical Ventilation – 75% Improvement on AS1668	Service Engineer	Design Development

Initiative	Responsibility	Stage
Low VOC and Low Formaldehyde Products	Architect Head Contractor	Design Development Construction
Bike spaces for staff and visitors with 50% increase on min. statutory requirements or minimum 2 spaces for staff and 1 for visitors if there is no min. requirement.	Architect	Design Development
EV Charging Infrastructure – Level 2 provision	Architect Service Engineer	Design Development
Two-bin system	Architect Waste Consultant	Design Development
Carpet commitment to sustainable certification	Architect Head Contractor	Design Development
Steel commitment to responsible steel maker	Architect Head Contractor	Design Development
Timber commitment to certified plantations	Architect Head Contractor	Design Development

Appendix 1 –

WSUD Report

To address Clause 15.01-2L-03 and 53.18, a Water Sensitive Urban Design (WSUD) assessment of the proposed development must occur.

Under Clause 53.18, WSUD assessment and associated proposed stormwater management system should be designed to:

- Meet the current best practice performance objectives for stormwater quality as contained in the Urban Stormwater - Best Practice Environmental Management Guidelines (Victorian Stormwater Committee, 1999). Currently, these water quality performance targets are:
    - Suspended Solids - 80% retention of typical urban annual load.
    - Total Nitrogen - 45% retention of typical urban annual load.
    - Total Phosphorus - 45% retention of typical urban annual load.
    - Litter - 70% reduction of typical urban annual load.
- Minimise the impact of chemical pollutants and other toxicants including by, but not limited to, bunding and covering or roofing of storage, loading and work areas.
- Contribute to cooling, improving local habitat and providing attractive and enjoyable spaces.

By identifying the impervious surfaces within the site and implementing treatments to mitigate the impacts of stormwater leaving the site, the proposed development has successfully fulfilled the objectives listed above.

The development was evaluated using the STORM tool, a widely accepted tool in the industry, to verify compliance with the aforementioned best practice targets. To meet the required standards, the development must attain a minimum compliance score of 100%.

1. **Exclusion of site areas for WSUD assessment**

Part of the site is existing and will be retained therefore implementing stormwater treatment on this part will be difficult. The impact on stormwater quality from the retained area will remain the same post-development as it was pre-development. Due to the constraints in treating this area and the unchanged impact between pre- and post-development, this area will be excluded from the WSUD assessment.

The area for the assessment will be 1,790m^2 out of a total site area of 27,310m^2.

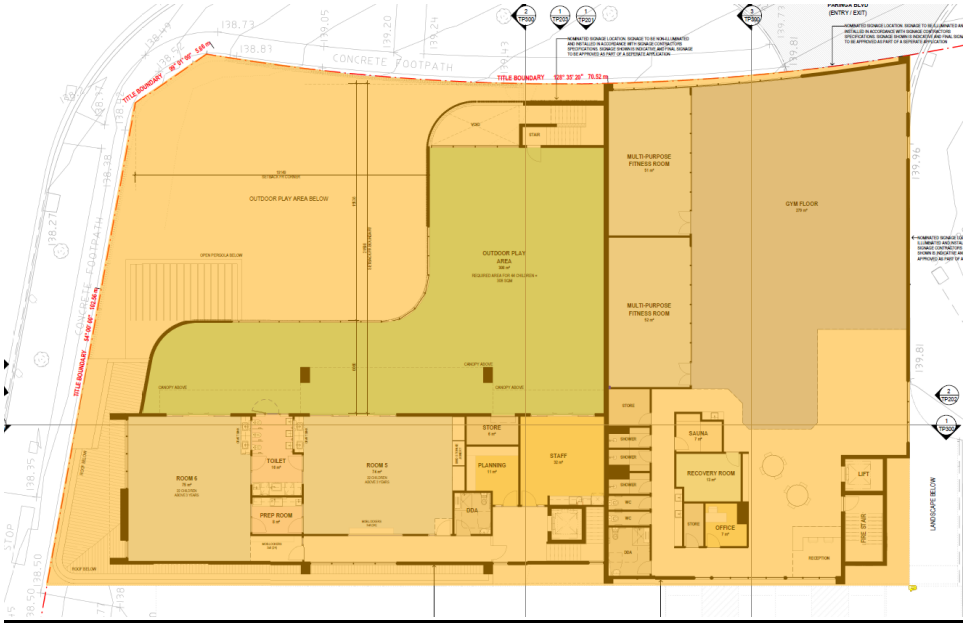


Figure 2: Area for the assessment.

2. Stormwater Quality Management Strategies & Site Demarcation

To achieve stormwater management objectives, it will be necessary to put in place stormwater treatment measures. The upcoming section outlines the surfaces that necessitate treatment and the specific treatment required. Effective management of stormwater flows in the building area will be crucial for the building's overall performance and its ability to meet stormwater management goals.

The total site area for the WSUD assessment is 1,790m^2. The following treatment will be implemented on-site:

Surface	Treatment	Area	Description
Roof Childcare	Rainwater Tank	465m^2	Part of the roof runoff will be diverted into a 15,000L underground rainwater tank. The rainwater will be used for **toilet flushing.**
Roof Swim school	Rainwater Tank	655.6m^2	Part of the roof runoff will be diverted into an 8,000L underground rainwater tank. The rainwater will be used for **toilet flushing.**
Landscaped Areas	Treatment	371.7m^2	Part of the site will be designed as permeable. This will include planting areas.
Untreated Impervious Areas	No treatment	297.7m^2	Part of the site will be left untreated before being released at the legal point of discharge.

Surface	Treatment	Area	Description
			This will include pathways and level 1 outdoor play area.

The development has prioritized maximizing permeable areas, resulting in decreased stormwater outflows from the site. Additionally, the proposed development includes vegetated areas, which not only reduces the heat island effect but also improves the local habitat.

Tanks could be combined into one central common tank.

3. **WSUD Catchment Plan**

Please refer to the next page for the full WSUD catchment plan including all treatment and areas included above.

PARINGA BOULEVARD

HUDSON CIRCUIT

EXISTING X-OVER TO PARINGA BLVD (ENTRY / EXIT)

CONCRETE FOOTPATH

PEDESTRIAN PATH

TITLE BOUNDARY 99° 01' 00" 5.65 m

TITLE BOUNDARY 128° 35' 20" 70.52 m

TITLE BOUNDARY 54° 00' 00" 102.55 m

GROUND FLOOR OUTDOOR PLAY AREA BELOW

LANDSCAPE BELOW

STAIRS BELOW

ALLOW FOR 1800MM HIGH BALUSTRADE TO FIRST FLOOR OUTDOOR PLAY AREA

CANOPY ROOF BELOW

FIRST FLOOR OUTDOOR PLAY AREA BELOW

EXISTING CARPARK TO REMAIN BELOW

PARAPET

PARAPET BELOW

BOX GUTTER

BOX GUTTER BELOW

CANOPY ROOF

CANOPY PARAPET

CANOPY BOX GUTTER

EAVES GUTTER

ROOF

ROOF BELOW

LIFT OVERRUN

PATHWAY BELOW

2.0°

15.0°

2 TP300

3 TP300

1 TP300

WSUD Legend

- Roof Catchment
- Permeable Areas

AREA ANALYSIS

SUBJECT SITE	27310 m²
OVERALL NUMBER OF CHILDREN	108
BUILDING FOOTPRINT	1114 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
	GL (CHILDCARE)	467 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 3	BELOW 3 YEARS	20	GL (CHILDCARE)	66 m²
ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
- EXTENT OF VEGETATION AND TREES TO BE CONFIRMED AND READ INCONJUNCTION WITH ARBORIST REPORT.
- EXTENT AND LOCATION OF SUB-DIVISION LINE/BOUNDARY TO BE CONFIRMED BY CLIENT AND/OR OPERATOR.
- EXTENT OF RETAINING WALL AT THE BOUNDARIES TO BE CONFIRMED AND/ADVISED BY CLIENT AND/OR CIVIL.
- REFER TO LANDSCAPE PLAN PROVIDED FOR ALL LANDSCAPING DETAILS
- TO BE READ IN CONJUCTION WITH PLANS PROVIDED BY SELECT ARCHITECTS FOR FURTHER DETAILS

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19
TP2	REVISED LAYOUT FOR OPERATOR ADVICE	LY	CS	2025.06.06

[redacted]

PROJECT

MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE

PROPOSED ROOF PLAN

STATUS

TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.06.06	1312
REVISION	DRAWING #
TP2	TP103

4. WSUD Assessment Results

All treatment measures and associated areas described above have been input into the STORM tool and the following results have been achieved:

Melbourne Water **STORM Rating Report**

TransactionID:	0	
Municipality:	HUME	
Rainfall Station:	HUME	
Address:	55-63 Paringa Boulevard,	
	Meadow Heights	
	VIC	3048
Assessor:	MSC	
Development Type:	Residential - Dwelling	
Allotment Site (m2):	1,790.00	
STORM Rating %:	103	

Description	Impervious Area (m2)	Treatment Type	Treatment Area/Volume (m2 or L)	Occupants / Number Of Bedrooms	Treatment %	Tank Water Supply Reliability (%)
Childcare roof to tank	465.00	Rainwater Tank	15,000.00	100	170.00	82.00
Swimschool roof to tank	655.50	Rainwater Tank	8,000.00	15	102.20	88.90
Untreated impervious area	297.70	None	0.00	0	0.00	0.00

5. Proposed Treatment Typical Cross-Section

This section will include a typical cross-section of all WSUD treatments proposed in the development.

a. Rainwater Tanks

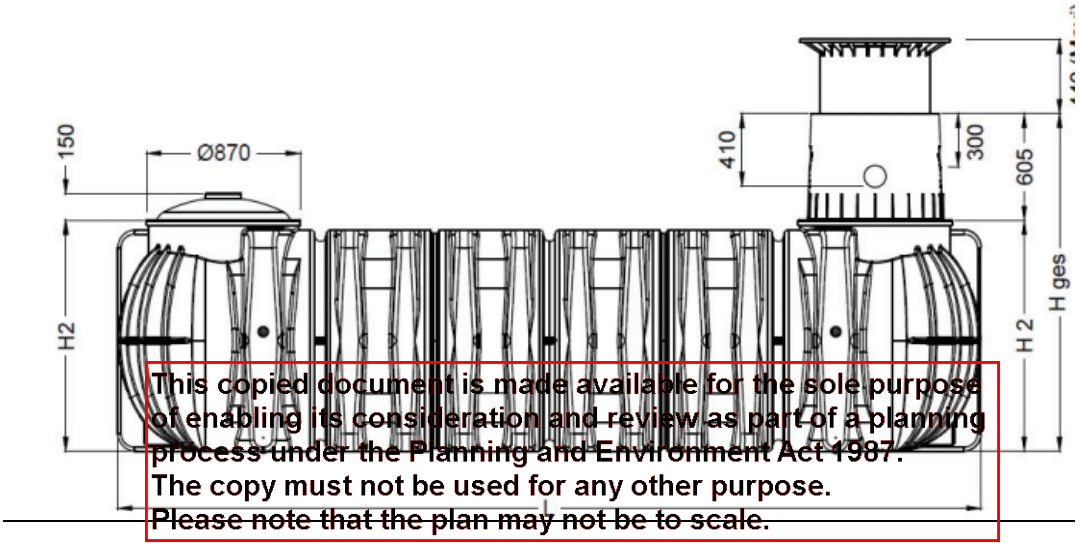
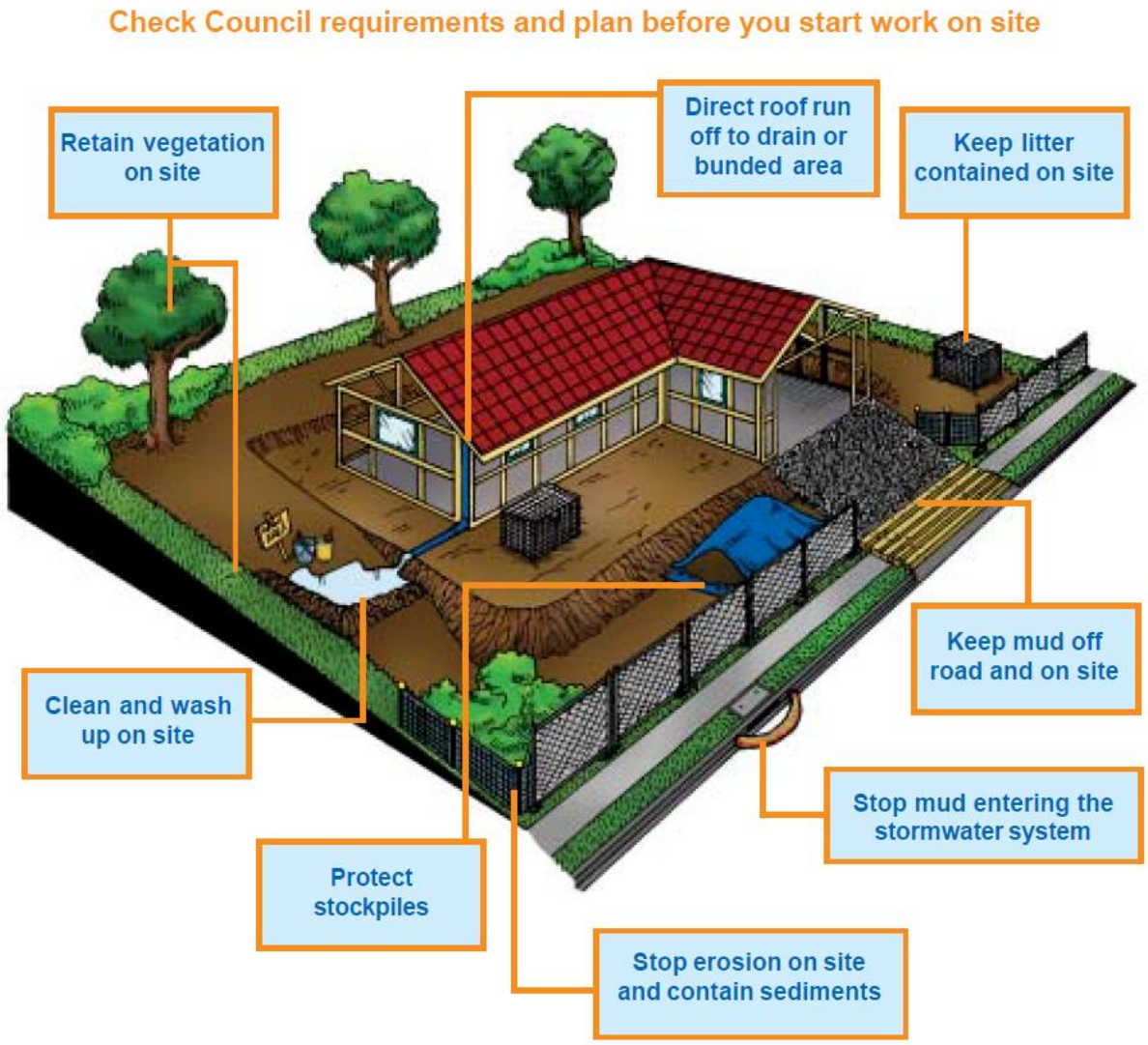


Figure 2: Typical Rainwater tank Cross-Section.

6. Stormwater Management During Construction

To prevent contamination of stormwater discharge and to decrease the speed of flows produced during construction, steps will be taken to manage stormwater. These measures will involve establishing buffer strips and maintaining a clean site by removing loose rubbish. "Keeping Our Stormwater Clean - A Builder's Guide" by Melbourne Water provides additional information. The objectives depicted in the diagram below illustrate ways to minimise the effects of stormwater runoff during the construction phase.



Appendix 2 – WSUD Maintenance Manual

WSUD manuals are sourced from the City of Port Philip which has developed a detailed manual for the majority of treatment systems.

Tips for undertaking maintenance

Things to look for and how to fix them.

Leaf litter / debris in gutters	**Pump not working**
Regularly clear your gutters. Make sure you cover the tank inlet if you're rinsing down the gutters to avoid debris entering the tank.	Check operating instructions for your pump. Check that pumps are kept clear of surface water (flooding), vegetation, and have adequate ventilation. Pumps should be serviced every few years to prolong the pump life.
Blocked downpipe	**Mains backup or pump not working**
If you see water spilling from the edge of the gutters check that the downpipe is not blocked, removing any debris.	Have you heard the pump operating? If the mains backup switching device fails many people do not notice for a long time. Consider a manual system if the switching device is problematic and you don't mind operating it manually.
First flush diverter clogging	**Overflow**
To clean out, unscrew the cap at the base of the diverter and remove the filter. Wash the filter with clean water and the flow restrictor inside the cap.	Check that the overflow is not blocked and that there is a clear path for water to safely spill from the tank through the overflow pipe when full. Check that a clean mesh screen is safely in place to prevent mosquitoes entering the tank.
Debris on the mesh cover over inlets / outlets	**Sediment / debris build-up in tank (more than 20mm thick)**
The fine stainless steel mesh is similar to fly screen mesh. It should be cleaned regularly to ensure it does not become blocked with leaves and other material.	Over time a small amount of fine sediment will collect in the bottom of your tank and this is harmless and natural. It should not be disturbed until it is approx 20 mm thick which may take many years. To clean your tank out simply empty your tank and wash out with a high-pressure washer or hose.
Dirt and debris around the tank base or side.	**Base area**
Keep leaf build-up, sticks, pot plants and other items off the lid of your tank. Use a hose to remove dust and dirt from the outside of the rainwater tank and ensure there is no debris on the base, bottom lip and walls of your tank.	Tanks must be fully supported by a flat and level base. Check for any movement, cracks or damage to the slab or pavers. If damage is observed, empty the tank to remove the weight and have the fault corrected to prevent damage to the tank. There is no warranty from suppliers for damage to a rainwater tank if the base has failed.
Smelly water or mosquitos	**Monitoring the water level**
Rainwater tanks can smell if there is debris in the gutters. Check the gutters and leaf strainers are clean. Mosquitos or wrigglers can make their way into your tank if they are small enough to pass through the inlet strainer. A very small amount of chlorine (approx 4 parts per million) can be put in the tank to kill off mosquitos or the bacteria causing odours. The chlorine will disinfect the water and then evaporate. Chlorine tablets from a pool supplier can be used (but check the recommended dose based on your tank capacity).	A range of devices are available to monitor water level. Some simple float systems can be used effectively.

Acknowledgement: Information from PJT Green Plumbing's 'Maintenance Guide for Your Rainwater Tank' was used to develop this fact sheet.

For more information please visit **www.portphillip.vic.gov.au**
or contact the Sustainability team via:

Phone: 03 9209 6777
email: sustainabledesign@portphillip.vic.gov.au

Maintenance manual

Rainwater tanks

Site address: _____

Planning permit number: _____

Rainwater tank maintenance

This manual lists the key tasks required to maintain a domestic rainwater tank and the recommended frequency of each task. This manual can be submitted with planning permit applications for developments that include the installation of a domestic rainwater tank. Once endorsed, the property owner is responsible for continuous implementation of rainwater tank maintenance, in accordance with the guidance in this manual.

Rainwater tanks are an exceptional tool for environmental protection. They collect and store roofwater for use inside and outside the home. This simultaneously reduces the demand on our precious potable mains water and limits the amount of stormwater pollutants that enter our sensitive Bay.

Maintenance of rainwater tanks is relatively easy however it is important to do the following key tasks to ensure the quality of water is high:

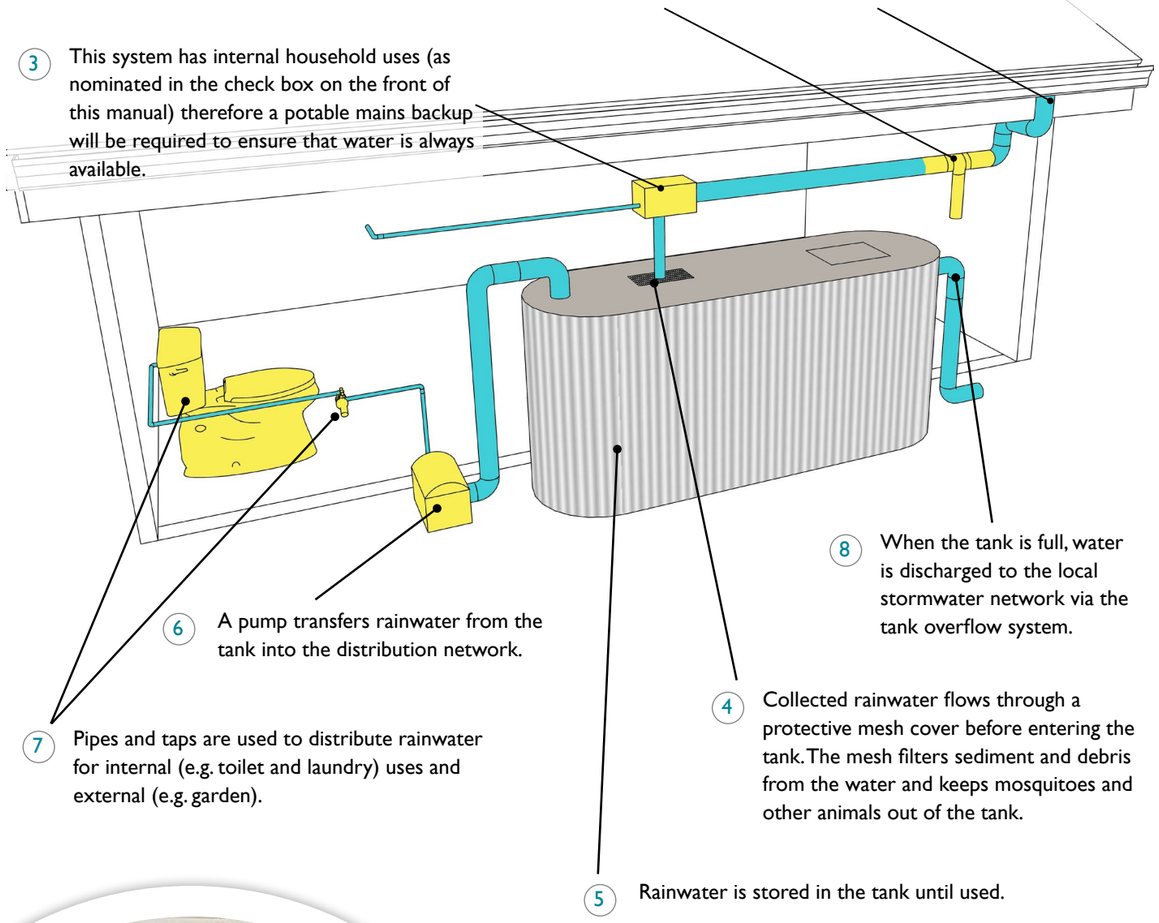
- stop leaf litter and debris entering the tank.
- prevent bird droppings and dust building up in the gutters.
- prevent mosquitos and other animals entering the tank.

Tank connected to	toilet only ☐ toilet & irrigation ☐ toilet & laundry & irrigation ☐ toilet & laundry & hot water & irrigation ☐
Rainwater tank location	
Planning drawing number showing rainwater tank location	
Rainwater tank construction date	
Date of final building inspection	
Tank volume (litres)	
Area or percentage of the roof that is connected to the tank via gutters and downpipes	

Maintenance Overview

Rainwater Tank Maintenance

The following diagram identifies the key items which are important for rainwater tanks and their maintenance.



Maintenance Checklist

The property owner is responsible for checking the maintenance items in this checklist at the recommended frequency at the bottom of the table. The maintenance log at the bottom of the page should be filled in once each maintenance check is complete. Upkeep of this maintenance log should continue throughout the life of the rainwater tank.

Item	Rainwater tank element	Inspection item	Y/N	Likely maintenance task
1	Roof gutters and downpipes	Is there leaf litter or debris in the gutters?		Remove by hand and dispose responsibly.
2	First flush diverter	Is there anything blocking the first flush diverter (leaves etc)?		Remove by hand and dispose responsibly.
3	Potable mains back up device	Is the potable mains back up switch operating correctly?		Repair or replace device. Consider a manual switching device.
4	Mesh cover	Has the mesh cover deteroriated or have any holes in it?		Replace mesh cover.
5	Tank volume	Is there large amounts of sediment or debris sitting in the bottom of the tank, reducing the volume available in the tank to store water?		Remove sediment and dispose responsibly.
6	Pump	Is the pump working effectively? Have you heard it on a regular basis?		Check the potable mains back up is not permanently on. Repair or replace pump.
7	Pipes and taps	Are pipes and taps leaking?		Repair as needed.
8	Overflow	Is the overflow clear and connected to the stormwater network?		Remove blockages and/or restore connections to stormwater network.
9	Supporting base	Are there any cracks or movement of pavers?		Empty the tank to reduce weight then repair any damage to the base.

Maintenance frequency												
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
All tasks	x			x			x			x		

Regular maintenance will improve the water quality and extend the life of your system. A well maintained tank isn't likely to need to be cleaned out for up to ten years (when there is more than 20mm of accumulated sediment).

Maintenance Log

Maintenance date	Maintenance undertaken

Appendix 3 – Green Star VOC Limits

VOC Limits for Paints, Adhesives and Sealants

Product Category	Maximum VOC content (g/L)
General-purpose adhesives and sealants	50
Interior wall and ceiling paint, all sheen levels	16
Trim, varnishes and wood stains	75
Primers, sealers and prep coats	65
One and two-pack performance coatings for floors	140
Acoustic sealants, architectural sealants, waterproofing membranes and sealants, fire retardant sealants and adhesives	250
Structural glazing adhesive, wood flooring and laminate adhesives and sealants	100

VOC Limit for Carpets

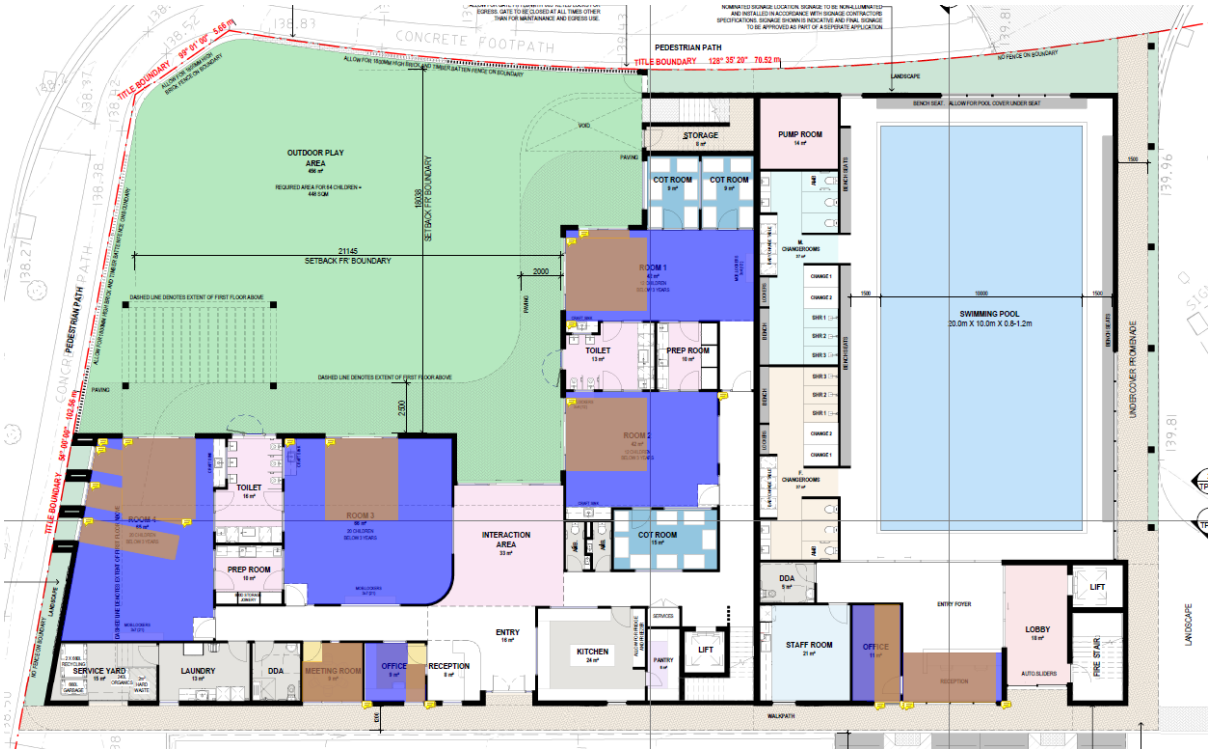
Test Protocol	Limit (mg/m^2 per hour)
ASTM D5116 – Total VOC Limit	0.5
ASTM D5116 – 4 -PC (4-Phenylcyclohexene)	0.05
ISO 16000 / EN 13419 – TVOC at three days	0.5
ISO 10580 / ISO/TC 219 (Document N238) – TVOC at 24 hours	0.5

Appendix 4 – Daylight Hand Calculation

Daylight access in the Child rooms was assess using the Green Star Daylight Hand Calculation.

The Green Star Daylight Hand Calculation is a simple method to assess how much of a space has achieved the minimum BESS best practice requirement (2% Daylight Factor (DF)). The calculation is based on one simple formula as follows: Zone of compliance = 2 x Height of window above working plane x Width of the window. Windows must have a minimum of 40% VLT to us this hand calculation method.

Working plane is 300mm for the children's rooms. See below for a mark-up of nominated areas (blue) and compliant areas (orange)



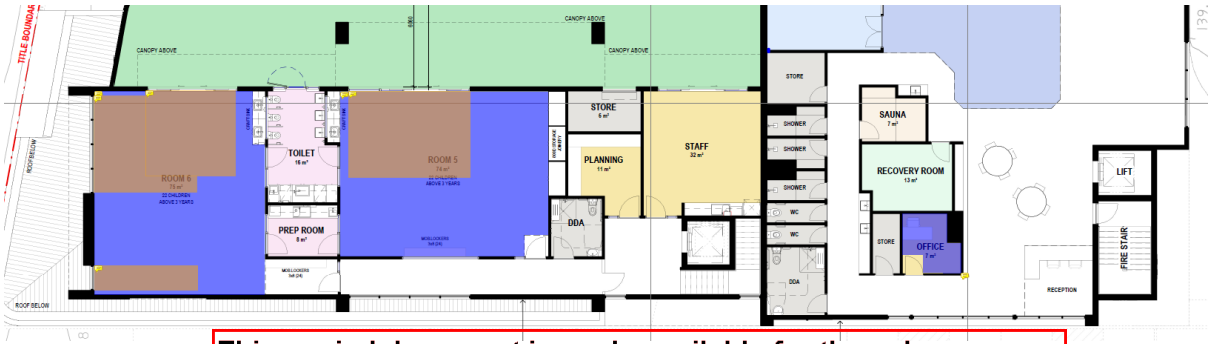


Figure 3 Daylight Hand Calculation mark-up

Note the below table represents daylight performance outcomes.

Space Type	Nominated Area (m^2)	Floor Area Compliant (m^2)	Compliant Areas (%)
Room1	42	15.3	
Room2	42	14.4	
Room3	66	14.4	
Room4	65	24.1	
Room5	74	22.9	
Room6	75	35	
Meeting	7.5	1.7	
Office	7.5	7.5	
Swim school- Reception	11.1	11.1	
Swim school- GF office	11	5.8	
Swim school- FF office	5.7	0	
TOTAL	**401.1**	**152.2**	**38%**

Appendix 5 – BESS Report

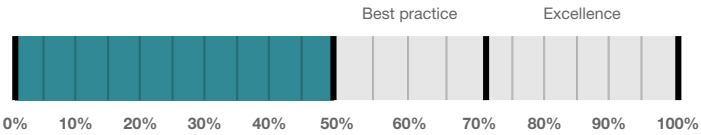
BESS Report

Built Environment Sustainability Scorecard

This BESS report outlines the sustainable design commitments of the proposed development at 55 Paringa Blvd Meadow Heights Victoria 3048. The BESS report and accompanying documents and evidence are submitted in response to the requirement for a Sustainable Design Assessment or Sustainability Management Plan at Hume City Council.

Note that where a Sustainability Management Plan is required, the BESS report must be accompanied by a report that further demonstrates the development's potential to achieve the relevant environmental performance outcomes and documents the means by which the performance outcomes can be achieved.

Your BESS Score

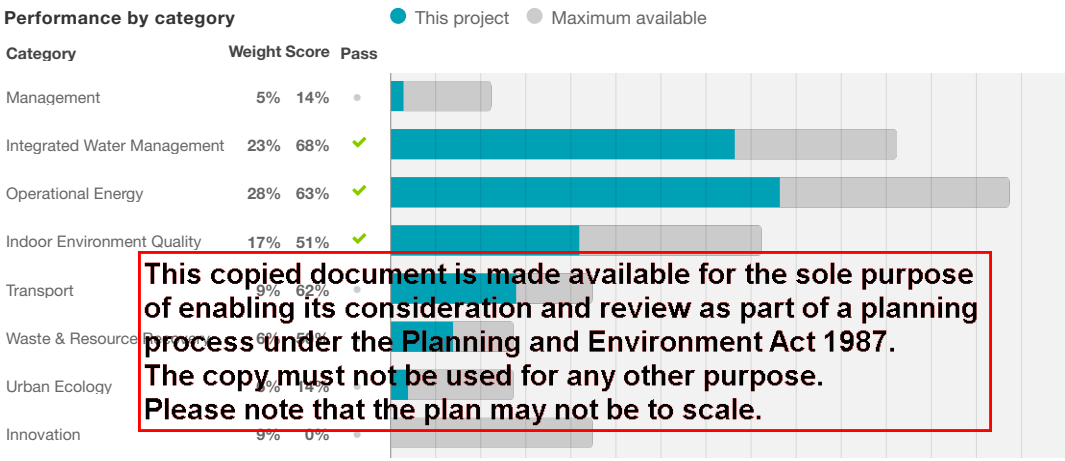


51%

Project details

Name	55-63 Paringa Boulevard, Meadow Heights
Address	55 Paringa Blvd Meadow Heights Victoria 3048
Project ID	4958293E-R1
BESS Version	BESS-9
Site type	Non-residential development
Account	[redacted]
Application no.	
Site area	27,310 m²
Building floor area	2,237 m²
Date	29 August 2025
Software version	2.1.0-B.600

Performance by category



Buildings

Name	Height	Footprint	% of total footprint
Childcare/ Gym	2	2,237 m^2	100%

Dwellings & Non Res Spaces

Non-Res Spaces

Name	Quantity	Area	Building	% of total area
Public building				
Gym	1	1,123 m^2	Childcare/ Gym	50%
Childcare	1	1,114 m^2	Childcare/ Gym	49%
Total	**2**	**2,237 m^2**	**100%**	

Supporting Evidence

Shown on Floor Plans

Credit	Requirement	Response	Status
Management 3.2	Annotation: Individual utility meters to be provided to all individual commercial tenancies		-
Integrated Water Management 2.1	Location of any stormwater management systems (rainwater tanks, raingardens, buffer strips)		-
Operational Energy 4.2	Location and size of solar photovoltaic system		-
Transport 1.4	Location of non-residential bicycle parking spaces		-
Transport 1.5	Location of non-residential visitor bicycle parking spaces		-
Transport 2.1	Location of electric vehicle charging infrastructure		-
Waste & Resource Recovery 2.2	Location of recycling facilities		-
Urban Ecology 2.1	Location and size of vegetated areas		-

Supporting Documentation

Credit	Requirement	Response	Status
Integrated Water Management 2.1	STORM report or MUSIC model		-
Operational Energy 1.1	Energy Report showing calculations of reference case and proposed buildings		-
Operational Energy 3.7	Average lighting power density and lighting type(s) to be used		-
Operational Energy 4.2	Specifications of the solar photovoltaic system(s)		-
Indoor Environment Quality 1.4	A report detailing assumptions used and results achieved		-

Credit summary

Management Overall contribution 4.5%

	14%	
1.1 Pre-Application Meeting	0%	
2.3 Thermal Performance Modelling - Non-Residential	0%	
3.2 Metering - Non-Residential	100%	
3.3 Metering - Common Areas	N/A	Scoped Out
		n/a
4.1 Building Users Guide	0%	

IWM Overall contribution 22.5%

	68%	✔ Pass
1.1 Potable Water Use	40%	✔ Achieved
2.1 Stormwater Treatment	100%	✔ Achieved
3.1 Water Efficient Landscaping	0%	
4.1 Building Systems Water Use	0%	

Operational Energy Overall contribution 27.5%

	Minimum required 50% 63%	✔ Pass
1.1 Thermal Performance Rating - Non-Residential	37%	
2.1 Greenhouse Gas Emissions	100%	
2.2 Peak Demand	100%	
2.6 Electrification	0%	⊘ Disabled
	Credit is available when the energy supply is set to all-electric (no gas or wood).	
2.7 Energy consumption	100%	
3.1 Carpark Ventilation	N/A	Scoped Out
		n/a
3.2 Hot Water - Non-Residential	100%	
3.7 Internal Lighting - Non-Residential	100%	
4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A	Scoped Out
	No cogeneration or trigeneration system in use.	
4.2 Renewable Energy Systems - Solar	100%	
4.4 Renewable Energy Systems - Other	N/A	Scoped Out
	No other (non-solar PV) renewable energy is in use.	

IEQ Overall contribution 16.5%

	Minimum required 50%	51%	✔ Pass
1.4 Daylight Access - Non-Residential		38%	✔ Achieved
2.3 Ventilation - Non-Residential		41%	✔ Achieved
3.4 Thermal comfort - Shading - Non-Residential		100%	
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
4.1 Air Quality - Non-Residential		100%	

Transport Overall contribution 9.0%

	62%	
1.4 Bicycle Parking - Non-Residential	100%	
1.5 Bicycle Parking - Non-Residential Visitor	100%	
1.6 End of Trip Facilities - Non-Residential	0%	⊘ Disabled
		Credit 1.4 must be complete first.
2.1 Electric Vehicle Infrastructure	100%	
2.2 Car Share Scheme	N/A	⌖ Scoped Out
		n/a
2.3 Motorbikes / Mopeds	0%	

Waste & Resource Recovery Overall contribution 5.5%

	50%	
1.1 Construction Waste - Building Re-Use	N/A	⌖ Scoped Out
		undeveloped site
2.1 Operational Waste - Food & Garden Waste	0%	
2.2 Operational Waste - Convenience of Recycling	100%	

Urban Ecology Overall contribution 5.5%

	14%	
1.1 Communal Spaces	N/A	⌖ Scoped Out
		n/a
2.1 Vegetation	25%	
2.2 Green Roofs	0%	
2.3 Green Walls and Facades	0%	
3.2 Food Production	0%	

Innovation **Overall contribution 9.0%**

		0%
	1.1 Innovation	0%

Credit breakdown

Management Overall contribution 4.5%

14%

1.1 Pre-Application Meeting	0%
Score Contribution	This credit contributes 42.9% towards the category score.
Criteria	Has an ESD professional been engaged to provide sustainability advice from schematic design to construction? AND Has the ESD professional been involved in a pre-application meeting with Council?
Question	Criteria Achieved ?
Project	No
2.3 Thermal Performance Modelling - Non-Residential	0%
Score Contribution	This credit contributes 28.6% towards the category score.
Criteria	Has a preliminary facade assessment been undertaken in accordance with NCC2022 Section J4D6?
Question	Criteria Achieved ?
Public building	No
Criteria	Has preliminary modelling been undertaken in accordance with either NCC2022 Section J (Energy Efficiency), NABERS or Green Star?
Question	Criteria Achieved ?
Public building	No
3.2 Metering - Non-Residential	100%
Score Contribution	This credit contributes 14.3% towards the category score.
Criteria	Have utility meters been provided for all individual commercial tenants?
Question	Criteria Achieved ?
Public building	Yes
3.3 Metering - Common Areas	N/A Scoped Out
	n/a
This credit was scoped out	n/a
4.1 Building Users Guide	0%
Score Contribution	This credit contributes 14.3% towards the category score.
Criteria	Has a building users guide been developed and implemented?
Question	Criteria Achieved ?
Project	No

IWM Overall contribution 22.5%

68% ✔ Pass

Do you have a reticulated third pipe or an on-site water recycling system?:	No
Are you installing a swimming pool?:	No

Stormwater profile

Which stormwater modelling software are you using?:	Melbourne Water STORM tool
STORM score achieved:	100
Flow:	-
Total Suspended Solids:	-
Total Phosphorus:	-
Total Nitrogen:	-

Rainwater tank profile

What is the total roof area connected to the rainwater tank?:	
Rainwater Tank 1	242 m²
Rainwater Tank 2	303 m²
Tank Size:	
Rainwater Tank 1	10,000 Litres
Rainwater Tank 2	3,000 Litres
Irrigation area connected to tank:	
Rainwater Tank 1	0.0 m²
Rainwater Tank 2	-
Is connected irrigation area a water efficient garden?:	
Rainwater Tank 1	No
Rainwater Tank 2	No
Other external water demand connected to tank?:	
Rainwater Tank 1	0.0 Litres/Day
Rainwater Tank 2	-

Fixtures, fittings & connections profile

Building: All	Childcare/ Gym
Showerhead: All	4 Star WELS (>= 6.0 but <= 7.5)
Bath: All	Scope out
Kitchen Taps: All	>= 5 Star WELS rating
Bathroom Taps: All	>= 5 Star WELS rating
Dishwashers: All	Scope out
WC: All	>= 4 Star WELS rating
Urinals: All	Scope out
Washing Machines: All	Scope out
Which non-potable water sources are connected to:	
Childcare	233586
Gym	233594

Non-potable water source connected to Toilets: All	Yes
Non-potable water source connected to Laundry (washing machine): All	No
Non-potable water source connected to Hot Water System: All	No

1.1 Potable Water Use	40% ✔ Achieved
Score Contribution	This credit contributes 31.2% towards the category score.
Criteria	What is the reduction in total potable water use due to efficient fixtures, appliances, rainwater use and recycled water use? To achieve points in this credit there must be >25% potable water reduction.
Output	Reference
Project	7364 kL
Output	Proposed (excluding rainwater and recycled water use)
Project	5756 kL
Output	Proposed (including rainwater and recycled water use)
Project	5485 kL
Output	% Reduction in Potable Water Consumption
Project	25 %
Output	% of connected demand met by rainwater
Project	20 %
Output	How often does the tank overflow?
Project	Never / Rarely
Output	Opportunity for additional rainwater connection
Project	1322 kL

2.1 Stormwater Treatment	100% ✔ Achieved
Score Contribution	This credit contributes 56.2% towards the category score.
Criteria	Has best practice stormwater management been demonstrated?
Output	Min STORM Score
Project	100
Output	STORM Score
Project	100

3.1 Water Efficient Landscaping	0%
Score Contribution	This credit contributes 6.2% towards the category score.
Criteria	Will water efficient landscaping be installed?
Question	Criteria Achieved ?
Project	No

4.1 Building Systems Water Use	0%
Score Contribution	This credit contributes 6.2% towards the category score.
Criteria	Where applicable, have measures been taken to reduce potable water consumption by >80% in the buildings air-conditioning chillers and when testing fire safety systems?
Question	Criteria Achieved ?
Project	No

Operational Energy Overall contribution 27.5%

		Minimum required 50%	63%	✔ Pass

Project profile	
Use the BESS Deem to Satisfy (DtS) method for Non-residential spaces?:	Yes
Are you installing any renewable energy system(s) (other than solar photovoltaic)?:	No
Energy Supply:	Electricity & Natural Gas
Are you installing a cogeneration or trigeneration system?:	No
Solar Photovoltaic system profile	
System Size (lesser of inverter and panel capacity): Solar Photovoltaic system 1	6.0 kW peak
Orientation (which way is the system facing)?: Solar Photovoltaic system 1	North
Inclination (angle from horizontal): Solar Photovoltaic system 1	20.0 Angle (degrees)
Non-residential Deemed-to-Satisfy profile	
Do all exposed floors and ceilings (forming part of the envelope) demonstrate meeting the required NCC2022 insulation levels (total R-value upwards and downwards)?:	Yes
Does all wall and glazing demonstrate meeting the required NCC2022 facade calculator (or better than the total allowance)?:	Yes
Are heating and cooling systems within one Star of the most efficient equivalent capacity unit available, or Coefficient of Performance (CoP) & Energy Efficiency Ratios (EER) not less than 85% of the CoP & EER of the most efficient equivalent capacity unit available?:	Yes
Are water heating systems within one star of the best available, or 85% or better than the most efficient equivalent capacity unit?:	Yes

1.1 Thermal Performance Rating - Non-Residential	37%
Score Contribution	This credit contributes 36.4% towards the category score.
Criteria	What is the % reduction in heating and cooling energy consumption against the reference case (NCC2022 Section J)?

2.1 Greenhouse Gas Emissions	100%
Score Contribution	This credit contributes 9.1% towards the category score.
Criteria	What is the % reduction in greenhouse gas emissions against the benchmark?

2.2 Peak Demand	100%
Score Contribution	This credit contributes 4.5% towards the category score.
Criteria	What is the % reduction in the instantaneous (peak-hour) demand against the benchmark?

2.6 Electrification	0%	Disabled
	Credit is available when the energy supply is set to all-electric (no gas or wood).	
This credit is disabled	Credit is available when the energy supply is set to all-electric (no gas or wood).	
2.7 Energy consumption	100%	
Score Contribution	This credit contributes 18.2% towards the category score.	
Criteria	What is the % reduction in annual energy consumption against the benchmark?	
3.1 Carpark Ventilation	N/A	Scoped Out
	n/a	
This credit was scoped out	n/a	
3.2 Hot Water - Non-Residential	100%	
Score Contribution	This credit contributes 4.5% towards the category score.	
Criteria	What is the % reduction in annual energy consumption (gas and electricity) of the hot water system against the benchmark?	
3.7 Internal Lighting - Non-Residential	100%	
Score Contribution	This credit contributes 9.1% towards the category score.	
Criteria	Does the maximum illumination power density (W/m2) in at least 90% of the area of the relevant building class meet the requirements in Table J7D3a of the NCC 2022 Vol 1?	
Question	Criteria Achieved ?	
Public building	Yes	
4.1 Combined Heat and Power (cogeneration / trigeneration)	N/A	Scoped Out
	No cogeneration or trigeneration system in use.	
This credit was scoped out	No cogeneration or trigeneration system in use.	
4.2 Renewable Energy Systems - Solar	100%	
Score Contribution	This credit contributes 4.5% towards the category score.	
Criteria	What % of the estimated energy consumption of the building class it supplies does the solar power system provide?	
Output	Solar Power - Energy Generation per year	
Public building	7,662 kWh	
Output	% of Building's Energy	
Public building	9 %	
4.4 Renewable Energy Systems - Other	N/A	Scoped Out
	No other (non-solar PV) renewable energy is in use.	
This credit was scoped out	No other (non-solar PV) renewable energy is in use.	

IEQ Overall contribution 16.5%

	Minimum required 50%	51%	✔ Pass

1.4 Daylight Access - Non-Residential		38%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the nominated floor area has at least 2% daylight factor?		
Question	Percentage Achieved?		
Public building	38 %		
2.3 Ventilation - Non-Residential		41%	✔ Achieved
Score Contribution	This credit contributes 35.3% towards the category score.		
Criteria	What % of the regular use areas are effectively naturally ventilated?		
Question	Percentage Achieved?		
Public building	-		
Criteria	What increase in outdoor air is available to regular use areas compared to the minimum required by AS 1668.2:2012?		
Question	Percentage Achieved?		
Public building	75 %		
Criteria	What CO2 concentrations are the ventilation systems designed to achieve, to monitor and to maintain?		
Question	Value		
Public building	-		
3.4 Thermal comfort - Shading - Non-Residential		100%	
Score Contribution	This credit contributes 17.6% towards the category score.		
Criteria	What percentage of east, north and west glazing to regular use areas is effectively shaded?		
Question	Percentage Achieved?		
Public building	100 %		
3.5 Thermal Comfort - Ceiling Fans - Non-Residential		0%	
Score Contribution	This credit contributes 5.9% towards the category score.		
Criteria	What percentage of regular use areas in tenancies have ceiling fans?		
Question	Percentage Achieved?		
Public building	-		
4.1 Air Quality - Non-Residential		100%	
Score Contribution	This credit contributes 5.9% towards the category score.		

Criteria	Do all paints, sealants and adhesives meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Public building	Yes

Criteria	Does all carpet meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Public building	Yes

Criteria	Does all engineered wood meet the maximum total indoor pollutant emission limits?
Question	Criteria Achieved ?
Public building	Yes

Transport Overall contribution 9.0%

62%

1.4 Bicycle Parking - Non-Residential		100%
Score Contribution	This credit contributes 25% towards the category score.	
Criteria	Have the planning scheme requirements for employee bicycle parking been exceeded by at least 50% (or a minimum of 2 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Public building	Yes	
Question	Bicycle Spaces Provided ?	
Public building	-	

1.5 Bicycle Parking - Non-Residential Visitor		100%
Score Contribution	This credit contributes 12.5% towards the category score.	
Criteria	Have the planning scheme requirements for visitor bicycle parking been exceeded by at least 50% (or a minimum of 1 where there is no planning scheme requirement)?	
Question	Criteria Achieved ?	
Public building	Yes	
Question	Bicycle Spaces Provided ?	
Public building	-	

1.6 End of Trip Facilities - Non-Residential		0% ⊘ Disabled
		Credit 1.4 must be complete first.
This credit is disabled	Credit 1.4 must be complete first.	

2.1 Electric Vehicle Infrastructure		100%
Score Contribution	This credit contributes 25% towards the category score.	
Criteria	Are facilities provided for the charging of electric vehicles?	
Question	Criteria Achieved ?	
Project	Yes	

2.2 Car Share Scheme		N/A ⊘ Scoped Out
		n/a
This credit was scoped out	n/a	

2.3 Motorbikes / Mopeds		0%
Score Contribution	This credit contributes 25% towards the category score.	
Criteria	Are a minimum of 5% of vehicle parking spaces designed and labelled for motorbikes (must be at least 3 motorbike spaces)?	
Question	Criteria Achieved ?	
Project	No	

Waste & Resource Recovery Overall contribution 5.5%

50%

1.1 Construction Waste - Building Re-Use		N/A Scoped Out
		undeveloped site
This credit was scoped out	undeveloped site	
2.1 Operational Waste - Food & Garden Waste		0%
Score Contribution	This credit contributes 50% towards the category score.	
Criteria	Are facilities provided for on-site management of food and garden waste?	
Question	Criteria Achieved ?	
Project	No	
2.2 Operational Waste - Convenience of Recycling		100%
Score Contribution	This credit contributes 50% towards the category score.	
Criteria	Are the recycling facilities at least as convenient for occupants as facilities for general waste?	
Question	Criteria Achieved ?	
Project	Yes	

Urban Ecology Overall contribution 5.5%

14%

1.1 Communal Spaces		N/A	Scoped Out
			n/a
This credit was scoped out	n/a		

2.1 Vegetation		25%
Score Contribution	This credit contributes 57.1% towards the category score.	
Criteria	How much of the site is covered with vegetation, expressed as a percentage of the total site area?	
Annotation	5% (371.5sqm) of assessment site is covered by vegetation.	
Question	Percentage Achieved ?	
Project	5 %	

2.2 Green Roofs		0%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Does the development incorporate a green roof?	
Question	Criteria Achieved ?	
Project	No	

2.3 Green Walls and Facades		0%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	Does the development incorporate a green wall or green façade?	
Question	Criteria Achieved ?	
Project	No	

3.2 Food Production - Non-Residential		0%
Score Contribution	This credit contributes 14.3% towards the category score.	
Criteria	What area of space per occupant is dedicated to food production?	
Question	Food Production Area	
Public building	-	
Output	Min Food Production Area	
Public building	56 m²	

Innovation Overall contribution 9.0%

0%

1.1 Innovation		0%
Score Contribution	This credit contributes 100% towards the category score.	
Criteria	What percentage of the Innovation points have been claimed (10 points maximum)?	

Disclaimer

The Built Environment Sustainability Scorecard (BESS) has been provided for the purpose of information and communication. While we make every effort to ensure that material is accurate and up to date (except where denoted as 'archival'), this material does in no way constitute the provision of professional or specific advice. You should seek appropriate, independent, professional advice before acting on any of the areas covered by BESS.

The Municipal Association of Victoria (MAV) and CASBE (Council Alliance for a Sustainable Built Environment) member councils do not guarantee, and accept no legal liability whatsoever arising from or connected to, the accuracy, reliability, currency or completeness of BESS, any material contained on this website or any linked sites

Green Travel Plan

55-63 Paringa Boulevard, Meadow Heights

28th August 2025

[redacted]

[redacted]

Table of Contents

Document History

Version	Date	Status	Author	Approved
0	28/08/2025	First Issue	YL	DM

[redacted]

1. Introduction

[redacted] has been commissioned to prepare a Green Travel Plan for the proposed industrial development located at 55-63 Paringa Boulevard, Meadow Heights.

A Green Travel Plan is a strategic document that outlines measures and initiatives aimed at promoting sustainable transportation choices within a specific development. Its primary objective is to reduce the environmental impact associated with travel by encouraging the use of eco-friendly modes of transportation.

This plan provides value to the occupants by informing them on sustainable transport options like walking, cycling, public transit, and carpooling. The GTP aims to minimise reliance on single-occupancy vehicles and promote greener alternatives.

Success of GTP implementation relies on effective monitoring and coordination. The Owner's Corporation is responsible to ensure that the strategies and actions outlined in the plan are being correctly implemented and producing the desired outcomes. Regular monitoring and coordination help identify any potential issues or areas for improvement, allowing for adjustments to be made and ensuring that the plan continues to function effectively over time.

2. Green Travel Plan Purpose

The following specific objectives for the development have been identified:

- Encourage residents, employees, and visitors to utilise public transportation options.
- Encourage the use of walking and cycling by providing secure bike space.
- Secure bicycle facilities provided and maintained on an on-going basis.
- Increase carpooling wherever possible.
- Provide occupants with relevant information to be aware of sustainable transport alternatives.

The main objective of this Green Travel Plan is to reduce the number of single-occupancy car trips to mitigate the carbon emissions produced by private car travel associated with the building.

This Green Travel Plan will strive to achieve the following benefits by achieving its objectives:

- Reduced Greenhouse Gas (GHG) emissions.
- Improved opportunities for those without access to a car.
- Reduce pressure on local road networks and on-street parking.
- Reduce [redacted].
- Promote active travel and healthy forms of transport.

3. Site Description & Proposed Development

The 27,310m^2 site is located at 55-63 Paringa Boulevard, Meadow Heights within Hume local authority. The site is currently as shown in the image below:

Figure 1: Site location and surroundings sourced from Google Maps.

The proposal consists of development of the site into a two-storey commercial development with a childcare centre and a swim school.

4. Sustainable Transport

a. Walking

The site achieves a 'Walk Score' of 45 points (out of a possible 100) and is described as a 'Car Dependent, indicating that daily errands require a car. A site's walk score is calculated based on the walking distance to local amenities, such as supermarkets, school, parks, public transport, etc.

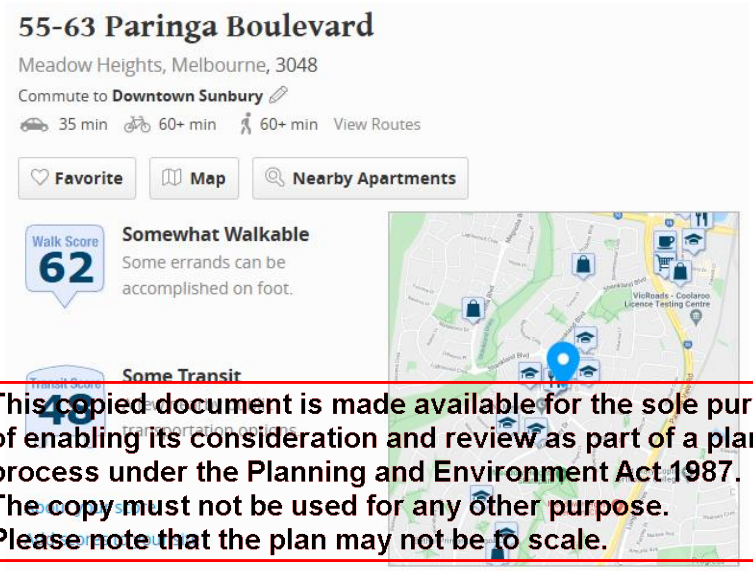


Figure 2: Walkscore results for the development location.

There are a number of facilities within walking distance of the site, inclusive of mosque, shopping centres, schools and parks. These are within a 500m radius of the development which takes approximately 5-10 minutes to walk to at average walking pace.

b. Public Transport

The subject site has some access to public transport services. Train and bus services all operate within close proximity to the site. Please refer to the table below for a summary of public transport around the site:

Mode	Route No.	Route Description	Nearest Stop / Distance
Train		Craigieburn Line	Coolaroo (2.0km)
Bus	541	Broadmeadows Station – Hume Anglican Grammar School/ Mt Ridley Rd	Meadow Heights SC/ Hudson Ct (110M)
	542	Roxburgh Park/Thomas Brunton Pde – Pasco Vale Station	Yong St / High St (1.3km)
	953	Broadmeadows Station – Craigieburn North	Tarcoola Ave/ Shankland Bvd (400m)

c. Cycling

There are limited bicycle-friendly features around the site location. Here's a quick summary of the main bike routes in the area:

- Broadmeadows Valley Trail
- Pasco Vale Road Linear Reserve

Bicycle network infrastructure is shown in the image below:

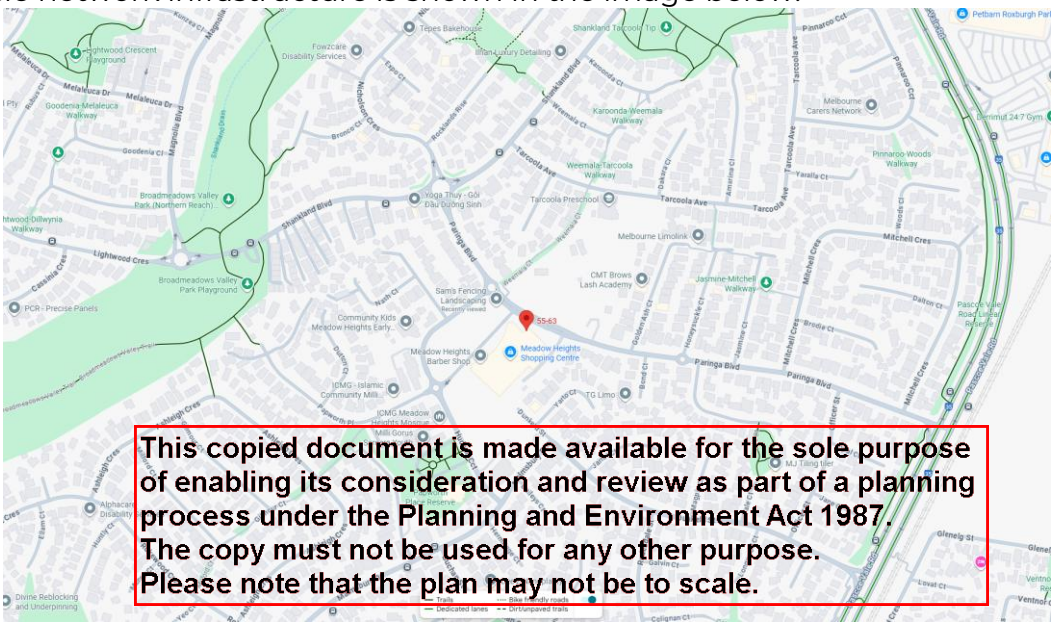


Figure 2: Cycling map of the area (source: Google Maps).

d. Car Sharing and Rideshare

Car Sharing

Car sharing services provide occupants of densely populated area with access to shared vehicles on a pay-per-use basis, eliminating the need for individual car ownership. This offers several benefits to building occupants, including reduced parking requirements, cost savings on car-related expenses, and increased convenience for occasional transportation needs. Car sharing appeals to occupants of densely populated area due to its flexibility, affordability, and sustainability, allowing them to conveniently access a car when needed without the responsibilities and expenses of owning one.

There is no GoGet, Green Share Car and FlexiCar vehicles near the site location.

Rideshares

Rideshares such as Uber are companies that connects passenger with driver through an app-based platform. Rideshare businesses provides a convenient, on-demand transportation services to users. Some of the major benefits of their service include ease of use, quick access to rides, and the ability to track your driver's location in real-time. The app allows for cashless transactions, offers a variety of vehicle options, and provides a reliable and efficient alternative to traditional taxi services. There is several options for rideshare around the site location:

- Uber – Visit the Playstore or Appstore to download the app.
- DiDi – Visit the Playstore or Appstore to download the app.
- Ola – Visit the Playstore or Appstore to download the app.

5. Green Travel Initiatives

Outlined below are the Green Travel Initiatives that they are committed to be implemented in the proposed development. These initiatives are designed to encourage the use of pedestrian, bicycle, and public transport for transportation to and from the site.

a. Bicycle facilities

Dedicated secure bike spaces are provided on site. Spaces will be provided for the development.

b. Welcome Pack

All occupants will be provided with a Welcome Pack upon purchase or start of their lease. As a minimum, the Welcome Pack will contain the following information:

- Transportation Options Guide: Information on walking, cycling, public transit, and carpooling options.
- Public Transit Information: Timetables, routes, and fares for buses, trains, or trams.
- Copy of the local TravelSmart map.
- Sustainable Travel Tips: Suggestions for eco-friendly commuting practices.

c. Car Parking & EV Charging

10% of car spaces on site will be provided with electrical infrastructure provision for the implementation of future EV chargers (Level 2, 32Amp).

6. Monitoring and Reporting

The OC will be responsible for the ongoing management, monitoring and assessment of the Green Travel Plan. The following monitoring and reporting actions are recommended:

- Baseline Travel survey
- Monitor travel patterns using occupant surveys annually and report
- Report and Review Plan based on survey results

The application of the Green Travel Plan should results in an increased usage or green travel option such as public transport, walking and cycling.

Appendix 1 – TravelSmart Map

This TravelSmart Map was developed by Hume City Council to provide sustainable transport information on a pocket sized complete street map with standard Melways references.

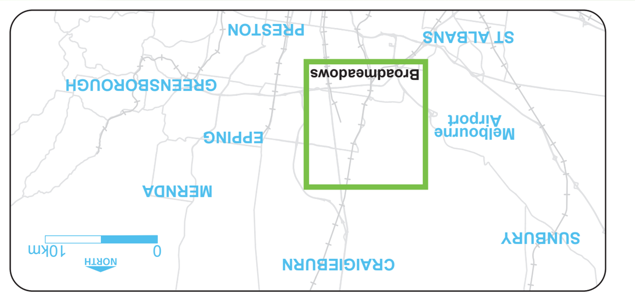
Walking and cycling, like any physical activity should be undertaken using common sense. Stay within your abilities, wear protective equipment and follow any applicable laws.

Published by:
Hume City Council
PO Box 119
Dallas VIC 3047

Printed **April 2014** on 100% Recycled Paper

This map was accurate at the time of printing.

For up-to-date public transport information and timetables visit **ptv.vic.gov.au**



Broadmeadows TravelSmart Map

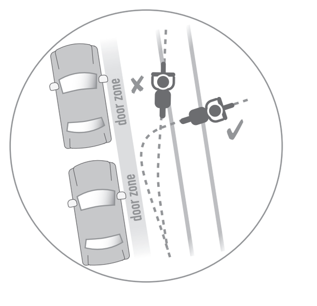
Cycling

Cycling in traffic

When in traffic be visible and confident but prepare for evasive action. Look ahead for gaps in traffic.

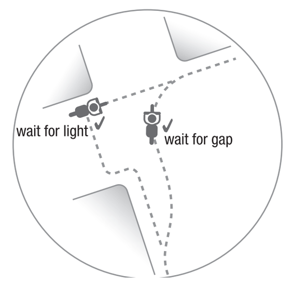
Take or share the lane
Depending on lane width and traffic speed, keep left or take the lane.

Cross tram and train tracks at wide angles

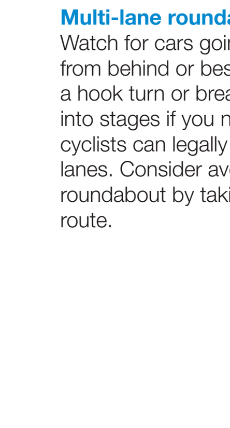


Keep your distance
Maintain a safe distance between you and any traffic hazards. Riding away from obstacles may also increase your visibility to others.

Use hook turns
If a normal right-hand turn leaves you exposed in an intersection, use a hook turn.



Don't hug the gutter
If you hug the gutter you will get squeezed out. Don't weave in and out of empty car parking spaces to stay close to the gutter – keep a straight line.



Positioning in traffic
Be aware of car drivers' blind spots to the side and next to their back doors.

Roundabouts

Take the lane
As you approach the roundabout, move into the middle of the lane. As you enter, look around and make eye contact with drivers but prepare to move out of the way.

Single lane roundabouts
Give way to cars already on the roundabout.

Turning right
Hand signal so cars know you are turning.

Multi-lane roundabouts
Watch for cars going straight from behind or beside you. Do a hook turn or break the turn into stages if you need to. Two cyclists can legally take both lanes. Consider avoiding the roundabout by taking another route.

Cycling in the wet

Preparing your bike
Invest in a good set of mudguards or make your own. Keep a plastic bag under your seat for waterproofing when parking in the rain. Clean your brakes, rims and chain after rain.

What to wear
Get a good waterproof jacket. Spray your shoes and bag with sealant. Carry spare socks in a plastic bag or just wear sandals. Keep a change of clothes at work/uni.

Get a good bike bag
Use plastic bags inside your bike bag to keep things dry.

Riding in the wet
Watch out for slippery tram tracks, grates and metal covers, especially when turning. Squeeze your brakes gently before stopping to clear water off the rims. Beware of puddles as they may be deeper than they seem. You and others will have a longer stopping distance in the wet.

Lock your bike

Use a D-lock
Cables are easily cut. Get a good D-lock or armoured cable. Using a cable and D-lock together is even more secure.

Where and how to lock
Always lock your bike, even when it's at home. Lock in visible areas with lots of people around. Don't lock to 'sucker poles' that can be lifted out of the ground. Check your lock before leaving.

Secure your bike
Remove your lights or secure them with super glue or cable ties. Disguise the value of your bike with stickers and tape or even a fake DIY rusty paint job. Replace quick releases with bolts or secure with hose clamps. Engrave your bike with a driver's licence number of someone you trust. The police can assist in the recovery of stolen bikes.

If your bike is stolen
Report it immediately to the police. Look in second hand shops but don't tell staff. If you find it then call the police.

Car doors

It's illegal to open doors into traffic
A person must not cause a hazard to any person or vehicle by opening a vehicle door, leaving a door of a vehicle open, or getting off, or out of, a vehicle.

To avoid doors, look:

- through car windows for heads
- in mirrors of trucks and vans
- at cars that have just parked
- at cars' tail lights

Watch the door zone
If you can't see into cars, ride slower or move out of the door zone. Be aware of what's behind you if you have to swerve out. Take a lane if you're being forced into the door zone.

If a door opens
Use your brakes and slow down. Move out of the door zone, but don't swing into traffic.

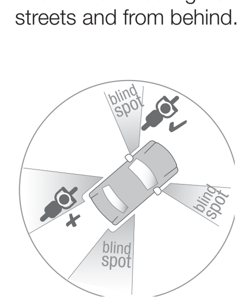
If you get hit
If you're hit by a door and injury or damage results, it's a traffic accident and details must be exchanged. Report uncooperative motorists to the police.

Cycling at night

Lights
Use steady lights to see and flashing to be seen. Buy lights that take standard battery types (AA or AAA) and carry spares with your puncture kit. Avoid lights that need a tool to change batteries.

Being reflective
Add reflective material, tape and stickers to your helmet, clothing, shoes, bike and bag. Reflective tape, fabric and stickers can be sourced from fabric shops, hardware stores, and boating and bike shops.

Riding behaviour
Steer wide of pedestrians. Watch out for people who may step in front of you. Look for car headlights in side streets and from behind.



Road rules

Bikes are legal vehicles covered by the Victorian Road Rules.

Your bike is a vehicle
You must have a warning device such as a bell or horn on your bike. You must wear an approved helmet. At night you must have a white front light, red back light and a red rear reflector.

Laws for others
It is illegal to open car doors into traffic. Cars cannot double park or park in bike lanes marked No stopping, No standing or Clearway.

What you can do
Cyclists can pass on the left, but not if a car is indicating and turning left. Cyclists can ride two abreast and a third rider may overtake. You must use a bike lane or path if it is practical to do so.

This is not a full statement of the law. For more information see **www.vicroads.vic.gov.au**

Shared paths

Being Mindful on Shared Paths
Using shared paths is about courtesy and common sense more than rules. Here are some tips to keep in mind when riding or walking on shared paths.

Pedestrians

- Keep to the left of the path and walk in a predictable manner
- Help children to keep to the left, explaining that bike riders can come from both directions
- Keep your dog on a lead and under control
- Move off the path when stationary.
- Be aware of other path users and cyclists
- Wear bright clothing if walking at night.

Cyclists

- Keep left unless overtaking
- Slow down if sight lines are unclear
- Warn pedestrians of your approach with a bell or your voice
- Travel at a safe speed so you can stop quickly if necessary. Take particular care when passing in case your warning bell or call was not heard
- Keep an eye out for all pedestrians, especially children and dogs as their movements can be unpredictable.

Bike Shops

Bike City Warehouse
Unit 4, Cnr Barry Rd and Hume Hwy Campbellfield
Ph. 9357 9813
Mel. Ref. 7 F4

The Bike Shed
63 Hamilton St, Craigieburn
Ph. 9308 1788
Mel. Ref. 387 C7

Glenroy Cycles
78 Wheatsheaf Rd, Glenroy
Ph. 9306 9651
Mel. Ref. 16 H3

Community Transport

Hume City Council runs a Community Transport service for eligible residents who are unable to use or access public or private transport. The service enhances social and community connections by providing bus transport to key recreation facilities, services and retail precincts.

For more information or to book transport contact the **Aged and Disability Intake Officer** on **9205 2839.** Craigieburn residents should contact the Craigieburn Community Transport Service on **9355 8484** or at **jludlow@lct.org.au.**

Bus Hire
A community bus is available for hire to residents and organisations planning events. The eleven seater accessible bus can be driven by anyone with a full licence. For more information or to book the bus visit www.hume.vic.gov.au and search for "bus hire".

Victaxi

You can catch a cab by booking it on the phone, hailing it from the side of the road or hiring it from a taxi rank. Pre-paid fares apply between 10pm and 5am. Taxi passengers are encouraged to provide feedback on their taxi experiences.

Wheelchair accessible taxis can be booked through Silver Top taxis on **8413 7202** or Yellow cabs on **9277 3877**. Contact the Victorian Taxi Directorate on **1800 638 802** (toll free) or visit **taxi.vic.gov.au** Always get an electronic receipt after your taxi trip.

13CABS	**13 2227**
Platinum Taxis (includes associated taxis)	**9090 1800**
Silver Top Taxis	**13 1008**
West Suburban Taxis	**9689 1144**

SmartBus

SmartBus is a premium bus service that complements Melbourne's radial train network, providing 'cross-town' connections to train stations, tram lines, key local destinations and other activity centres. SmartBus runs more frequently and for longer hours than most bus services.

Bus-train interchanges also have real-time information on SmartBus and train arrival times, making journey transitions smoother. SmartBus services can be used by passengers holding a valid public transport ticket for the area in which they are traveling.

SmartBus routes on this map:

901 Frankston to Melbourne Airport (SMARTBUS Service)

902 Chelsea to Airport West (SMARTBUS Service)

For more information visit **ptv.vic.gov.au** or call PTV on **1800 800 007**.

NightRider network

Buses travel between the city (Swanston Street) and Melbourne's outer suburbs, every half hour between 1.30am-4.30am on Saturdays and 1.30am-5.30am on Sundays with additional services on some routes.

There are more than 460 NightRider stops along routes to Bayswater, Belgrave, Craigieburn, Cranbourne, Croydon, Dandenong, Doncaster, Eltham, Epping, Frankston, Healesville, Lilydale, Melton, Mornington, Rosebud, St Albans, Sunbury and Werribee.

You can request to get off anywhere along the NightRider route, not just designated stops, provided it's safe for the bus to stip. Simply let the driver know where you'd like to hop off so that you can get closer to your destination.

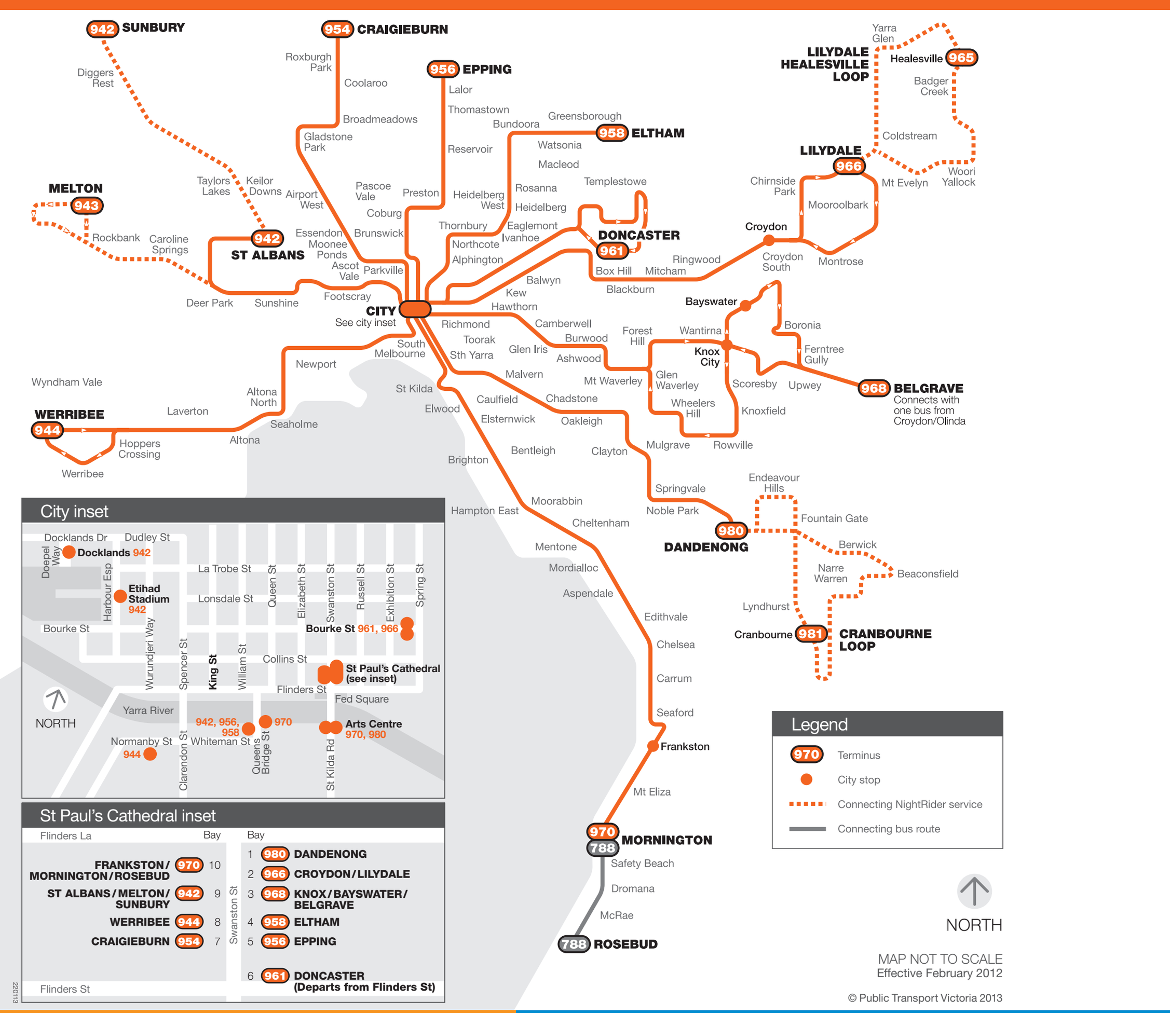
NightRider buses have phones on board so you can arrange for a taxi to meet you at your bus stop and take you home.

Or for $1 you can use the phone and call a friend and them to come and pick you up.

Please let the bus driver know when boarding the bus if you need to use the phone.

If you already have a valid myki you can catch a NightRider bus at no extra cost. Although you can top up your myki when boarding NightRider services, it is recommended that your myki is topped up before you travel. Remember to touch on when boarding and touch off when alighting.

For more information and timetables visit **ptv.vic.gov.au** or call **1800 800 007**



Walking groups

Vietnamese Walking Group
Orana Family Services, Papworth Place, Meadow Heights.
Ph. 8345 5435

Turkish Walking Group
Dianella Meadow Heights
Ph. 0401160053

Happy Feet Walking Group
Visy Learning Centre, 3–13 Hudson Circuit, Meadow Heights.
Ph. 93019200

Hume 'R' Us
Broadmeadows Leisure Centre
Ph. 9309 8500

Wonderful Olsen Walkers
Community Neighbourhood Renewal
Ph. 0402 613 765

Diabetes Walking Group
Highlands Lake – near Stocklands
Ph. 0407 505 455

Craigieburn Pollars – Nordic Walking Group
Craigieburn Gardens behind the library building
Ph. 0429 183 991 / 9308 1309

Wandara Walkabout
Woodlands Park
Ph. 0421 155 487

Victoria Walks
Victoria Walks has all the tools, information and support you need to make your neighbourhood safer and more walk-friendly.
info@victoriawalks.org.au
Ph. 9662 3975
www.victoriawalks.org.au

Cycling groups

Brimbank Bicycle User Group (BrimBUG)
brimbug@gmail.com
www.brimbug.org.au

Hume Bicycle User Group (Hume BUG)
humecitybug@gmail.com
www.google.com/profiles/HumeCityBUG

Melton Cycle Club
melton.cycling.club@gmail.com
www.meltoncyclingclub.com.au

Moonee Bicycle User Group (MooneeBUG)
mooneebug@gmail.com
www.mooneebug.wordpress.com

Moreland Bicycle User Group (Moreland BUG)
convenor@morelandbug.org
www.morelandbug.org

Sunbury Cycling Club
info@sunburycycling.org
www.sunburycycling.org

Whittlesea Bicycle User Group (Whittlesea BUG)
whittleseabug@gmail.com
www.whittleseabug.org.au

Bicycle Network Victoria
Ph. 8376 8888
www.bicyclenetwork.com.au

Bike Parking at Train Stations

Lockers
Bike lockers are available at Premium Stations across Victoria. They can be rented free after paying a bond of $100 for a new locker with a built in lock or $50 for lockers that require you to supply a lock.

You can hire a locker at Premium Stations for up to three months at a time and renew without paying any additional bond. Items stored in lockers remain your responsibility.

For more information visit **metrotrains.com.au/bike-facilities**

Cages
Parkiteer bike cages can be found at stations across Melbourne and key regional centres. The bike cages provide undercover, free and secure parking for around 26 bikes.

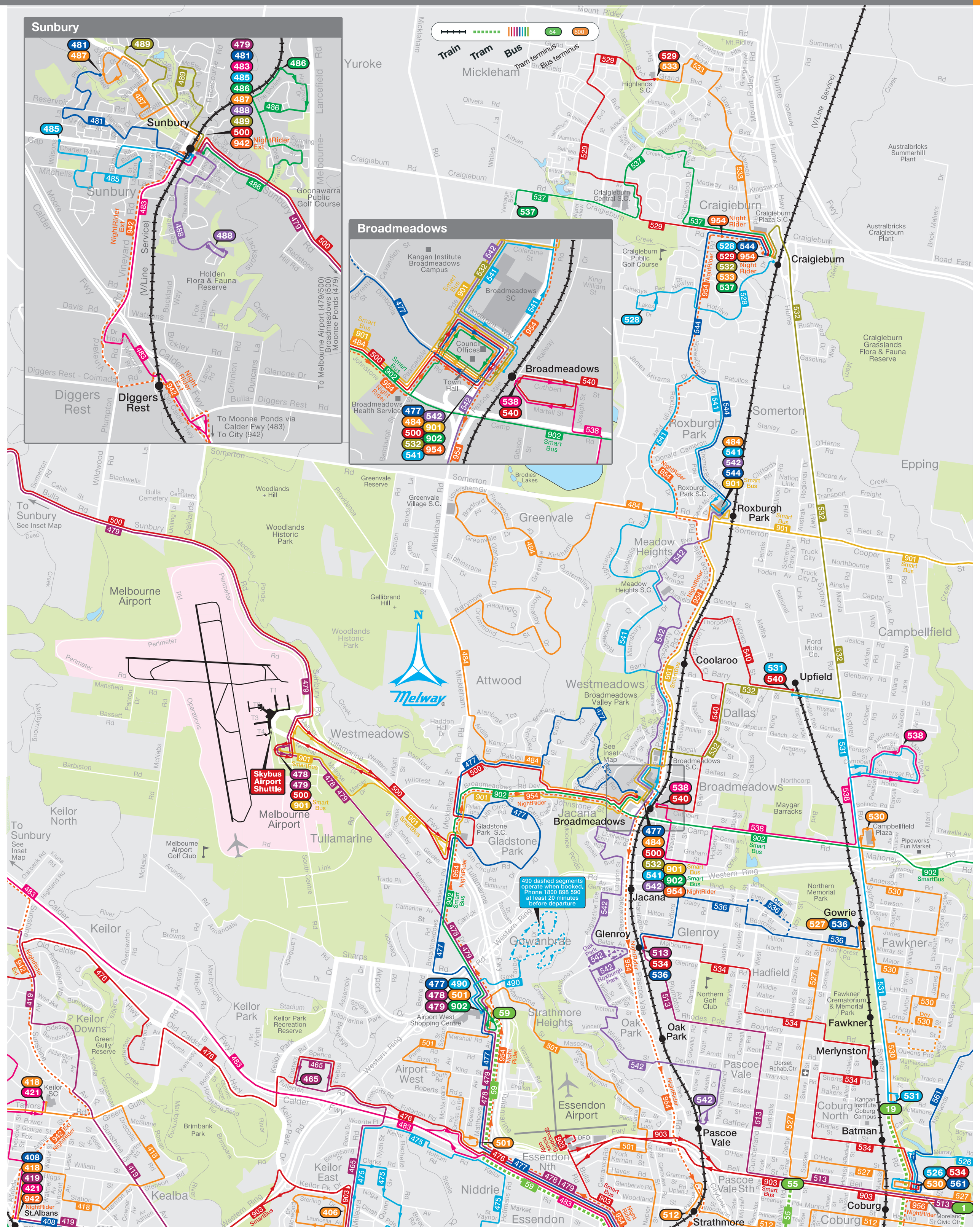
To access a **Parkiteer** cage you will need to register for a swipe card. Cards are available for a $50 refundable deposit.

For more information and to register visit **parkiteer.com.au**

Bike Lockers
Broadmeadows

Bike Cages
Broadmeadows
Coolaroo
Craigieburn
Sunbury

City of Hume



Hume City Council Facilities

Site	Train	Bus	Cycling
Broadmeadows Customer Service Centre Melway: 6 G8	Broadmeadows Train Station (200m) Walk: approx. 3 minutes	Broadmeadows Bus Interchange (200m) Walk: approx. 3 minutes	On-road bicycle access via: • Pearcedale Pde • Dimboola Rd • Tanderrum Way Two bike racks
Broadmeadows Hume Global Learning Centre Melway: 6 G8	Broadmeadows Train Station (200m) Walk: approx. 3 minutes	Broadmeadows Bus Interchange (200m) Walk: approx. 3 minutes	On-road bicycle access via: • Pearcedale Pde • Dimboola Rd • Tanderrum Way Two bike racks
Broadmeadows Leisure Centre Melway: 6 G8	Broadmeadows Train Station (450m) Walk: approx. 6 minutes	Broadmeadows Bus Interchange (450m) Walk: approx. 6 minutes	On-road bicycle access via: • Pearcedale Pde • Dimboola Rd Two bike racks Shower/change rooms – paid use only.

Bus routes on this map

477 **Moonee Ponds to Broadmeadows** via Essendon, Airport West, Gladstone Park

478 **Moonee Ponds to Melbourne Airport** via Essendon, Airport West, Niddrie

478/479 combined **Moonee Ponds to Melbourne Airport** via Essendon, Airport West, Niddrie

479 **Sunbury to Moonee Ponds** via Melbourne Airport, Airport West

484 **Broadmeadows to Roxburgh Park** via Greenvale

490 **Airport West to Gowanbrae** via Melrose Dr, Gowanbrae Dr

500 **Broadmeadows to Sunbury** via Gladstone Park

530 **Campbellfield to Coburg** via Fawkner

531 **Upfield to North Coburg** via Somerset Estate

532 **Craigieburn to Broadmeadows** via Upfield Station

538 **Somerset Estate to Broadmeadows** via Camp Road

540 **Upfield to Broadmeadows** via Coolaroo

541 **Roxburgh Park to Broadmeadows** via Meadow Heights

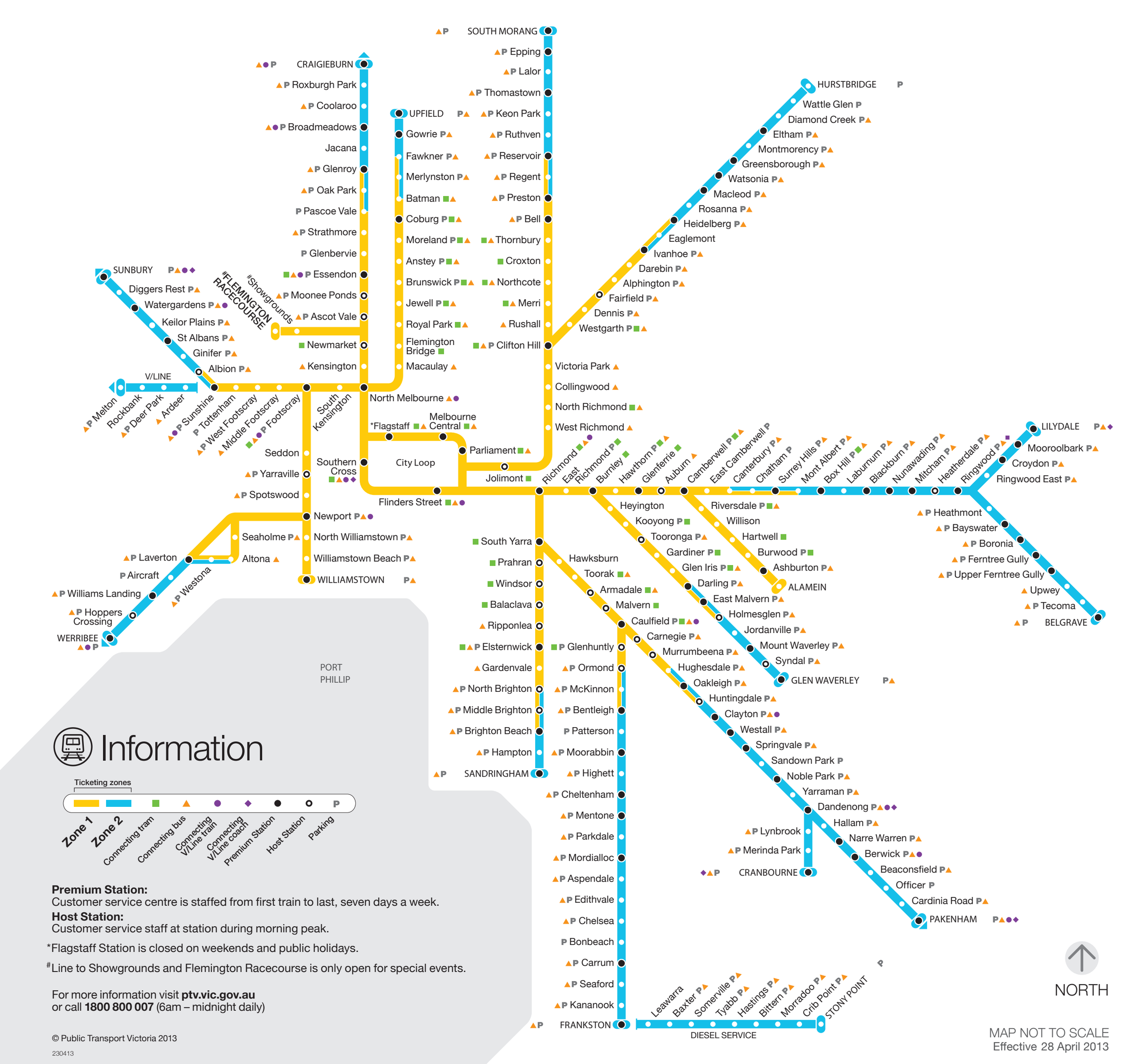
542 **Roxburgh Park to Pascoe Vale** via Meadow Heights, Broadmeadows, Glenroy

901 **Frankston to Melbourne Airport** (SMARTBUS Service)

902 **Chelsea to Airport West** (SMARTBUS Service)

For more information visit **ptv.vic.gov. au** or call **1800 800 007**.

Melbourne train network



Access and mobility

Trains
All train stations are wheelchair accessible. Metropolitan stations have ramps or lifts to enter the station and platforms. However, at some stations assistance may be required for those with a mobility aid.

Passengers who need help boarding trains should wait on the platform near the front of the train. This is marked with a yellow or white rectangle on the pavement. To help the driver, it is best to write your destination on a note. The driver will help you board and depart the train by placing a ramp between the platform and the first door of the front carriage.

Premium Stations are staffed from the first to last train every day and have accessible facilities including toilets, public phones and parking.

Trams
With 100 low-floor trams and more than 360 accessible stops, Melbourne's tram network is increasingly accessible to passengers using mobility aids.

The majority of services on routes 96 and 109 are low-floor trams.

Buses
More than 80 per cent of Melbourne's bus services are wheelchair-accessible on weekdays, and more than 95 per cent on weekends and public holidays.

Accessible services are identified by a wheelchair symbol on the front of the timetable booklet or next to the relevant service.

If your service is not listed as accessible, bus companies will try to schedule a low-floor bus for you, provided adequate notice is given.

For station and stop profiles visit **ptv.vic.gov.au** or call **1800 800 007.**

Taxi
Wheelchair accessible taxis can be booked through Silver Top Taxis on **8413 7202** or Yellow Cabs on **9277 3877.**

Mobile phone tools

There are a number of mobile phone tools to provide you with personalised train, tram and bus service information to your mobile.

PTV iPhone app
The free PTV iPhone app lets you view service times, use the journey planner and set your favourite stops throughout Victoria for faster access to public transport information on the go.

With built in tramTRACKER® functions, the app gives you real-time departures and arrivals for all tram stops.

For more PTV iPhone app information visit **ptv.vic.gov.au**

To download the iPhone app visit the iTunes Store.

Metro trains metroNotify
Get on board with Metro's new app, metroNotify. The new app allows you to personalise Metro's live service updates to receive the information you want at the times that you need it. New information about your selected train lines, sent directly from Metro's Control Centre, will arrive on your device as a push notification. For more information visit **http://www.metrotrains.com.au/metronotify/**

Your ticket to ride

Melbourne's public transport network can help you explore every corner of the city. Trains, trams and buses offer comprehensive services from the central business district to the suburbs in all directions.

Train and tram services operate between 5am and midnight, Monday to Thursday, with extended hours to around 1am on Friday and Saturday nights. On Sunday, trains and trams operate 7am to 11pm. Bus routes usually run from 6am–9pm Mon–Fri, 8am–9pm Saturday and 9am–9pm Sunday.

Public Transport Victoria
Public Transport Victoria (PTV) is your central stop for information on public transport services, tickets, improvement projects and customer feedback. Up-to-date information is available via our website, call centre and mobile applications.

For public transport information **visit ptv.vic.gov.au** or call **1800 800 007** 6am – midnight daily.

Journey planner
Enter your origin and destination into PTV's online journey planner for travel anywhere in Victoria and you'll be provided with a tailored travel plan including maps, connections and estimated travel times.

Visit ptv.vic.gov.au or call **1800 800 007**.

PTV Hub
For face-to-face customer information visit the PTV Hub at Southern Cross Station and 750 Collins St, Docklands for all your public transport needs.

Tickets
myki is Melbourne's ticket to travel on trains, trams and buses.

This copied document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The copy must not be used for any other purpose. Please note that the plan may not be to scale.

It is a durable smartcard that stores value and can be used over and over again.

You can buy and top up a myki at close to 800 retailers where you see the myki sign including all 7-Eleven stores, myki machines (full fare card sales only), at all metropolitan train stations and selected accessible tram stops and bus interchanges, and at any Premium Station.

Buy or top up your myki online at **ptv.vic.gov.au** or by calling **1800 800 007** (allow 24 hours to process top up).

A full fare myki costs $6 and a concession myki (senior, concession, child) costs $3.

Simply top up before your journey and then touch on and touch off at a myki reader as you travel.

Most fares are based on two zones. Tickets need to be valid for each zone you travel in. However, when travelling in a zone boundary overlap, the ticket can be valid for either zone.

For more information about myki visit **ptv.vic.gov.au** or call **1800 800 007**.

Student concession cards
Students aged 17 years and over need a Victorian Public Transport (VPT) Student Concession Card to buy concession fares. Please note that a university identification card does not entitle you to concession fares. Student Concession Cards are generally only available to Australian citizens and Permanent Residents.

Students can check their eligibility for concession fares at **ptv.vic.gov.au** or by calling **1800 800 007**.

You can apply for a VPT Student Concession Card by visiting **ptv.vic.gov.au**, Premium Stations or at the PTV Hub at 750 Collins St.

General information

Travelling conditions
Shopping jeeps, prams, pushers and baby carriages can be carried free of charge. Only folding bikes in bags are allowed on buses – size restrictions apply.

Guide dogs, hearing guide dogs, guide dogs in training and animals with an Assistance Animal Pass can travel for free on all public transport services

Visit **ptv.vic.gov.au** or call **1800 800 007** for details.

Information in other languages
Public transport information in other languages. Call the number next to the language in the table below.

Arabic	9321 5440
Cantonese	9321 5441
Croatian	9321 5442
Dinka	9321 5452
Greek	9321 5443
Italian	9321 5444
Macedonian	9321 5445
Mandarin	9321 5454
Somalie	9321 5446
Spanish	9321 5447
Sudanese	9321 5453
Turkish	9321 5448
Vietnamese	9321 5449
All other languages	9321 5450

Traveling to Melbourne Airport

Public transport
The following bus services run to and from Terminal 1 at Melbourne Airport:

478 Moonee Ponds to Melbourne Airport via Essendon, Airport West, Niddrie
479 Sunbury to Moonee Ponds via Melbourne Airport, Airport West
500 Broadmeadows to Sunbury via Gladstone Park
901 Frankston to Melbourne Airport (SMARTBUS Service)

Passengers travelling to and from the city can take the train to Broadmeadows Station and board the high-frequency SmartBus Route 901.

SkyBus
SkyBus offers an express bus service from the airport to the city centre. This service operates 24/7, including all public holidays. Buses run from every 10 minutes throughout the day.

For detailed ticketing and timetable information visit **www.skybus.com.au** or call **03 9335 2811**

Shuttle bus
A number of shuttle bus services operate between metropolitan and regional centres and Melbourne Airport.

Airport Bus Dandenong
www.airportbusdandenong.com.au

Melbourne Northern and Eastern Suburbs Airport Bus Eastside
www.airportbus.com.au

Frankston and Penninsula Bus Service **www.fapas.com.au**

For detailed information about bus shuttles to and from Melbourne Airport visit http://melbourneairport.com.au/to-from-the-airport/other-bus-services/other-buses.html

Cycling to Melbourne Airport
Local cycling networks provide access to and from the airport. Please refer to the Melway map side of the Broadmeadows TravelSmart map for detailed route information.

Facilities
Public shower facilities are located near the toilet areas on the Departures level of T2 (Qantas Link) near Nando's.

TravelSmart Map

better ways to go

Broadmeadows

Walking, Cycling & Public Transport

PROPOSED MIXED USE DEVELOPMENT

55-63 HUDSON CIRCUIT, MEADOW HEIGHTS

WASTE MANAGEMENT PLAN

PROPOSED MIXED USE DEVELOPMENT, 55-63 HUDSON CIRCUIT, MEADOW HEIGHTS
Client: [redacted]
Report Reference: 23574W
File Path: Y:\2023\23574TWE - Meadow Heights Shopping Centre (Child Care)\08 Reports\23574WREP01F01.docx

Friday, June 27, 2025

Document Control

Version:	Prepared By:	Position:	Date:	Reviewed By:	Position:	Date:	Authorised By:	Position:	Date:
D01	[redacted]	Environmental Consultant	04 June 2025	[redacted]	Managing Director	04 June 2025	[redacted]	Managing Director	04 June 2025
F01		Environmental Consultant	27 June 2025		Director	27 June 2025		Director	27 June 2025

[redacted]

[redacted]

EXECUTIVE SUMMARY

[redacted] has been engaged by Meadow Heights Shopping Centre Enterprise to prepare a Waste Management Plan (WMP) for a proposed mixed-use development located at 55-63 Hudson Circuit, Meadow Heights.

The mixed-use development will consist of a childcare centre, a swim centre, multi-purpose fitness room and a gymnasium in addition to outdoor play areas and onsite carparking to support the daily operations of the subject site.

Waste would be stored on-site in the bin room located at ground level.

Waste will be collected by private contractor, with the following arrangements:

- 3 x 1,100L general waste bins collected once per week;
- 3 x 1,100L commingled recycling bins collected once per week;
- 3 x 240L organics bins collected once per week; and
- $2m^2$ hard waste area collected on an as required basis.

Waste collection vehicles will enter the site in a forward motion via the vehicle entrance located on Hudson Circuit, to travel and stop safely at the bin storage area onsite.

Vehicle operators will ferry the required waste bins from the bin storage area to the collection vehicle and return upon emptying, before exiting the subject via a forward motion onto Hudson Circuit.

In the opinion of [redacted] the enclosed Waste Management Plan would provide efficient waste management for the proposed development. This report must be read in detail prior to implementation of the waste management strategy.

[redacted]

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LIST OF FIGURES

LIST OF TABLES

1 INTRODUCTION

[redacted] has been engaged by Meadow Heights Shopping Centre Enterprise to prepare a Waste Management Plan for a proposed mixed-use development located at 55-63 Hudson Circuit, Meadow Heights.

This Waste Management Plan (WMP) has been prepared based on industry best practice, Hume City Council waste management guidelines, and Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* (2019), with reference to the applicable waste generation rates, service and design standards enclosed within.

In the circumstance that the development plans are amended, or new legal requirements are introduced, a revision of the enclosed WMP may be required by the Responsible Authority. The developer will be responsible for engaging with a waste consultant or engineer to prepare the updated report accordingly.

2 INCLUDED IN THIS REPORT

Enclosed is the Waste Management Plan for the proposed development at 55-63 Hudson Circuit, Meadow Heights. Included are details regarding:

- Land use;
- Waste generation;
- Waste systems;
- Bin quantity, size and colour;
- Collection frequency;
- Bin storage area;
- Signage;
- Waste collection;
- Responsibilities;
- Ventilation, washing and vermin-prevention;
- Noise reduction;
- DDA compliance;
- Supplier contact information; and
- Scaled waste management drawings.

3 LAND USE

Planning application number: to be allocated

Land Zone: Commercial Zone 1

Land use type: Mixed-use

Number of levels: N/A

Commercial Space:

- 363m^2 childcare activity rooms;
- 124m^2 office space;
- 52m^2 multi-purpose fitness room; and
- 292m^2 gym floor.

[redacted]

4 WASTE MANAGEMENT PLAN

4.1 WASTE GENERATION

Waste generation rates are shown in Table 1. Calculations are based on 5-day per week operation for the subject site.

Generation rates have been adopted based on childcare, office and cafe waste generation rates enclosed in the Sustainability Victoria *Better Practice Guide for Waste Management and Recycling in Multiunit Developments* (2019). These rates are considered appropriate for a mixed-use development located within the Hume City Council.

Similarly, common spaces located across the commercial development including amenity, storage, laundry, change rooms, maintenance, and communal/shared spaces areas have not been included in these calculations, as any waste generated in these areas is generated in service of the commercial areas and therefore incorporated into the below rates.

Table 1 Waste Generation Rates

Use	Garbage (L/100m^2/day)	Commingled Recycling (L/100m^2/day)	Organics Recycling (L/100m^2/day)
Childcare Centre	56	70	14
Office	10	10	-
Gymnasium	10	10	-

A waste generation assessment is provided in Table 2.

Table 2 Waste Generation Assessment

Use	Area (m^2)	Waste Per Week (L/week)		
		Garbage	Recycling	Organics
Childcare activity rooms	363	1,016	1,271	254
Offices, meeting room, planning, staff and consult rooms	156	78	78	
Multi-purpose fitness room	52	26	26	-
Gymnasium	292	146	146	-
Total	**863**	**1,266L**	**1,521L**	**254L**

4.2 WASTE SYSTEMS

Waste would be sorted on-site by staff and cleaners as appropriate into the following streams:

- Garbage (General Waste);
- Commingled Recycling;
- Organics Recycling;
- Hard Waste; and
- E-waste

4.2.1 BIN STATIONS

Based on Method *Westpac NZ Case Study*, the use of bin stations throughout their office spaces have reduced waste to landfill by 40%. The case study discusses the significance of accountability in ensuring diversion of waste from landfill. It is therefore recommended that bin stations are provided throughout commercial, usable and public spaces.

Each bin station should be equipped with one bin for each waste stream. This would encourage the user to make a conscious decision before depositing their waste product into a specific bin and encourage appropriate segregation especially when bins are placed within an area open to public view.

An example bin station with vertical signage is shown in Figure 1. The vertical signage is recommended to be implemented at each bin station to educate the users on the appropriate separation methods. This would allow for maximum diversion of waste from landfill and recovery of the respective waste streams to be achieved.

Figure 1 Example Bin Station with vertical signage

4.2.2 GARBAGE (GENERAL WASTE)

Childcare spaces will be furnished with plastic lined bins for the temporary holding of garbage waste, to have minimum cumulative capacity of 50 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Office and administrative areas will be furnished with plastic lined bins for the temporary holding of garbage waste, to have minimum cumulative capacity of 10 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Gymnasium and multi-purpose fitness room areas will be furnished with plastic lined bins for the temporary holding of garbage waste, to have minimum cumulative capacity of 10 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Staff/cleaners will dispose of waste from these bins directly into the appropriate 660L bin located within the bin storage area, as shown in Appendix 1.

Garbage is to be disposed of bagged.

4.2.3 COMMINGLED RECYCLING

Childcare spaces will be furnished with plastic lined bins for the temporary holding of commingled recyclables, to have minimum cumulative capacity of 70 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Office and administrative areas will be furnished with plastic lined bins for the temporary holding of commingled recycling, to have minimum cumulative capacity of 10 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Gymnasium and multi-purpose fitness room areas will be furnished with plastic lined bins for the temporary holding of commingled recycling, to have minimum cumulative capacity of 10 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Staff/cleaners will dispose of waste from these bins directly into the appropriate 660L bins located within the bin storage area, as shown in Appendix 1.

Commingled recyclables would be disposed of loosely.

4.2.4 FOOD ORGANICS

Childcare spaces will be furnished with unlined bins for the temporary holding of organic recyclables to have minimum cumulative capacity of 20 litres per 100m^2 of floor area. This capacity is based on the transfer of waste to the bin room occurring once per day.

Staff/cleaners will dispose of waste from these bins directly into the appropriate 240L bin located within the bin storage area, as shown in Appendix 1.

Organics waste is to be disposed of loosely or in compostable bags that have been approved by the waste contractor.

These compostable bags should be marked with the Australian Standard compostable logo as shown in Figure 2. It should be noted that non-compostable bags should not be placed into the organics bins as it cannot be composted and thus will affect the quality of the organic product.

Figure 2 Australian Standard Compostable Logo

Green waste generated by the maintenance of communal landscaped areas would be disposed of via the engaged landscaper.

Food waste is to be disposed of loosely.

4.2.5 HARD WASTE

2m^2 of hard waste storage area has been provided within the bin storage area. Hard waste materials will be temporarily stored within this area prior to scheduled collections occurring.

Building management will arrange for hard waste collections to occur via a private contractor as required.

4.2.6 E-WASTE

The Victorian Government introduced a ban on e-waste disposal in landfills in July 2019. Therefore, staff, cleaners and management shall be made aware of the available e-waste deposit points within the Council region. E-waste must not be disposed into general waste or commingled recycling bins at any time.

Any e-waste generated within the development can be deposited at one of Council's drop off points. These locations are listed here: https://www.hume.vic.gov.au/Residents/Latest-News/News-and-Media-Releases/2019/Take-your-e-waste-to-a-better-place

4.3 BIN QUANTITY, SIZE AND COLLECTION FREQUENCY

The bin quantity, size and the frequency of collection are shown below in Table 3 and Table 4.

Twice weekly collection schedule is recommended given the volume and nature of general waste generated per the weekly operational requirements of the proposed development.

Table 3 Bin Size and Collection Frequency

Waste Stream	Collections per Week	Bin Size	No. Bins	Weekly Capacity	Weekly Volume
Garbage	2	660L	1	1,320L	1,266L
Commingled Recycling	2	660L	2	2,640L	1,521L
Organics	2	240L	1	480L	254L
Hard Waste	-	2 sqm storage area (collected on an as-required basis)			-

Table 4 Typical Waste Bin Dimensions

Capacity (L)	Width (mm)	Depth (mm)	Height (mm)	Area (m^2)
1,100	1240	1070	1330	1.33
240	585	730	1060	0.43

Note: The above dimensions are based on SUEZ's flat lid bin specifications

4.4 BIN COLOUR AND SUPPLIER

All bins will be provided by private supplier. The below bin colours are specified by Australian Standard AS4123.7-2006, however due the private nature of the collection, these are only recommendations and are not mandatory:

- Garbage (general waste) shall have red lids with dark green or black body;
- Recycle shall have yellow lids with dark green or black body; and
- Organics shall have green lids with dark green or black body;

Note, private contractors often supply bins for collection.

4.5 WASTE STORAGE AREA

Table 5 demonstrates the cumulative space requirements and provision of waste areas for the proposed development.

Please refer to scaled drawing shown in Appendix 1.

Table 5 Waste Area Space Requirements

Stream	Space Required (excluding circulation)	Space Provided
General Waste	0.98m^2	14m^2
Commingled Recycling	1.96m^2	
Organics	0.39m^2	
Hard Waste	2m^2	
TOTAL	**5.33m^2**	**14m^2**

Waste management would be overseen by building management.

4.6 WASTE COLLECTION

Waste will be collected by private contractor as follows:

- 1 x 660L general waste bin collected two times per week;
- 2 x 660L commingled recycling bins collected two times per week;
- 1 x 240L organics bin collected two times per week; and
- 2m^2 hard waste area collected on an as required basis.

Waste collection must be scheduled outside of the peak operating hours of the development and the existing shopping centre to minimise impacts on staff, parents and customers. Collections shall therefore take place prior to 7 AM to minimise impacts on staff, parents and customers.

Waste collections will occur via a 6.4 mini-rear loader waste collection vehicle.

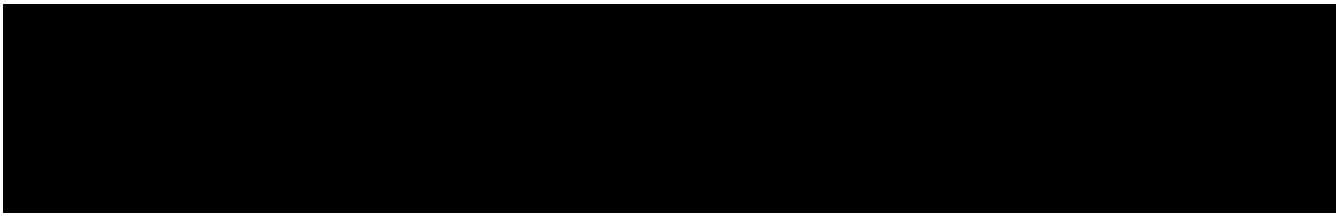
Hard waste collections will be performed by a utility vehicle or Austroads B99 design vehicle equivalent.

Waste collection vehicles will enter the site in a forward motion via the vehicle entrance located on Hudson Circuit, to travel and stop safely at the bin storage area onsite.

Vehicle operators will ferry the required waste bins from the bin storage area to the collection vehicle and return upon emptying, before exiting the site via a forward motion site onto Hudson Circuit.

Please refer to the swept path analysis attached in Appendix 2 which demonstrates access by the waste collection vehicle.

Building management will ensure that waste vehicle operators are able to access the bin room.



5 RESPONSIBILITIES

Building management will be responsible for overseeing waste management within the development. Responsibilities will include:

- Providing a copy of the endorsed Waste Management Plan to the building operator and relevant personnel;
- All signages and waste education materials shall be based on the latest available information from Sustainability Victoria. Sustainability Victoria's guidelines on waste management in multi-unit developments are available here for reference: https://www.sustainability.vic.gov.au/recycling-and-reducing-waste/for-developers-of-residential-commercial-and-industrial-buildings/multi-unit-developments.
- Providing staff, cleaners and management with an information package which will include the following information:
  (a) A copy of this Waste Management Plan which includes information on waste storage areas and management methods onsite;
  (b) Methods and techniques for waste reduction and minimization;
  (c) Information regarding bin collection days and requirements;
  (d) Staff members' responsibilities with regard to bin usage, storage, and collection
- Ensure that all bins throughout the site and the bin room are equipped with appropriate signages to guide users on appropriate segregation methods for their waste and recyclables;
- Inspecting waste stores;
- Reviewing contamination within bins;
- Investigating incidents of inappropriate waste storage (or aggregation).

Building management will ensure anyone found responsible for inappropriate waste disposal will be appropriately educated and made aware of correct waste disposal techniques.

It is recommended that building management conducts a waste audit if waste is found to be inappropriately deposited by users or if the bin capacities need to be reviewed.

6 SIGNAGE

Waste storage areas and bins would be clearly marked and signed with the industry standard signage approved by Sustainability Victoria or equivalent. The typical Sustainability Victoria signage is illustrated in Figure 3.

Figure 3 Sustainability Victoria Signage

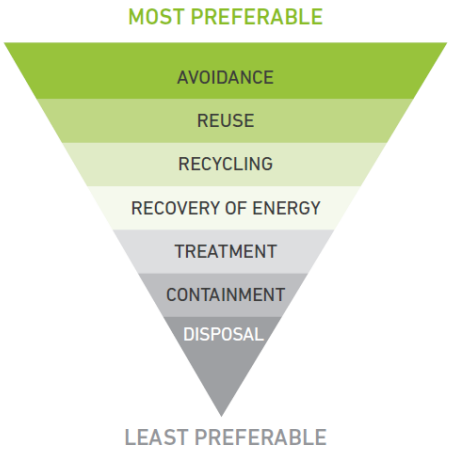
Signage within the waste disposal areas should inform staff members on the significance of food waste separation and highlight the end use products that can be generated from the composting process. The signage should also note that any contamination within the food organic bins would affect the quality of the product and thus cause the separation to be ineffective. This may increase their awareness and encourage them to separate food waste while also minimising contamination within the food organic bins. This signage may be available from the waste collection contractor.

7 SUSTAINABILITY ACTION PLAN AND INITIATIVES

The importance of restructuring the institutional waste management methods in developments is becoming more apparent as we experience the adverse impacts of increasing waste volumes and declining recycling rates. Developments such as the proposed subject site can contribute towards the prevention and reduction of nationwide waste generation volumes as well as to promote a local circular economy system.

Building management should encourage users by demonstrating a commitment towards waste avoidance and minimisation initiatives. The waste hierarchy as detailed in the *Environmental Protection Act* 2017 should be observed in order of preference (refer to Figure 4).

Figure 4 Waste Hierarchy



In addition to the waste management strategy detailed in the enclosed report, building management can establish landfill diversion and recycling targets and conduct periodic waste audits to monitor contamination levels in recycling and organics bins. The results of the audit could be shared with staff and management to encourage them to continue or to improve their waste separation efforts. The audit may also be beneficial from a cost perspective as it will inform building management of opportunities to reduce bin numbers or collection frequencies.

Staff, cleaners and management shall be inducted on on-site waste management practices and on the development's sustainability action plan via the provision of a handbook or in-person training, as deemed necessary.

8 WASTE AREA DESIGN REQUIREMENTS

8.1 VENTILATION

Ventilation would be provided in accordance with Australian Standard AS1668.

The waste room will be equipped with tight fitting doors and impervious flooring. Any openings within the waste room will be fitted with vermin-proof mesh.

8.2 LITTER MANAGEMENT, WASHING AND STORMWATER POLLUTION PREVENTION

An appropriately drained wash down area will be provided within the bin room in which each bin is to be washed regularly by building management. Bin washing areas or bin wash bays must discharge to a litter trap and/or grease trap. Bin wash areas shall not discharge into stormwater drainage.

Alternatively, a third-party bin washing service can be engaged to perform this service. Bin washing suppliers must retain all waste water to within their washing apparatus so as to not impact on the drainage provisions of the site.

Building management, staff and cleaners will be responsible in ensuring the following to prevent or minimise the dispersion of litter throughout the site:

- Prevent overfilling of bins by ensuring bin lids are closed at all times;

- Require waste contractor to remove any spillage that may occur during waste collections; and
- Ensure anyone found responsible for inappropriate waste disposal or dumping will be appropriately educated and made aware of correct waste disposal techniques.

8.3 NOISE REDUCTION

All waste areas will meet EPA, BCA and AS2107 acoustic requirements as appropriate within operational hours assigned to minimise acoustic impact on surrounding premises.

Waste collection timings in accordance with EPA Victoria *Noise Control Guidelines* 2021 have been stipulated in the waste collection section 4.6 above.

Waste contractors shall also abide by the following regulations to ensure minimal noise impacts to the neighboring properties:

- Compaction only to be carried while on the move;
- Bottles shall not be broken up at the point of collection
- Routes that service entirely residential areas shall be altered to reduce early morning disturbances; and
- Noisy verbal communication between operators shall be avoided where possible.

8.4 DDA COMPLIANCE

All waste areas to be accessed by staff and management would comply with AS1428.1:2009.

9 RISK AND HAZARD ANALYSIS

Table 6 shows the potential risks, severity and suggested control methods that could be considered to avoid the risks from occurring during waste collections.

Note that this is a preliminary risk assessment and does not replace the need for the building management and collection contractors to complete their respective OHS assessment for waste collections.

The information provided below have been adopted from WorkSafe Victoria *Non-Hazardous Waste and Recyclable Materials* (2003). The severity of each risk has been determined based on the risk rating table enclosed in Department of the Environment *Environmental Management Plan Guidelines* 2014.

Table 6 Potential Risks and Control Methods During Waste Collections

Area	Risk	Severity	Suggested controls
Waste collection	Incidents during waste collection vehicle ingress or egress movements	High	Vehicle operators would be trained in ensuring the following Tailgate is closed after clearing waste area Move vehicle slowly when tailgate or body is raised Clear waste from tailgate seal and from rear of machine before departure from the subject site Ensure tailgate is locked after unloading operation Vehicle operators should not exit the vehicle body unless engine is switched off, ignition key is removed, safety prop is in position and the vehicle body is well ventilated. Regular safety checks and inspection of vehicles should be conducted.
	Incidents during manual handling of bins	High	Vehicle should meet relevant Australian Design Rules. Ensure that vehicles with low bowl height are used to avoid lifting of bins above shoulder height. Vehicle operator should be clear of the equipment before activation of packing or tipping controls.
	Slip and trip hazards in moving into and out of the vehicle	Medium	Maintain sufficient and frequent communication between driver and runner. The hose should not be used as handholds when mounting or dismounting.
	Slips and trips while transporting bins	Low	As the car parking area is at the same grade with that of the waste storage area, there are no hazards presented from the presence of slopes or steps. The car parking and waste storage area would also be well lit at all times to ensure good visibility to staff/vehicle operators. However, to ensure that any other potential risks are mitigated, frequent communication should be maintained between the driver and runner and the runner should only transfer one bin at a time.
Surrounding traffic	Conflict with other vehicle operators, staff and management within the car park during collection	Medium	Ensure that collection must occur outside the child care centre's operating hours to avoid conflict with other vehicles. Collections shall therefore take place prior to 7 AM to minimise impacts on staff, parents and customers. The collection area should also be well-lit to allow for better visibility of oncoming traffic and pedestrians.
Waste bins	Type of wastes handled – risk associated in contact with unknown hazardous substances or sharp objects	Medium	Staff and cleaners should be educated on safe disposal of hazardous substances and sharp objects. Waste vehicle operators should be trained and informed on safe handling of unknown substances. Operators could be provided with PPE to avoid infections and to assist in handling of waste bins.
Waste Bins	Overflowing bins affecting the transport of bins to the waste collection vehicle or presenting as a trip hazard	Low	The recommended number of bins enclosed in this WMP provides a larger capacity than the volume generated for all waste streams hence there would be a low likelihood of this occurring.

10 SUPPLIER CONTACT INFORMATION

Table 7 provides a list of equipment specified by this waste management plan.

Below is a complimentary listing of contractors and equipment suppliers. You are not obligated to procure goods/services from these companies. This is not, nor is it intended to be, a complete list of available suppliers.

[redacted] does not warrant (or make representations for) the goods/services provided by these suppliers.

Table 7 High Level Purchasing Schedule

Item	Quantity	Supplier	Notes
660L Bins	3	Private Supplier*	1 x 660L general waste bin 2 x 660L commingled recycling bins
240L Bin	1		1 x 240L organics bin

*Private waste collection contractors often supply their own bins for collection.

10.1 EQUIPMENT SUPPLIERS

10.1.1 BIN SUPPLIER

- Sulo MGB Australia (wheelie bin) – 1300 364 388
- Method Recycling (bin stations) - 0477 630 220 / 0412 001 686
- Source Separation System (wheelie bin and bin stations) - 1300 739 913

10.2 WASTE COLLECTION CONTRACTORS

10.2.1 GARBAGE, RECYCLING AND ORGANICS

- Citywide Waste - 03 9261 5000
- Cleanaway – 13 13 39
- CSC Waste – 1300 499 927
- JJ Richards – 03 9794 5722
- SUEZ Environment – 13 13 35
- VISY Waste Management – 03 9369 7447
- Veolia Environmental Services – 132 955
- WasteWise Environmental – 1300 550 408
- Bin Boy – 1800 246 269
- Budget Waste – 1800 292 783
- Vicenvirowaste – 1300 557 558
- Wanless – 1300 926 537
- Waste Sense – 1300 492 783

10.2.2 HARD WASTE

- 1300 Rubbish – 1300 782 247
- Get Out Rubbish – 0480 350 234
- Same-Day Rubbish Removal – 0435 587 877
- WM Waste Management Services – 03 9721 1919

10.3 BIN WASHING SERVICES

- The Bin Butler – 1300 788 123
- Calcorp Services – 1888 225 267

[redacted]

- WBCM Environmental – 1300 800 621

11 PURPOSE AND LIMITATIONS

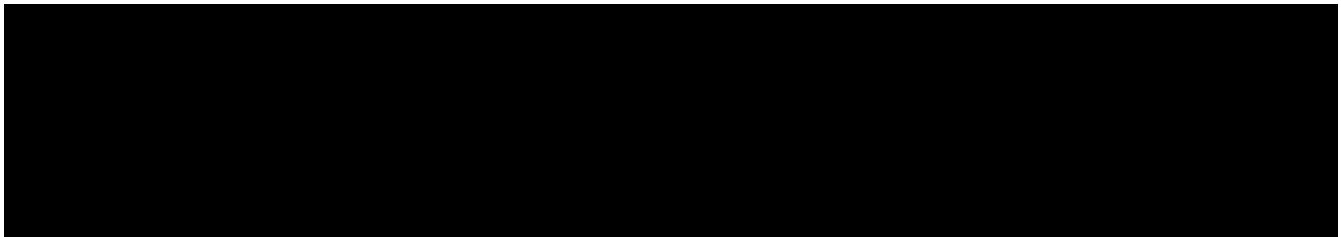
This Waste Management Plan has been prepared to form a part of the town planning application. The report is prepared to:

- Demonstrate that an effective waste management system is compatible with the design of the development. An effective waste management system comprises of a system that is hygienic, clean, tidy, minimises waste being landfilled and maximises recycling and resource recovery;
- Ensure stakeholders are well informed of the design, roles and responsibilities required to implement the system;
- Provide supporting scaled drawings to confirm that the final design and construction is compliant with the report;
- Define the relevant stakeholders involved in ensuring the implementation of the waste management system; and
- Ensure tenants are not disadvantaged in access to recycling and other sustainable waste management options.

The following should be noted regarding the enclosed information:

- The waste generation volumes provided are estimates based on the best available waste generation rates. The actual waste volumes generated on-site may differ slightly from that estimated as it would depend on the occupancy rate of the development and tenant type (i.e. families or renters);
- The report does not discuss management of construction and demolition waste for the proposed development hence a separate report discussing the management of these waste streams would be required;
- The equipment specifications and any information provided regarding the recommended equipment are provided for reference purposes only and should not be relied upon for procurement. SALT recommends that the developer attains the latest specifications of the required equipment and service provisions from the respective contractor(s) prior to engaging them or purchasing the relevant equipment; and
- The report should be updated if the development plans are amended or if new legal requirements are introduced.

APPENDIX 1 DESIGN DRAWINGS



PARINGA BOULEVARD

HUDSON CIRCUIT

EXISTING CROSS-OVER AND ACCESSWAY TO BE REMOVED AND REPLACED TO MATCH EXISTING NATURE STRIP AND PEDESTRIAN FOOTPATH, PER COUNCIL'S AND/OR THE APPLICABLE REQUIREMENTS.

EXISTING X-OVER TO PARINGA BLVD (ENTRY / EXIT)

NOMINATED SIGNAGE LOCATION. SIGNAGE TO BE NON-ILLUMINATED AND INSTALLED IN ACCORDANCE WITH SIGNAGE CONTRACTORS SPECIFICATIONS. SIGNAGE SHOWN IS INDICATIVE AND FINAL SIGNAGE TO BE APPROVED AS PART OF A SEPERATE APPLICATION

ALLOW FOR GATE FITTED WITH '000' KEYED LOCKS FOR EGRESS. GATE TO BE CLOSED AT ALL TIMES OTHER THAN FOR MAINTAINANCE AND EGRESS USE.

NOMINATED SIGNAGE LOCATION. SIGNAGE TO BE NON-ILLUMINATED AND INSTALLED IN ACCORDANCE WITH SIGNAGE CONTRACTORS SPECIFICATIONS. SIGNAGE SHOWN IS INDICATIVE AND FINAL SIGNAGE TO BE APPROVED AS PART OF A SEPERATE APPLICATION

2 TP300 | 1 TP203 | 1 TP201 | 3 TP300

CONCRETE FOOTPATH

PEDESTRIAN PATH

TITLE BOUNDARY 99° 01' 00" 5.66 m

TITLE BOUNDARY 128° 35' 20" 70.52 m

NO FENCE ON BOUNDARY

ALLOW FOR 1800MM HIGH BRICK AND TIMBER BATTEN FENCE ON BOUNDARY

ALLOW FOR 1800MM HIGH BRICK FENCE ON BOUNDARY

LANDSCAPE

BENCH SEAT. ALLOW FOR POOL COVER UNDER SEAT

OUTDOOR PLAY AREA
457 m²
REQUIRED AREA FOR 64 CHILDREN = 448 SQM

18038 SETBACK FR' BOUNDARY

21145 SETBACK FR' BOUNDARY

VOID

PAVING

STORAGE 8 m²

PUMP ROOM 14 m²

COT ROOM 9 m² | COT ROOM 9 m²

BENCH SEATS

AMB

M. CHANGEROOMS 37 m²

CHANGE 1 | CHANGE 2 | SHR 1 | SHR 2 | SHR 3

1500 | 10000 | 1500

SWIMMING POOL
20.0m X 10.0m X 0.9-1.5m

BENCH SEATS

1500

UNDERCOVER PROMENADE

2000

ROOM 1
42 m²
12 CHILDREN BELOW 3 YEARS

MOB LOCKERS 3x4 (12)

LOCKERS | BENCH

DASHED LINE DENOTES EXTENT OF FIRST FLOOR ABOVE

CRAFT SINK

TOILET 13 m² | PREP ROOM 10 m²

DASHED LINE DENOTES EXTENT OF FIRST FLOOR ABOVE

2500

ROOM 2
42 m²
12 CHILDREN BELOW 3 YEARS

CRAFT SINK

AMB | AMB | COT ROOM 15 m²

SHR 3 | SHR 2 | SHR 1 | CHANGE 2 | CHANGE 1

F. CHANGEROOMS 37 m²

AMB

2 TP201 | 2 TP203 | 1 TP300

TITLE BOUNDARY 54° 00' 00" 102.56 m

ROOM 4
65 m²
20 CHILDREN BELOW 3 YEARS

DASHED LINE DENOTES EXTENT OF FIRST FLOOR ABOVE

TOILET 16 m²

CRAFT SINK | CRAFT SINK

ROOM 3
65 m²
20 CHILDREN BELOW 3 YEARS

MOB LOCKERS 3x7 (21)

PREP ROOM 10 m²

600 STORAGE JOINERY

INTERACTION AREA 33 m²

MOB LOCKERS 3x7 (21)

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LANDSCAPE

NO FENCE ON BOUNDARY

2 X 660L RECYCLING | 660L GARBAGE

SERVICE YARD 14 m²

x40L ORGANICS | 2m² HARD WASTE

LAUNDRY 13 m²

DDA

MEETING ROOM 9 m²

OFFICE 9 m²

RECEPTION 8 m²

ENTRY 16 m²

KITCHEN 24 m²

ALLOW FOR FRIDGE AND FREEZER

SERVICES

PANTRY 6 m²

LIFT

DDA 5 m²

STAFF ROOM 21 m²

OFFICE 11 m²

ENTRY FOYER

RECEPTION

LOBBY 18 m²

AUTO.SLIDERS

LIFT

FIRE STAIR

LANDSCAPE

2 TP202 | 1 TP300

1500

WALKPATH

ALLOW FOR PEDESTRIAN PATH CONNECTION TO SHOPPING CENTRE

LANDSCAPE

NOMINATED SIGNAGE LOCATION. SIGNAGE TO BE NON-ILLUMINATED AND INSTALLED IN ACCORDANCE WITH SIGNAGE CONTRACTORS SPECIFICATIONS. SIGNAGE SHOWN IS INDICATIVE AND FINAL SIGNAGE TO BE APPROVED AS PART OF A SEPERATE APPLICATION

EXISTING AREA OF CARPARK TO BE REINSTATED AS LANDSCAPING

EXTENT OF MODIFICATIONS TO CARPARK (REFER TO SITE PLAN FOR FURTHER INFORMATION)

EXISTING CARPARK
(REFER TO TP002 AND TRAFFIC REPORT FOR PROPOSED MODIFICATIONS)

EXTENT OF MODIFICATIONS TO CARPARK (REFER TO SITE PLAN FOR FURTHER INFORMATION)

CP-04 | CP-03 | CP-05 | CP-06 | CP-07 | CP-08 | CP-09 | CP-10

2800 - TYP

5400

SHARED ZONE | SHARED ZONE

2400 DDA | 2400 SHARED ZONE

3000 - TYP

CARPARK

ASILE CHANGED TO ONE WAY MOVEMENT WITH REDUNDANT TWO WAY LINE MARKING REMOVED

2 TP300 | 1 TP202 | 3 TP300

AREA ANALYSIS

SUBJECT SITE	27310 m²
OVERALL NUMBER OF CHILDREN	108
BUILDING FOOTPRINT	1112 m²

OUTDOOR PLAY AREA SCHEDULE

Outdoor Play Area No.	Level	Area
1	GL (CHILDCARE)	468 m²
	FIRST FLOOR LEVEL (CHILDCARE)	308 m²

ROOM AREA SCHEDULE

Room No.	Age	No. of Children	Level	Area
ROOM 1	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 2	BELOW 3 YEARS	12	GL (CHILDCARE)	42 m²
ROOM 3	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 4	BELOW 3 YEARS	20	GL (CHILDCARE)	65 m²
ROOM 5	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	74 m²
ROOM 6	ABOVE 3 YEARS	22	FIRST FLOOR LEVEL (CHILDCARE)	75 m²

LEGEND

- TITLE / SUBDIVISION BOUNDARY
- CONTOUR LINE
- EXTENT OF PAVING
- EXTENT OF CARPARK
- EXTENT OF LANDSCAPING
- EXTENT OF EXISTING CROSSOVER TO BE REMOVED
- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

GENERAL NOTE

- TO BE READ IN CONJUCTION WITH CONSULTANTS REPORTS
- EXTENT OF SITE BOUNDARIES AND LEVELS TO BE PER CIVIL ENGINEER'S DETAILS AND TO BE CONFIRMED BY CLIENT AND/OR BUILDER.
- EXTENT OF VEGETATION AND TREES TO BE CONFIRMED AND READ INCONJUNCTION WITH ARBORIST REPORT.
- EXTENT AND LOCATION OF SUB-DIVISION LINE/BOUNDARY TO BE CONFIRMED BY CLIENT AND/OR OPERATOR.
- EXTENT OF RETAINING WALL AT THE BOUNDARIES TO BE CONFIRMED AND/ADVISED BY CLIENT AND/OR CIVIL.
- REFER TO LANDSCAPE PLAN PROVIDED FOR ALL LANDSCAPING DETAILS
- TO BE READ IN CONJUCTION WITH PLANS PROVIDED BY SELECT ARCHITECTS FOR FURTHER DETAILS

NOTE

CONCEPT DRAWINGS ARE NOT TO BE USED FOR PRICING AND/OR CONSTRUCTION PURPOSES.

REV	DESCRIPTION	DRN	CHK	DATE
TP1	ISSUE FORE TOWN PLANNING	FP	CS	2025.05.19

[redacted]

PROJECT
MIXED USE DEVELOPMENT
55-63 Hudson Circuit, Meadow Heights

TITLE
PROPOSED GROUND FLOOR PLAN

STATUS
TOWN PLANNING

SCALE	DRAWN
1 : 100 @ A1	MN/FP
DATE	JOB #
2025.05.19	1312
REVISION	DRAWING #
TP1	TP101