Cobblebank Metropolitan Activity Centre

(Toolern Town Centre)

Urban Design Framework

Final

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Prepared by Tract for Melton City Council.


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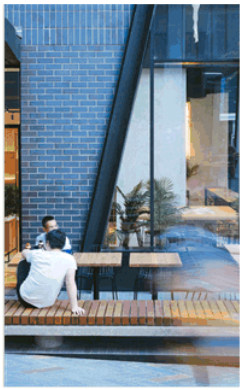
Contents.

Figures.

Tables.

1 Introduction



1.1 Purpose of Document

This is the Urban Design Framework for the Cobblebank Metropolitan Activity Centre (formerly the Toolern Town Centre) as identified in the Toolern Precinct Structure Plan. The Cobblebank Metropolitan Activity Centre Urban Design Framework (CMAC UDF) has been prepared following a review of the 2012 Toolern Town Centre UDF and through analysis, testing and consultation with key stakeholders.

The purpose of the Urban Design Framework (UDF) is to set out an integrated vision for the Centre and guide its use and development. The aim of the document is to guide future development within the area subject to the Urban Design Framework.

The Cobblebank Metropolitan Activity Centre (also known as the Centre) is the future community heart for the growing urban area south-east of Melton. Its development, centered around a new train station, will occur over a number of decades evolving from a local hub in its first decade to a thriving Metropolitan Activity Centre in the longer term. The Centre will provide a range of regional and local employment, civic, retail, education, medical, residential, recreational and entertainment uses which will draw upon sustained investment from public and private sectors.

The purpose of the UDF is as follows;

- Establish an integrated and clear vision for the CMAC,
- Guide the use and development of the area through overall objectives and planning and design requirements and guidelines,
- Establish an implementation program of statutory and strategic initiatives, and
- Establish a process for monitoring and review.

1.2 How to Use This Document

This UDF is to be used in conjunction with the Toolern Precinct Structure Plan, Toolern Development Contributions Plan, Toolern Native Vegetation Precinct Plan and relevant Urban Growth Zone Schedule.

The CMAC UDF is structured into four sections as outlined here:

1. INTRODUCTION

This section includes the background and overall purpose of the UDF. It also outlines the organising elements that have been referenced in the design of the Metropolitan Activity Centre. These elements have been implemented through the vision and the UDF plan (Section 2), and the associated design requirements and guidelines.

2. URBAN DESIGN FRAMEWORK

Section 2 introduces the overall vision for the UDF and provides a summary of the strategic principles.

The UDF is organised into the following themes:

- Urban Structure,
- Land Use,
- Movement and Access,
- Public Realm and Landscape,
- Built Form, Massing, Interfaces, Setbacks and Density, and
- Sustainability and Environment.

The themes provide detail and guidance for the preferred development of the Centre, extending the vision and strategic principles into the urban structure. Within each section there are a number of proposals which are guided by requirements (must be met) and guidelines (should be met).

3. IMPLEMENTATION AND STAGING

The Implementation and Staging Section outlines an indicative staging strategy, the key development drivers, and an outline of development land contributions.

4. REVIEW

Section 4 provides a summary of the process of review recommended for the UDF, and some of the potential key influences which may trigger a review to the document.

1.3 Context

The CMAC UDF builds on the work undertaken as part of the Toolern PSP and the detailed Background Report for the UDF, which looked at the specific issues and constraints relevant to the site.

Specialist economic, transport and retail consultants provided input into the Background Report for the UDF. Recommendations regarding the road network, industrial buffer assessment, pedestrian movement, retail and commercial locations, future land uses, and preferred residential precincts were provided within the UDF area.

This UDF also builds on the 2012 UDF which is now superseded by this document. Since 2012, *'Plan Melbourne 2017-2050'* has also designated the Toolern Town Centre as a Metropolitan Activity Centre compared with the previous Activity Centre designation.

Stakeholder and landowner consultation has occurred throughout the UDF process through community consultation sessions, and landowner and stakeholder workshops.

1.3.1 Cobblebank Metropolitan Activity Centre (Toolern Town Centre) UDF Area

The Centre is approximately 100 hectares in size, located in the suburb of Cobblebank. It straddles the Melbourne - Ballarat Rail Line and Ferris Road, a major north-south road running through the Centre. (Fig.3)

The Centre sits centrally within the Toolern Precinct Structure Plan area, which adjoins the Melton Township to its south east. Cobblebank forms part of the broader Western Growth Corridor of Melbourne, incorporating the City of Melton and the City of Wyndham, and is one of the fastest growing regions in the country. (Fig. 1)

1.3.2 Cobblebank Employment and Mixed Use Area (Toolern Employment and Mixed Use Area)

Immediately north of the Centre is the Cobblebank Employment and Mixed Use (CEMU) area which is also included within the Toolern PSP. It too is part of Melbourne's western growth corridor and will ultimately become a major job hub that will support residents of the CMAC area as well as the growing City of Melton and beyond.

Simultaneously, a separate UDF for the CEMU area has been prepared. Given the immediate proximity of the two UDF areas, and a number of shared considerations including appropriate connectivity and transitions to the surrounding areas, stakeholders must have regard to both UDFs. (Fig. 1)

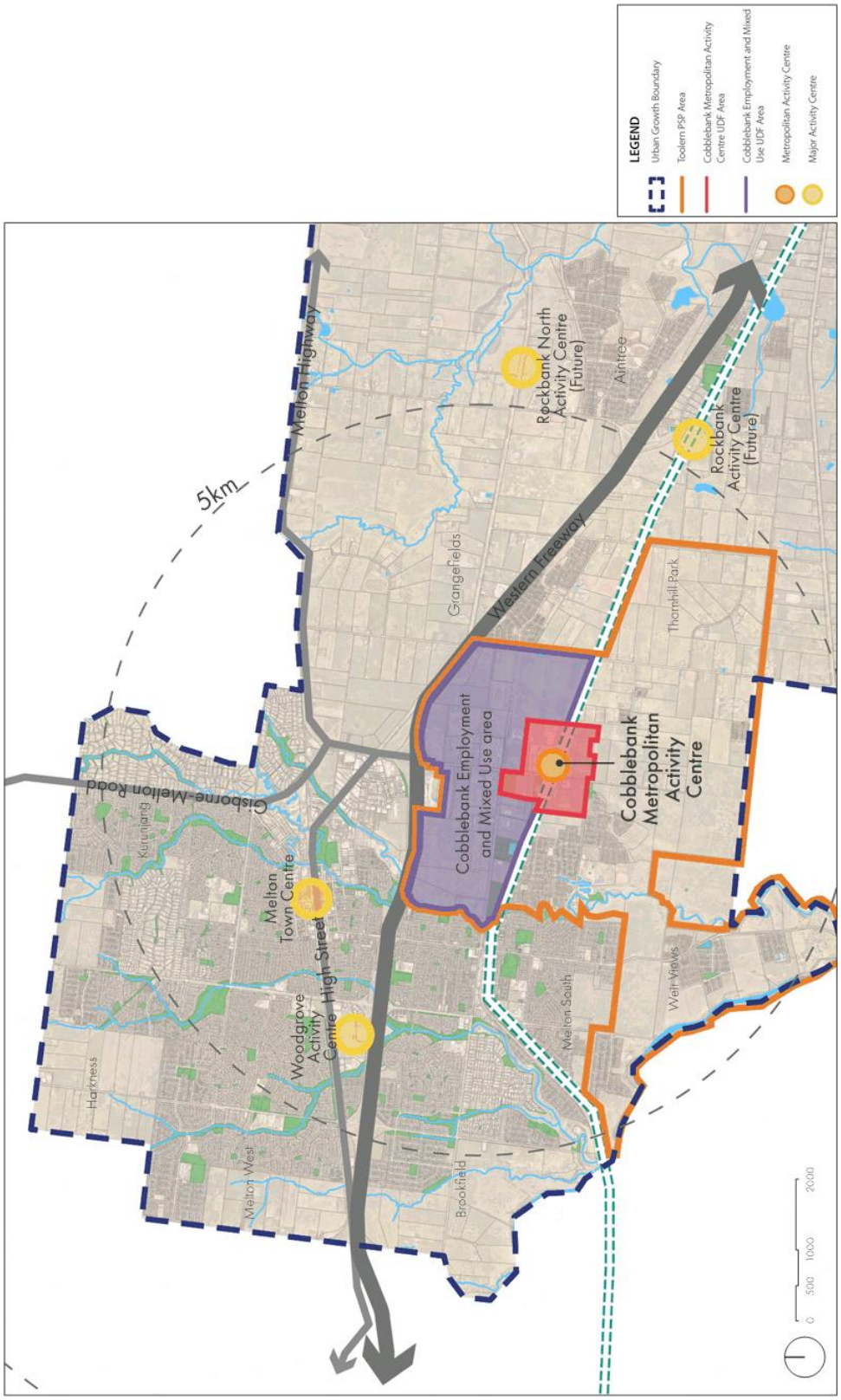


Figure 1. Cobblebank Metropolitan Activity Centre Context Plan

09

1.4 Toolern Precinct Structure Plan

The Toolern PSP is the guiding document for the growth area suburbs of Cobblebank, Weir Views, Strathtulloh and Thornhill Park and as mentioned, the Toolern PSP requires a UDF to be completed for the Metropolitan Activity Centre area. It identifies the urban structure of the Toolern PSP, and the role and purpose of the Centre. (Fig. 2)

The Toolern PSP sets out objectives and guidelines for land use and development and also determines the use and development controls (including the applied zones) that apply in the accompanying Urban Growth Zone Schedule 3 (UGZ3) in the *Melton Planning Scheme*.

Further, the PSP sets out the hierarchy, role and function of the CMAC, outlining that it must be the primary activity centre and transport hub with an ultimate target of 3,000 dwellings and 70,000 square metres of retail floor space. It will be anchored by a main street and other shopping streets and will include three or four large supermarkets, discount department stores and a range of speciality stores. The Centre will also provide business, civic and government services including health services and educational institutions. It will also be home to a comprehensive open space network.

The PSP calls for the UDF to be consistent with the desired function of the CMAC, as outlined above. In addition, it must also address several other requirements which are fully detailed in Appendix 2 Statutory Assessment.

Requirements include:

- Locating and integrating community facilities and public spaces,
- Developing an overall landscape concept,
- Demonstrating how public transport will be integrated into the Centre,
- Setting out provision for the design of carparking areas, and
- Exploring opportunities for medium and higher density housing and future commercial expansion.

In summary the intentions of the mandatory guidelines are to:

- Encourage high employment density and a limited network of commercial streets,
- Locate Activity Centres on key intersections, and
- Consider appropriate interface conditions, building setbacks, and integrated development.

The advisory guidelines include consideration of:

- Placement and sleeving of large format retail buildings,
- Activation of ground floor commercial frontages,
- Fine-grained scale of retail shop fronts,
- Streets width to building height ratio,
- Parking requirements, and
- Pedestrian accessibility.

The PSP also identifies key character areas. (Fig.4) and further discussed in Section 2.7.4.

1.4.1 Toolern Development Contributions Plan

The Toolern Development Contributions Plan (DCP) was developed to support the provision of certain specified works, services and facilities as identified in the Toolern PSP.

1.4.2 Native Vegetation Precinct Plan

The Toolern Native Vegetation Precinct Plan (NVPP) manages native vegetation through clause 52.16 of the *Melton Planning Scheme*. It identifies:

- Native vegetation which may be removed without a planning permit,
- The offsets that must be provided to remove the native vegetation which can be removed, and
- Native vegetation which cannot be removed without a permit.

The Toolern NVPP is one of the planning tools used to facilitate development in accordance with the Toolern PSP.

Figure 2. Excerpt of the Toolern PSP Future Urban Structure Plan

Figure 4. Excerpt of the Toolern PSP Character Areas

Figure 3. Cobblebank Metropolitan Activity Centre (Toolern Town Centre) (CMAC) UDF Area 2019

2 Urban Design Framework

2.1 Vision

The Cobblebank Metropolitan Activity Centre (CMAC) will be a thriving new urban Centre in Melbourne's west with the new Cobblebank Train Station and a significant retail and entertainment precinct at its heart. It will be a place where the community will gather to enjoy a comfortable lifestyle defined by convenient access to transport and a range of commercial, shopping, employment, leisure, health, and education facilities and services.

It presents an opportunity to create a new, highly urban Centre designed around public transport infrastructure and community accessibility. The new Cobblebank Train Station and integrated bus network will connect to the wider western suburbs and to central Melbourne. CMAC will be an accessible and attractive location for a range of regionally significant businesses and services.

CMAC will develop as a truly mixed use Centre over time creating opportunities for people to live and work. Housing diversity will ensure a range of options including apartment, shop-top, and townhouse living. It will also offer all of the amenity, access and infrastructure that contemporary local businesses need to grow and thrive.

Getting around the Centre will be easy, particularly for pedestrians, cyclists and public transport users, with Coach Street as the main street of the CMAC.

A network of public open spaces linked by a high-quality street network will incorporate many opportunities for socialising, exercising, entertainment and play for all ages within an inclusive and welcoming Centre.

2.2 Urban Design Principles

The development of the CMAC will be guided by the following set of urban design principles. These principles set the aspiration, character and identity of the Centre into the future:

- Urban Structure,
- Land Use,
- Movement and Access,
- Public Realm and Landscape,
- Built Form, Massing, Interfaces, Setbacks, Density, and
- Sustainability and Environment.

1. Urban Structure

Create a clear and logical street network centred around a train station and rail corridor, supported by four recognisable precincts, each one with its own features, character and emphasis.

2. Land Use

Establish a truly mixed use Centre with a full range of uses for an active and diverse community to live, work and play. Encourage a transition in building heights and density to accommodate a range of land uses.

3. Movement and Access

Foster easy and comfortable movement around the Centre, offering a choice of rail, bus, cycle and pedestrian modes. Emphasise slower, safer, and more seamless pedestrian and cycling connections.

4. Public Realm and Landscape

Frame a network of engaging public open spaces throughout the Centre that cater for a range of outdoor uses and user groups. Embed urban landscape treatments into the parks and connecting street network.

5. Built Form, Massing, Interfaces, Setbacks and Density

Encourage a network of high quality buildings and architecture that form the character of the Centre over time. Design built form and street level interfaces to frame and support the activity and vibrancy at street level.

6. Sustainability and Environment

Incorporate sustainable and resilient thinking at all levels of the design and planning of CMAC including energy efficient building design, water sensitive urban design strategies, waste and recycling strategies and an emphasis on sustainable modes of transportation.

2.3 Urban Structure

At 100 hectares, the Cobblebank Metropolitan Activity Centre will be a significant regional Centre in Melbourne's west. It will be the largest Metropolitan Activity Centre in the City of Melton's retail hierarchy.

The Framework has been shaped by the following key urban design elements, including:

- The Melbourne - Ballarat rail corridor,
- The proposed new Cobblebank Train Station (currently under construction),
- Major arrival corridors of Ferris Road, East Road and Bridge Road, and the train line,
- Existing industrial uses, including Westkon and Boral Concrete (and associated industrial buffers as specified within the Buffer Assessment),
- Other required industrial buffers that affect the short-, medium- and long-term location of sensitive land uses
- Western Business Accelerator and Centre of Excellence (BACE) on Ferris Road,
- The approved permit for the new Coles development fronting Ferris Road and Hollingsworth Drive,
- The approved permit for the local convenience Centre on the corner of Bridge Road and Hollingsworth Drive, and
- Existing vegetation and topographical elements.

The CMAC UDF area incorporates four distinct precincts, separated by the train line and Ferris Road. (Fig. 5)

Figure 5. CMAC Precinct Plan

There are three major vehicular corridors leading into the Centre. Ferris Road is the major north-south arterial road into the Centre, which connects to the Western Freeway. A connector road, East Road, will be located on the eastern side of the Centre and will provide additional access into the Centre. Bridge Road on the southern edge of the Centre will provide access from Melton South.

See Fig. 6 for Framework Plan.

North West Precinct

The North West Precinct will form a gateway into the Centre from the north and incorporate commercial/office, showroom and large-format retail uses integrated with the Ferris Road corridor. Within this precinct is an area of endangered native vegetation that is subject to further investigation (see 2.8 Sustainability and Environment).

North East Precinct

The area of the Centre north of the train line and Cobblebank Train Station will incorporate a mix of retail, commercial, and residential uses (subject to future transitioning of industrial uses). It also identifies land for tertiary education facilities over time, in conjunction with a diverse offering of more urban housing types and choices.

South East Precinct

This is the core of the Centre and will be home to a diverse offering of supermarkets, department stores, specialty retail options and entertainment venues. Coach Street is the main axis with slow traffic speeds to enable it to act as a hub of pedestrian activity, directly connecting the station into the heart of the Centre. This precinct will also be anchored by health and justice facilities.

South West Precinct

The South West Precinct will be focused on a number of significant recreational facilities including an indoor sports stadium, sports oval and pavilion. A potential civic centre and other civic facilities will be located in the urban residential neighbourhood. A local convenience centre will be located in this precinct.

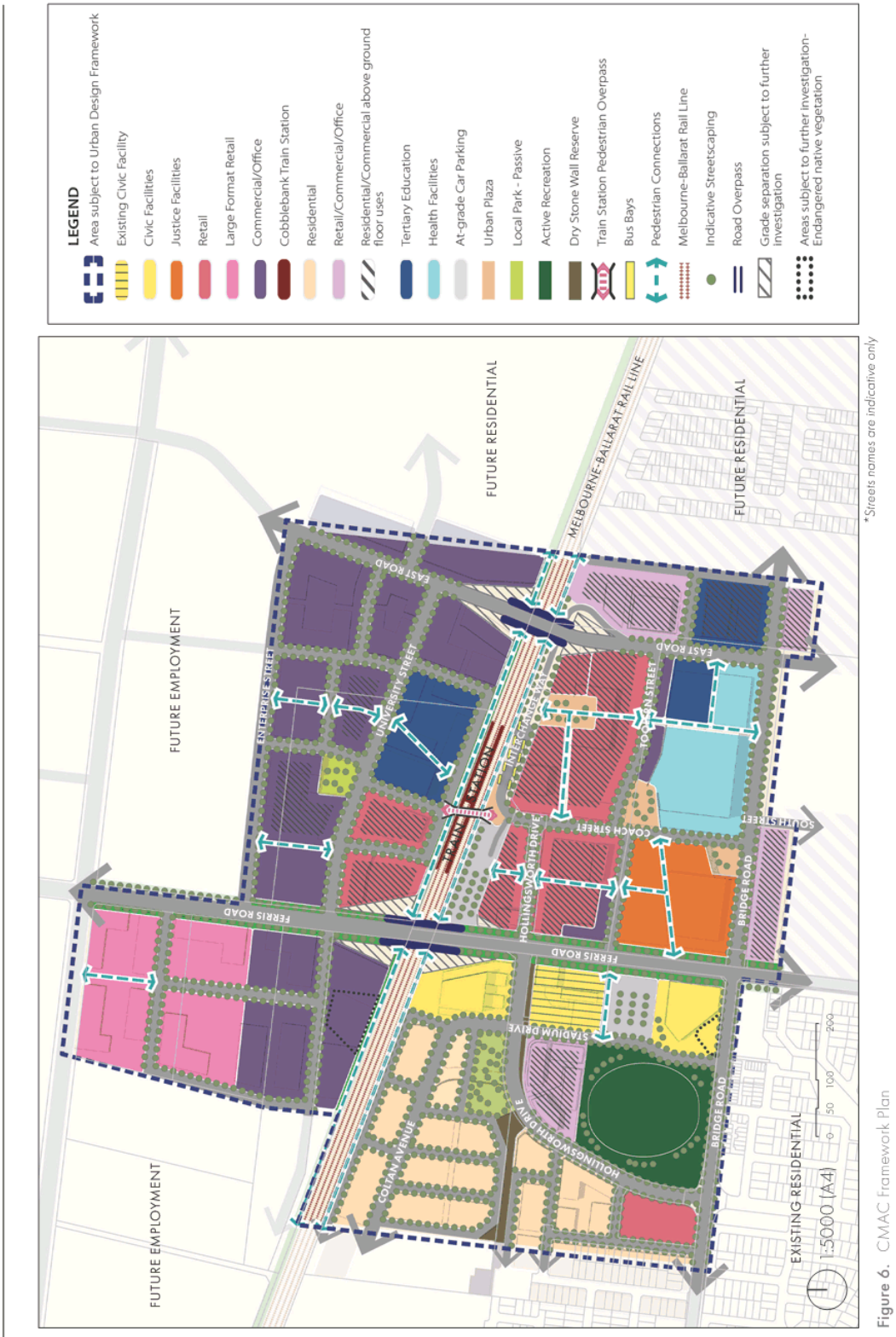


Figure 6. CMAC Framework Plan

2.4 Land Use

The Centre is zoned Urban Growth Zone – Schedule 3. Schedule 3 applies the Commercial 1 Zone to the North East, South West and South East Precincts, and Commercial 2 Zone to the North West Precinct.

These applied zones allow for a range of uses to occur without a permit. The location of these uses will be generally consistent with Figures 6 and 7 and Table 1.

It is Council's desire that the CMAC will comprise of the following land use mix:

Land Use	Area (sqm)
Retail	70,000
Commercial	25,000
Civic and Community Facilities (health and justice facilities)	16,000
Education Facilities	30,000
Residential	450,000
Total	**591,000**

In accordance with the Toolern PSP, the PSP area will aim to create one job for every new household. This will achieve a minimum of 22,000 jobs for local residents.

2.4.1 Preferred Land Uses

	North West Precinct	North East Precinct	South West Precinct	South East Precinct
Retail	• Large format retail premises • Showrooms (including the sale of automotive, marine, trade supplies and building supplies) • Indoor recreation • Manufacturing sales • Landscape garden supplies	• Supermarkets • Department stores • Shops • Cafes • Restaurants • Specialty retail stores • Large format retail premises • Showrooms • Health and beauty • Bars	• Supermarket • Specialty retail • Cafes • Bars • Restaurants • Health and beauty	• Supermarkets • Department store • Shops • Cafes • Bars • Restaurants • Specialty retail stores • Health and beauty
Commercial / Office	• Offices • Local service industry • Exhibition Centre	• Offices • Child care • Medical services • Entertainment (including cinemas, gyms, bowling alley, yoga studios) • Home-based business	• Offices • Child care • Medical services • Home-based business • Gymnasium	• Offices • Child care • Medical services • Entertainment (including cinemas, gyms, bowling alley, yoga studios) • Home-based business
Residential	• N/A	• Apartments* • Student Accommodation* • Hotel*	• Townhouses • Apartments • Hotel • Aged Care • Retirement Village	• Apartments (above street level) • Hotel
Civic and Community Facilities (health and justice facilities)	• N/A	• N/A	• Indoor sports stadium • Civic Centre • Performing Arts Centre • Open sports ground	• Health facilities • Police station • Law courts • Fire and state emergency services • Civic facilities
Education Facilities	• N/A	• Tertiary institution • Private and independent education facilities	• N/A	• Tertiary institution (ancillary to medical precinct) • Private and independent education facilities (ancillary to medical precinct)
Public Space	• N/A	• Local park • Public squares / urban plaza	• Local park • Active open space	• Open space • Public squares / urban plaza

Table 1. Preferred Land Use Matrix **Subject to existing industrial uses within CMAC and existing buffer separation distances as identified in Fig. 13*

Figure 7. CMAC Land Use Diagram

2.4.2 Land Use Diagram

This digram reveals the distribution of land use for each precinct in the Centre. In the mixed use areas the land use is also distributed vertically. For further explanation on the mixed use areas see Figs. 8 - 12.

2.4.3 Vertical Mixed Use Diagrams

In order to achieve the desired land use mix there will be a more dense urban form within the core of the Centre. The core of the Centre is focused around Coach Street and the Cobblebank Train Station in the South East Precinct. As such, this is where the highest concentration of built form will be located.

Figures 8-12 explain the vertical land use outlined in Figure 7. These diagrams give an indicative understanding of the potential configuration and most appropriate land use distribution over multiple storeys. Higher density development will be concentrated in the South East Precinct and land use will be distributed as;

- Retail and commercial at ground level with health uses above,
- Retail at ground level with commercial and residential above, and/or
- Commercial at ground level with tertiary facilities above.

Figure 8. Vertical Mixed Land Use Diagram "A"

Ground floor retail with upper level residential and commercial uses. (see Figure 7 - A for location)

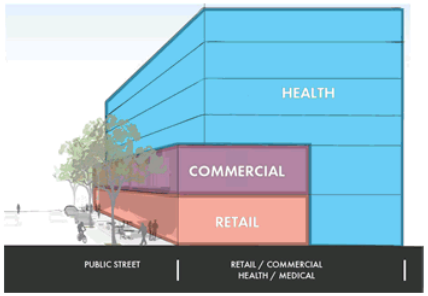


Figure 9. Vertical Mixed Land Use Diagram "B"

Ground floor retail and first floor commercial will sleeve the first two levels. Health uses will be located on upper levels. Upper levels will be set back from the first two levels by 5m.

Figure 10. Vertical Mixed Land Use Diagram "C"

Ground floor retail and first floor commercial/Retail. Residential and commercial uses will be located on upper levels, and set back from the from the first two levels by 5m.

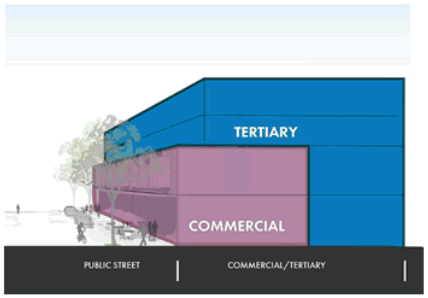


Figure 11. Vertical Mixed Land Use Diagram "D"

Ground and first floor commercial will sleeve the first two levels. Tertiary facilities will be located on the upper levels. Upper levels will be set back from the first two levels by 5m.

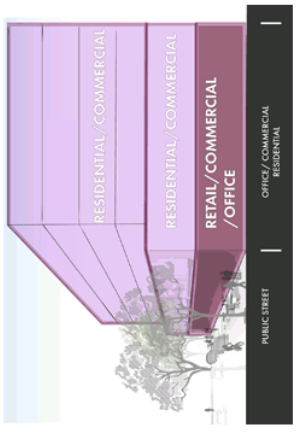


Figure 12. Vertical Mixed Land Use Diagram "E"
Ground floor will include retail, commercial or office.
Residential or commercial will be located on upper levels.
Upper levels will be set back from the first two levels by 5m.

2.4.4 Civic Facilities

The CMAC will include a number of civic and community facilities including an indoor sports stadium, civic centre, performing arts centre and an outdoor active recreation destination.

The indoor sports stadium will be located immediately adjacent to the active recreation, which will include an oval and a pavilion. The proposed civic centre will incorporate a performing arts centre and be located close to the existing Western BACE.

Example of civic building which could also include a performing arts centre

2.4.5 Retail

70,000 square metres of retail will include three or four large supermarkets, discount department stores, a small department store, a wide range of specialty and comparison retail shops, restaurants, cafes, and a variety of leisure and entertainment activities such as cinemas. Retail uses will be located on both sides of the railway line, and on both sides of Ferris Road, although the majority will be located within the South East Precinct. Some areas of restricted retail including showrooms will be located north of the railway line on Ferris Road.

Example of retail street

2.4.6 Residential

In the CMAC, residential uses will include apartments above retail in the South East Precinct and the North East Precinct, while the South West Precinct will include some apartments, and medium-density in the form of townhouses.

Example of appropriate scale of apartments

Example medium density housing in the form of town houses

2.4.7 Office/Commercial

Office and commercial uses could include shopfront office uses such as banks, real-estate agents or medical consulting suites, in addition to non-shopfront uses such as professional offices and clubs or commercial accommodation.

2.4.8 Health and Justice Facilities and Tertiary Education

The Centre will include a Health Precinct which will be integrated with Justice Facilities and will have the capacity to accommodate a Tertiary Education offering. The Justice Facilities will include a police station, law courts, fire and emergency services. Tertiary Education is also located within the North East Precinct and will include a satellite campus for a major university and a TAFE offering.

The area identified in Figures 6 and 7 as health facilities is Council's preferred site for a public hospital, and part of Council's ongoing Build Melton Hospital Campaign. Complementary and ancillary uses will also be encouraged on the site such as aged care services, serviced apartments, and student accommodation.

The Hospital is currently the focus of a State government-led business case study. If the business case does not identify this site as the most appropriate site, the UDF is flexible enough to accommodate other uses appropriate to a Metropolitan Activity Centre.

Example of commercial development

Example of justice facility

Example of education or health facility

Figure 13. Buffers Applied to Existing Land Uses as at February 2018

2.4.9 Buffer Assessment

A Buffer Assessment was prepared by GHD in 2018 to identify existing industries within the CEMU and CMAC area which attract an industrial buffer or which may be a potential noise, odour, dust or vibration source. The assessment identified all existing industries within the UDF areas and a 1KM radius which attracted a buffer (default buffer) that may affect future development in the UDF areas. The Buffer Assessment is an Appendix to the *Background Report: Toolern Employment and Mixed Use and Revision of the Toolern Town Centre UDFs, 22 February 2018.*

These areas are undergoing long term transition from industrial uses to new commercial, retail and in some locations, residential land uses.

The current impacts on development are depicted in Fig. 13. Any sensitive use proposed within areas not affected by existing buffers must ensure adequate mitigation and attenuation measures for potential amenity impacts are provided.

Please refer to specific requirements over leaf.

2.4.10 Rail Noise Amenity Area

The Rail Noise Amenity Area refers to an area immediately around the railway line where applications for use or development must be accompanied by an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the Responsible Authority and the Department of Transport (Fig.13).

The Rail Noise Amenity Area has been informed by the Melton Rail Corridor, Potential Acoustic Impact Assessment, Arup, 15 March 2016 which was commissioned by the Metropolitan Planning Authority (now known as the Victorian Planning Authority) to inform the preparation of PSPs along the Melton Rail Corridor. See also Fig. 35 for impacts on street design when buffering residential uses.

2.4.11 Land Use Requirements and Guidelines

Land Use Requirements

R1. Land uses must be generally in accordance with Figure 6 and Table 1 in the Land Use section.

R2. A mix of core retail, speciality retail, mixed use, restaurants, medical uses and medium-high density housing must be provided within the Centre generally in accordance with Figure 6.

R3. Land uses must be compatible at all times and not detrimental to surrounding uses.

R4. Uses fronting the urban plaza / public squares must provide at ground floor level a range of tenancy opportunities that promote outdoor trading (i.e. street trading/dining etc.) or visual interaction to facilitate an engaging street frontage.

R5. Future retail within the Centre must not exceed 70,000 square metres unless a planning permit is submitted to increase this floor space and justified by an economic report prepared by a suitably qualified professional to the satisfaction of the Responsible Authority.

R6. Anchor retail tenants (larger than 1,000 square meters) must appear as secondary components in the streetscape through their location behind specialty retail, restaurants, entertainment venues, or appropriate landscape treatments.

R7. Sensitive uses (residential use, child care centre, education centre and hospital) must only be located in areas identified in Fig. 13 until such time that existing industries identified in Fig. 13 transition out of the UDF area and therefore render their separation distance buffers redundant, to the satisfaction of the Responsible Authority.

R8. Community/Civic, Educational and Heath facilities must provide a high quality street presentation with primary entrances located along primary street(s) with secondary entrances only from car parking areas.

R9. Any new use and development that triggers a minimum threshold distance under Clause 53.10 of the *Melton Planning Scheme* must ensure the minimum threshold distance, or the EPA approved variation to the separation distance, does not encroach on existing and planned sensitive uses identified in the UDF area and surrounding land.

Land Use Guidelines

G1. A mixture of residential land uses is encouraged in the South West Precinct.

G2. Sensitive land uses located along the rail corridor should be appropriately set back or treated to minimise adverse amenity impacts for future residents.

G3. Specific civic uses will be encouraged as part of the retail core. They should be embedded in the retail development and could be located on upper levels.

G4. Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with Aboriginal cultural heritage values, should liaise with the designated Registered Aboriginal Party (or Aboriginal Victoria and Traditional Owner Groups in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.

R10. Any application for use or development within the 'railway noise amenity area' on Fig. 13 must carry out an acoustic assessment report prepared by a qualified acoustic engineer or other suitably skilled person to the satisfaction of the Responsible Authority and the Department of Transport. The acoustic assessment report must:

- Demonstrate compliance with the 'Local Access Street C' (Fig. 35), Urban Core Street B (Fig. 30) and/or Urban Core Street C (Fig.31) in Appendix 1,
- Take into account the existing and likely future noise levels associated with the ongoing operation of the Melbourne-Ballarat Rail Line,
- Include recommendations for noise attenuation measures designed to ensure internal bedroom noise levels will not exceed 65 dB LAmax and 40 Db LAeq, 8h for the night period from 10pm to 6am,
- Include recommendations for limiting the impact of railway noise on future buildings within the proposed subdivision, and
- Include a design response that addresses the recommendations of the acoustic assessment including all necessary architectural noise attenuation treatments.

24

2.5 Movement and Access

The CMAC UDF encourages streets that support vehicles, cyclists and pedestrians, in addition to prioritising pedestrians within the Centre. In response to the transport and movement objectives outlined in the PSP, the UDF outlines a clear, logical and fully integrated movement network that facilitates safe and comfortable movement and access in and around the Centre.

Four movement networks are addressed in the following section:

- Public Transport,
- Pedestrian,
- Cyclists, and
- Vehicle (Road and Street).

Movement patterns within the Centre will be driven by important desire lines between key destinations. The movement network is organised around the Melbourne - Ballarat Rail Line, the Cobblebank Train Station and Ferris and Bridge Road.

Some of the key design measures supporting the movement and access within the CMAC include:

- Low speed vehicular traffic throughout the core of the Centre,
- Pedestrian crossings that prioritise pedestrians over vehicles,
- Bus capable streets with in-lane bus stops (all arterials and connectors are designed to be bus capable streets) (Fig.14),
- Minimising the number of vehicle access points and crossovers within the core of the Centre, and
- Traffic calming measures such as speed tables, narrow traffic lanes and the mixing of cyclists and vehicles within 'streets for people'.

Public transport is central to the urban environment and success of the CMAC. It is serviced by an existing V/Line service, with the train station currently under construction.

The CMAC will benefit from the Ballarat Line Upgrade works, which include:

- Duplication of 18 kilometers of track between Deer Park West and Melton (including CMAC),
- The new Cobblebank Station,
- Signalling upgrades and track improvements, and
- Allowance for the future electrification of the line from Melbourne to Melton.

Construction started on the Melbourne - Ballarat Rail Line Upgrade in October 2017 and is scheduled for completion in late 2019. The State government is planning for the electrification of the Ballarat Line in the medium to long-term future, which will integrate Cobblebank Station into the Metro rail network and provide more regular services to the CMAC and its surrounding community.

In 2019, the State government commenced the planning work for the Western Rail Plan (WRP) which sets out the future investment Victoria needs for a fast, high-capacity rail network servicing our growing suburbs and growing regional cities. The planning work will investigate upgraded infrastructure to enable metropolitan style services to operate, and segregation of the regional and metropolitan network.

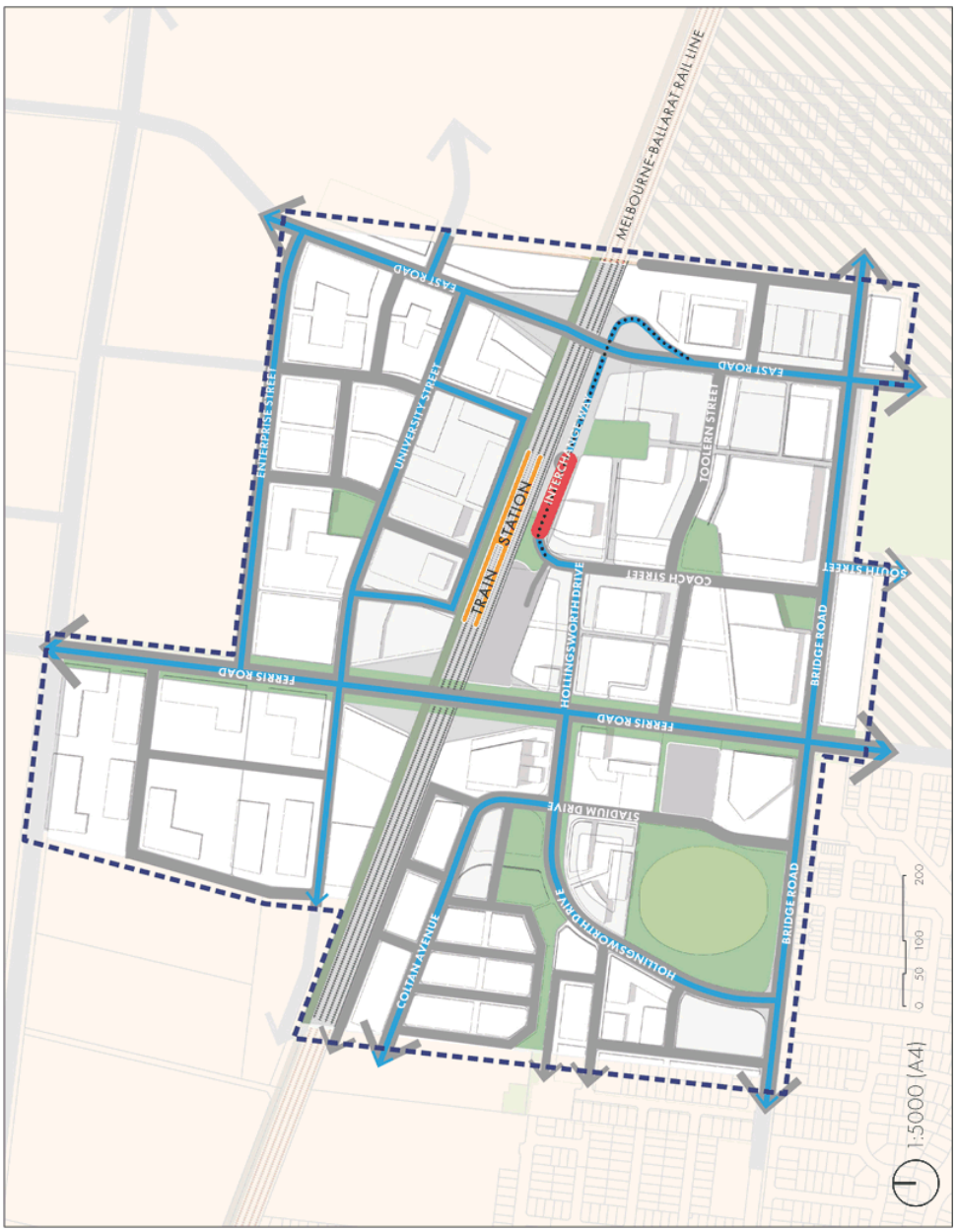


Figure 14. Public Transport Network Plan

2.5.1 Cobblebank Train Station

The Centre will be integrated and accessible to all, with the Cobblebank Train Station located at its heart. Providing convenient access to Melbourne and Ballarat, the new station will be a catalyst for attracting future public and private investment and new commercial and employment opportunities. In the longer term, it will attract tertiary education and health facilities to the Centre.

The station is designed to be a significant landmark and public destination which is comfortable, safe and accessible by all. Two platforms are connected by a weather protected pedestrian overpass, accessible via ramps and lifts. The platforms will have covered seating areas, and the indoor waiting area will be climate controlled and include toilets.

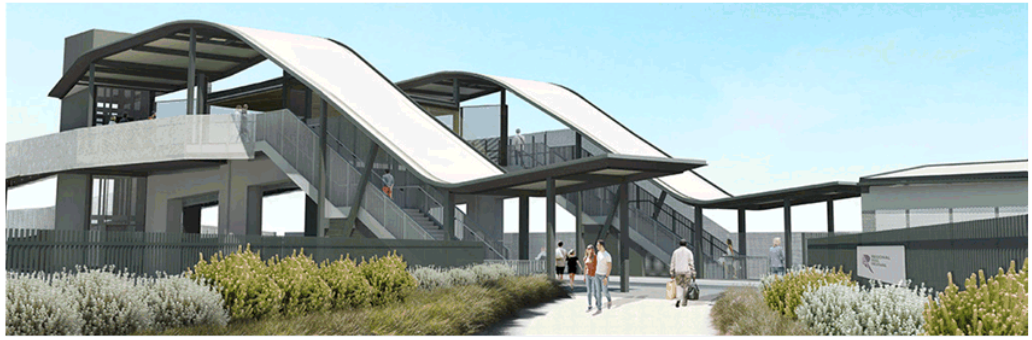
There will be car parking and highly visible, dedicated drop-off and pick-up bays/kiss and ride zones, located close to the station entrance. There will be provision for a taxi/ride share rank to enable convenient pickup/drop off for trips within and beyond the Centre. A public plaza will provide access directly to the retail hub along Coach Street.

Safe bike storage will be integrated into the station forecourt, supporting convenient access to the station and encouraging mode share and active transport.

Construction on the station began in late 2018 and will be complete in late 2019.

The Cobblebank Train Station will form a significant landmark and public destination within the CMAC, and a connection across the rail corridor

High-quality, safe and inviting public space will ensure the station environment is a well-used, all-hours destination for the community



'Cobblebank Station Design' by Rail Projects Victoria

2.5.2 Bus Interchange

The local bus network will complement the future train services in providing public transport services connecting residents and visitors to key destinations and jobs. Buses will deliver many of the local transit services into and from the CMAC to surrounding residential neighbourhoods.

Located adjacent the train station, at the heart of the Centre on Interchange Way, the bus interchange supports this fully integrated public transport system. It will support direct and easy transfers between bus and rail, and is integrated with the core retail land uses in the South East Precinct. Clear and direct pedestrian connections link the activity on Coach Street and Toolern Street to it, as well as the direct connections to the shared path network along the rail corridor.

Supporting the bus services will be high quality amenities such as sheltered seating, bicycle storage facilities, clear and convenient-to-read timetable information, signage and wayfinding and digital bus service information.

2.5.3 Pedestrian Movement and Access

The street network will promote active transport (walking, cycling and use of public transport) throughout the CMAC to support a healthy, sustainable and active community. Pedestrian connectivity will occur between open space, retail areas, Cobblebank Train Station, community facilities and to the surrounding residential neighbourhoods. Walking will be an efficient, enjoyable and safe way to get from home and work to these key destinations.

The pedestrian network will support people of all ages and abilities, with a particular focus on supporting safe and comfortable night-time movements and activity. Active street edges will provide for passive surveillance, and adequate lighting connecting key uses to public transport routes will ensure the CMAC has a life beyond the working day and daylight hours.

A 'streets for people' approach to the design and delivery of the streets within the CMAC will bring all of these elements together in an integrated network. Footpaths will be designed to support adjacent land-uses and allow for landscaping and kerb-side activity. The UDF outlines a number of important pedestrian connections that aid mid-block desire lines at a finer-grain than the street network, encouraging local trips to be undertaken on foot. These connections will take a number of different forms as the Centre develops and evolves, from open air pedestrian laneways to civic shared-zones and retail mall spaces. Refer to 2.6.2 Pedestrian Connections for further details.

Pedestrians will be able to cross the Melbourne-Ballarat Rail Line at the Cobblebank Train Station pedestrian overpass, or the two road and shared-path grade separations on Ferris Road and East Road. Shared pedestrian and cycling paths along the rail corridor will deliver local residents into the core of the Centre from residential neighbourhoods to the east and west.

The local pedestrian experience will be safe, comfortable and easy for the community to get around

Shared path cycle connections along the rail corridor connect to surrounding communities

Cycling is integrated into the urban environment and experience

Cyclists of all ages and abilities are supported

2.5.4 Cyclists Movement and Access

The CMAC promotes active transport modes. The movement hierarchy for the Centre emphasises the importance of cyclists to support an active and sustainable future.

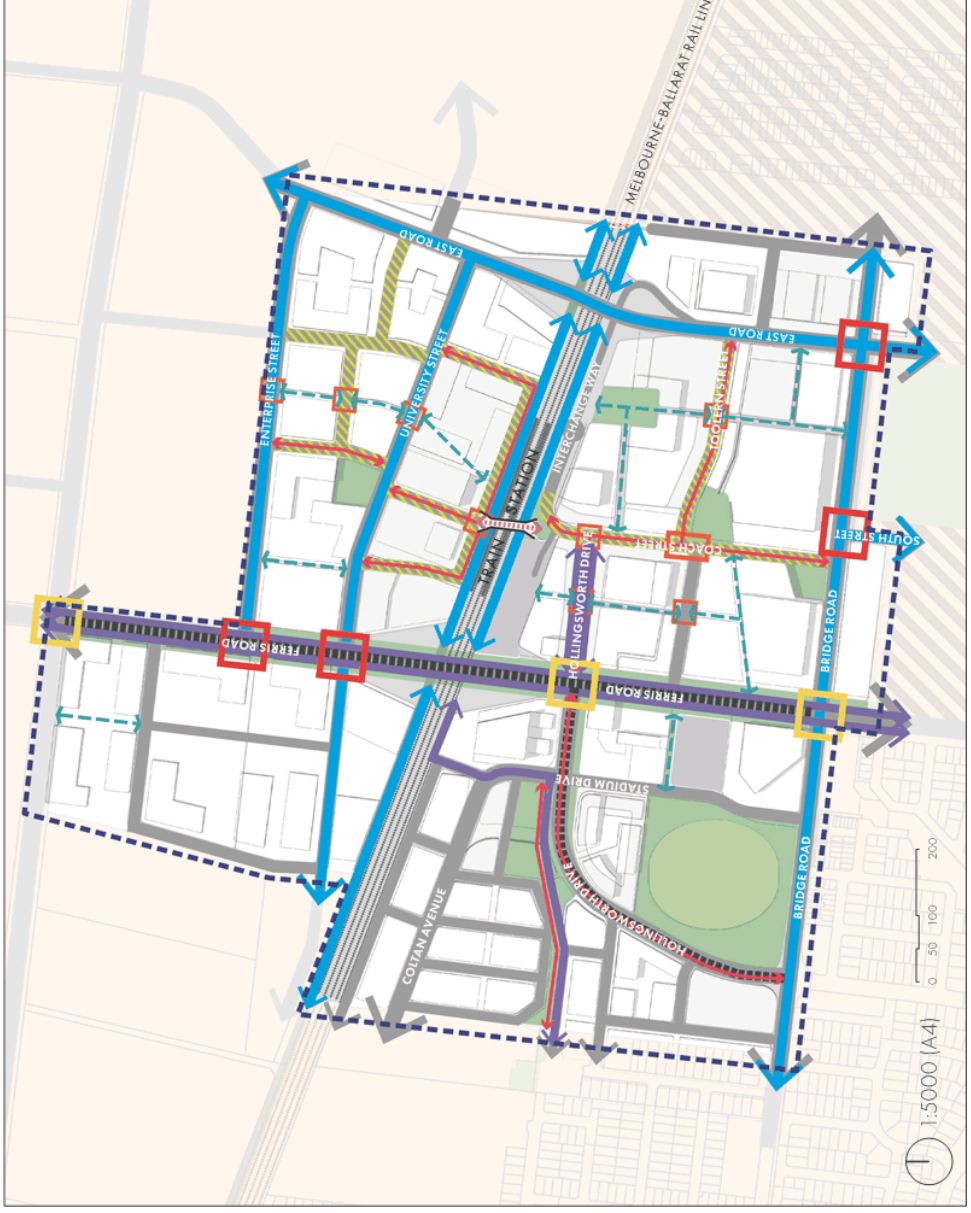
Planned to be located along the rail corridor, a cycling connection links the core of the CMAC with the broader region cycling network. It will provide cyclists with a connected and continuous pathway between the Melton township and Sunshine, promoting cycling to further connect with the broader communities.

Cycling infrastructure will integrate seamlessly with public transport services through clear links between the Cobblebank Train Station and bus interchange. End of trip facilities, bike racks, and storage will further facilitate this connection and should be located throughout commercial, mixed use and residential areas as well.

The focus for the CMAC is on creating a low speed vehicular environment, which will allow for safe and slow interaction between cyclists and vehicles. This will be achieved through different pavement textures, narrow road pavement, traffic signals, pedestrian refuges and central medians assisting in slowing down traffic.

On-road bike lanes will separate cyclists from vehicles on arterial roads and connector streets. On local access streets, where traffic speeds and volumes are lower than arterial roads and connector streets, off-road shared paths will be provided.

See Fig 15.



*Signalised intersections shown on this plan are subject to the planning permit process.

Figure 15. Pedestrian and Cyclist Network Plan

2.5.5 Vehicles

Roads and streets within the CMAC have different levels of vehicle priority that provide access and different interactions with pedestrians and cyclists. The Centre will be created as a pedestrian-friendly, low speed vehicular environment.

In the core of the Centre, the South East Precinct will support vehicle and bus movements. The access to car parking on the periphery of the Centre will reduce the appeal of vehicles using Hollingsworth Drive, Coach Street or Toolern Street as a thoroughfare, and increase pedestrian and cyclist connectivity in the heart of the Centre.

Access into CMAC is via either Ferris Road, Abey Road, East Road or Bridge Road from surrounding residential neighbourhoods and the Western Freeway creating convenient access into the Centre. Ferris Road and Bridge Road will both bring pedestrians, vehicles and cyclists into the Centre from residential catchments south of the rail corridor.

Coach Street is the 'main street' for the core of activity south of the rail corridor, and as such pedestrian and cyclist movements will be prioritised over vehicular movements in this area. The road network circulating the Centre will provide opportunities for cars to park away from the busy 'main street' zones in the core of the Centre to reduce 'in-Centre' vehicle movements.

The urban structure of the Centre has been designed to facilitate safe and convenient movement and access throughout. The roads, streets and pedestrian connections differ in their form and function.

The road and street hierarchy is as follows:

- The Arterial Road will be the highest order of street found in the Centre. The road will be dual carriageway, separated by a central median with vehicle speeds typically over 60km per hour,
- The Secondary Arterial Road connects the CMAC to the CEMU, providing an east-west connection,
- Connector Roads will provide both key east-west and north-south movement within the Centre and separated on road cycle lanes,
- Urban Core Streets will significantly contribute to the heart of the Centre and become destinations in their own right. As such, the footpaths will be widened to provide additional space for kerb side activities. Importantly, lower vehicle speeds will allow for a safe and comfortable mix of vehicles and cyclists on a shared carriageway. A wide, central median strip will separate opposing lanes of traffic and provide the opportunity for a row of large canopy trees, and
- Local Access Streets will comfortably accommodate vehicles and cyclists on the shared carriageway due to the lower vehicle speeds and volumes. The streets typically provide on-street parking and a footpath on both sides.

See Fig. 16 for Vehicle Movements and Fig. 17 for street hierarchy plan and Appendix 1 for street cross sections.

Vehicle movements is balanced out with good pedestrian accessibility

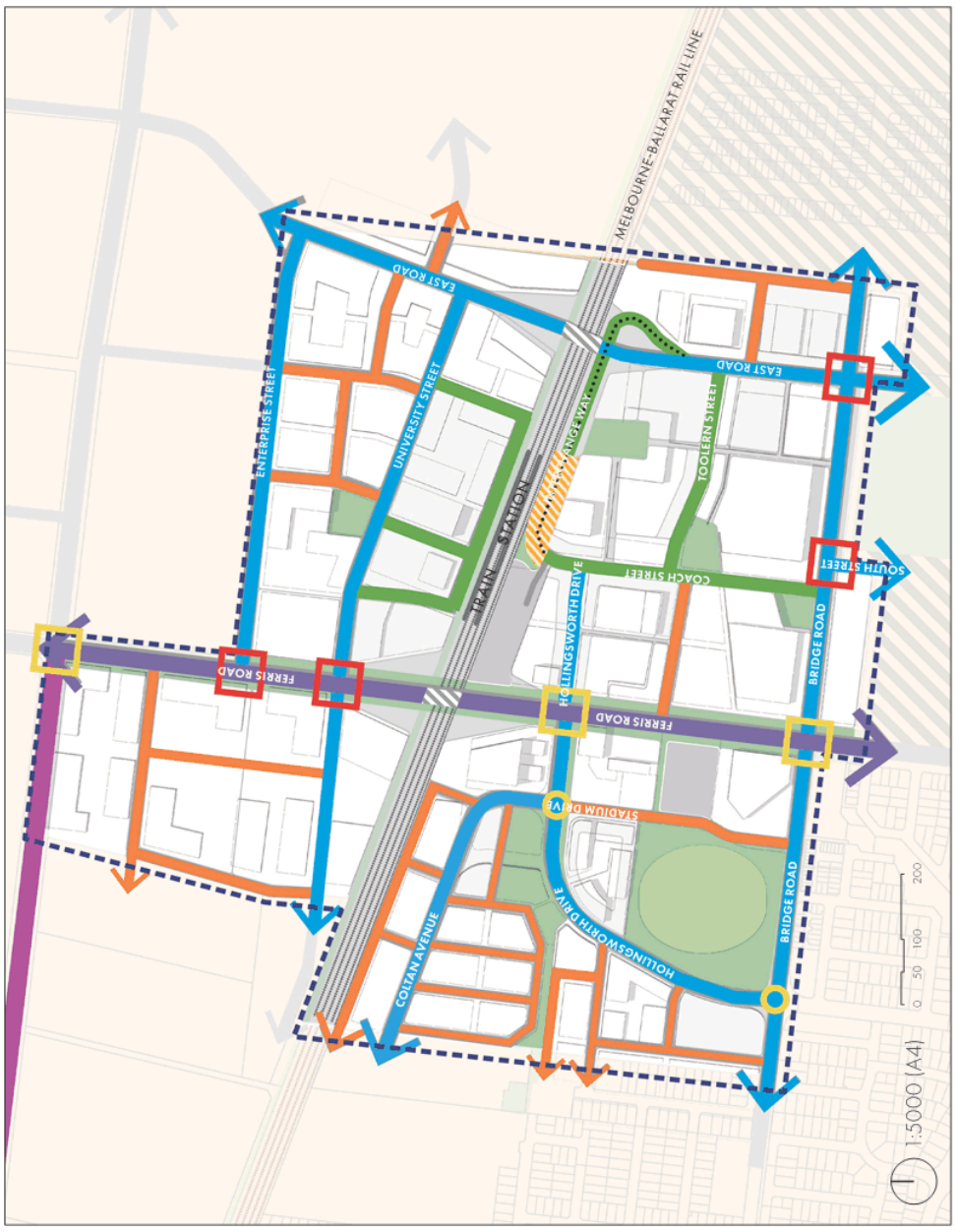


Figure 16. Vehicle Movement Plan

Figure 17. Street Type Hierarchy Plan

Within the street hierarchy of the CMAC are a set of sub street types. The different types of connector roads, urban core streets and local roads are shown in Fig. 17. This is further expanded in Appendix 1 with relevant cross sections.

The street types with sub categories are as follows:

- Connector Roads
  - Connector Road A (25m)
  - Connector Road B (26.6m)
  - Connector Road C (23m)
  - Connector Road D(20.4m)
- Urban Core Streets
  - Urban Core Street A (22m)
  - Urban Core Street B (26.1m)
  - Urban Core Street C (20m)
  - Urban Core Street D (25.4m)
- Local Access Streets
  - Local Access Street A (20m)
  - Local Access Street B (16m)
  - Local Access Street C (14.5m)
  - Local Access Street D (17.5m)

2.5.6 Car Parking

The car parking strategy for the CMAC is based on a precinct by precinct approach, due to the different nature and functions of each precinct. The strategy provides a mix of car parking options whilst taking a balanced approach, recognising within the Centre the different movement networks and importance of the provision of sufficient and accessible car parking.

The Car Parking Strategy for CMAC will have efficient vehicle access and parking that:

- Minimises in-centre vehicle movements (ie. short trips to find another available parking space within the Centre),
- Minimises the effect on pedestrian streets and spaces, and
- Minimises the visual impact of parking across the Centre.

Car parking within the CMAC is important to the efficient performance of the Centre, however it should not compromise the quality of the surrounding street life and pedestrian experience. Locating car parking away from the public realm reduces the chance of conflict between vehicles and pedestrians, whilst providing convenient access to key destinations within the Centre.

The size and function of the CMAC and its provision of different movement networks, provides opportunities to reduce car parking spaces in the centre overall. Car parking demand will change throughout the day due to the Centres varied uses and differing car park 'peak times' providing opportunities to reduce car parking overall through shared car parking areas for the wider benefit of users within the Centre.

Interim at grade parking will be acceptable in the short-term, but Council supports the long term removal of all at grade car parking in order to utilise the sites for more intense development as demand increases in the Centre.

Acceptable parking strategies include:

- Full Basement Parking completely below ground level,
- Semi-Basement Parking partially below ground level,
- Multi Storey Parking minimising the visual impact from the street behind an active frontage, and
- At-grade Parking as an interim solution, providing there is adequate provision of a landscape interface with streets and the public realm.

The anticipated car parking approach for each precinct within the CMAC is as follows:

North West Precinct

- Acceptable strategies include: full basement, semi-basement, multi-level and at-grade,
- Visual impact of car parking to be minimised from the public realm and street frontages, and
- Car parking can be considered at-grade for larger format retail and office showroom uses provided that it is located so that loading and servicing occurs at the side or rear of buildings.

North East Precinct

- Acceptable strategies include: full basement, semi-basement, multi-level and at-grade (short-term only),
- Car parking located away from street frontages and away from ground level (in basement or podium area), and
- Car parking provision reduction through the *Melton Planning Scheme* may be considered subject to the Responsible Authority (reduction based on other nearby, adjacent or convenient parking areas).

South East Precinct

- Acceptable strategies include: full basement, semi-basement, and multi-level,
- Car parking located away from street frontages and away from ground level (in basement or podium area),
- Car parking provision reduction through the *Melton Planning Scheme* may be considered subject to the Responsible Authority (reduction based on other nearby, adjacent or convenient parking areas), and
- Car parking provision should consider adjoining existing uses, approved permits and anticipated future uses.

South West Precinct

- Acceptable strategies include: full basement, semi-basement, and at-grade (short-term only),
- Car parking can be considered at-grade for sports and recreational uses, and
- Visual impact of car parking minimised from public realm and street frontages and screened and softened with landscaping.

Semi-basement car park that is located partially below ground and softened with landscaping

A desired contemporary response to multi-storey car parking that considers shading, landscaping and colour detailing

Rates

Car parking in the CMAC will serve a range of land uses and be delivered in a number of different formats as outlined in the parking strategies above.

The vision is to create a truly walkable and bikeable Centre with strong public transport connections. It is therefore anticipated that strategies for sharing parking spaces and future scrutiny and interrogation of parking rates will be imperative to the success of the Centre.

This UDF also anticipates that at grade carparks will ultimately be superseded by multi-level carparks and basement or semi-basement carparks to better utilise available land as the Precinct develops.

Landscaping plays an important role in softening car park environments

2.5.7 Movement and Access Requirements and Guidelines

Pedestrian and Cycle - Requirements

R11. Pedestrian and cyclist access to the Train Station must be safe, convenient, and easily accessible.

R12. Publicly accessible bike storage facilities and self-maintenance bike hubs must be provided near community facilities, the train station, and along the strategic cycling corridor.

R13. Street blocks must be permeable to allow for comfortable and safe pedestrian movement through the Centre.

R14. CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all streets, including pedestrian connections within the CMAC.

R15. A 24 hour, open to the air, pedestrian route must be provided between the bus interchange plaza and the health precinct.

R16. Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:

- Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges, unless otherwise specified in relevant cross-sections in Appendix 1,
- Shared paths or bicycle paths of 3.0 metres in width where shown on the relevant cross sections illustrated in Appendix 1,
- On road bicycle lanes where shown on the relevant cross sections illustrated in Appendix 1,
- Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines,
- Pedestrian and cyclist priority crossings on all slip lanes, and
- Safe and convenient transition between on- and off-road bicycle networks.

All to the satisfaction of the coordinating road authority and the Responsible Authority.

Pedestrian and Cycle - Guidelines

G6. Bicycle parking should be co-located and integrated with other street furniture.

G7. Early delivery of pedestrian focused streets should be prioritised to promote pedestrian movement and active participation with the streetscape.

G8. Bicycle storage, change room and locker facilities should be located in new businesses where practical, in order to improve end of trip facilities for cyclists.

G9. Where pedestrian priority is required, all footpaths traversing non-signalised intersections should utilise alternative road construction treatments such as raised pavements or alternative materials to visually highlight pedestrian priority.

G10. Vehicle intersections and cross-overs should be minimised in locations adjacent to off road cycle paths and shared paths to ensure pedestrian and cycling priority and safety.

Public Transport - Requirements

R17. Drop off/pick up zones must not impede bus movements within the bus interchange.

R18. All bus stops must include amenities such as seats, shelter and bus route information.

R19. Cobblebank Station entrances must include adequate lighting and opportunities for passive surveillance to ensure customer safety.

Vehicle - Requirements

R20. The road network must be designed generally in accordance with Fig. 16 and applicable street cross sections in Appendix 1.

R21. Service and loading areas must be located to the rear or side of the property away from the primary street frontage and, where possible, consolidated with adjoining land uses.

R22. All access for uses along Ferris Road must be from side streets to ensure there are no vehicle crossovers.

R23. Intersecting streets must be provided at 400 metre maximum intervals along Ferris Road.

R24. Development must provide for landscaping of roads and streets to create key public spaces, landscape corridors and contribute to an attractive and green urban environment.

R25. Appropriate street lighting must be provided on all streets to reinforce the preferred movement network hierarchy.

R26. The vehicle grade separation must be designed to sensitively interface with the surrounding environment. If batters are used they must be appropriately landscaped to ensure the entrance to the Centre is attractive and green.

R27. In the Centre and on all local access streets, development must provide a slow-speed environment that is self-enforcing.

R28. All streets, including pedestrian connections where vehicle access is provided, must accommodate deliveries and waste disposal services.

Vehicles - Guidelines

G11. On street loading bays should be time restricted and located at the end of street blocks.

G12. Car share spaces should be provided within the street network, convenient to users of key facilities and land uses.

G13. Electric car charge points should be provided within the street network at convenient locations.

Car Parking - Requirements

R29. Car park and site servicing access must be designed to minimise potential conflict between vehicles, building occupants, pedestrians and cyclists.

R30. Off-street car parking must be screened from view, and may be achieved through one of the following methods:

- Full basement parking completely submerged below ground. The ramp to the carpark will be the only visible element at street level, or
- Semi-basement parking partially submerged below ground. The face of the above ground portion of the carpark must be treated appropriately with high quality architectural detailing and landscaping, or
- Car parking within multi-storey buildings completely hidden from the street behind an active frontage with uses such as retail, commercial or residential, or
- At grade car parking screened from view via built form and landscaping.

R31. Podium car parking must use suitable contemporary materials and screening techniques to create visual interest.

R32. Car parks must include water sensitive urban design elements to the satisfaction of the Responsible Authority.

R33. Car parking areas must be appropriately landscaped to the satisfaction of the Responsible Authority in accordance with Council's Off-Street Car Parking Guidelines.

R34. Cars parked on the roof of multi-level car parks must be screened from view from the surrounding streets and public realm.

R35. Vehicle access points to buildings must be located away from key pedestrian streets to minimise streetscape disruption.

R36. Access to car parking areas must be provided by service streets and lanes to reduce congestion on Coach Street.

38

R37. Direct pedestrian access to public streets must be provided from car parking areas to generate foot traffic for retail uses and slow down traffic along the main thoroughfares.

Car Parking - Guidelines

G14. Appropriate car park signage and smart parking technology should be provided.

G15. Car parking reduction may be considered where appropriate to encourage alternative modes of transportation. Where car parking is required, sharing of car parks is encouraged to reduce the overall number of spaces across the Centre.

G16. At-grade car parking should only be an interim development solution within the South East and North West Precincts.

G17. Uses above ground floor should have access to appropriate secure car parking locations.

G18. Carparking areas should provide convenient locations for car share spaces.

G19. Carparking areas should provide convenient electric car charge locations.

G20. Opportunities to share car parking at different times of the day should be considered, noting that the peaks different uses will differ.

G21. Long term removal of at-grade parking should be considered in order to utilise the sites for development as demand increases in the MAC.

2.6 Public Realm and Landscape

A network of high quality public open spaces will be integrated throughout the Centre. The objective is to create a range of spaces differing in size and character to offer multiple experiences and activity options.

There are a number of different types of open spaces within the Centre:

- Key Pedestrian Routes (Streets),
- Pedestrian Connections,
- Urban Plazas,
- Local Parks - Passive,
- Active recreation, and
- Conservation Reserves - Native Vegetation and Cultural Heritage.

Additionally, other broad landscape strategies included in this section are:

- Ferris Road landscape setbacks, and
- Grade separation area.

2.6.1 Key Pedestrian Routes (Streets)

The CMAC incorporates a strong prioritisation of people over vehicles in order to create a pedestrian and cycle friendly urban environment. This means that as well as designing streets to service and provide for vehicles, the framework also needs to provide streets for people and consider them a key part of the open space network.

The Urban Core Streets are the key pedestrian routes throughout the Centre. These people focused streets will be comfortable, safe, inviting and easy places for people to walk, gather, linger and socialise. To achieve this, public realm and streetscape design will provide generous landscape treatments suitable to an urban environment that provide shade, shelter, wayfinding, character to the streets as well as providing suitable interfaces to adjacent buildings.

The streets of the CMAC will be low-speed environments that safely connect pedestrians and cyclists to points of interest and key public spaces, whilst supporting efficient bus movements and private vehicle provision.

Street furniture, lighting, seating, waste bins, services and signage all need to be considered and incorporated into streets in an integrated way that ensures these spaces are uncluttered, encourage people and vehicle movements efficiently, and are people-friendly.

People focused streets are comfortable, safe and often green places

Pedestrian focused streets require high quality materials and a well defined public realm

Pedestrian connections are designed as people focused places

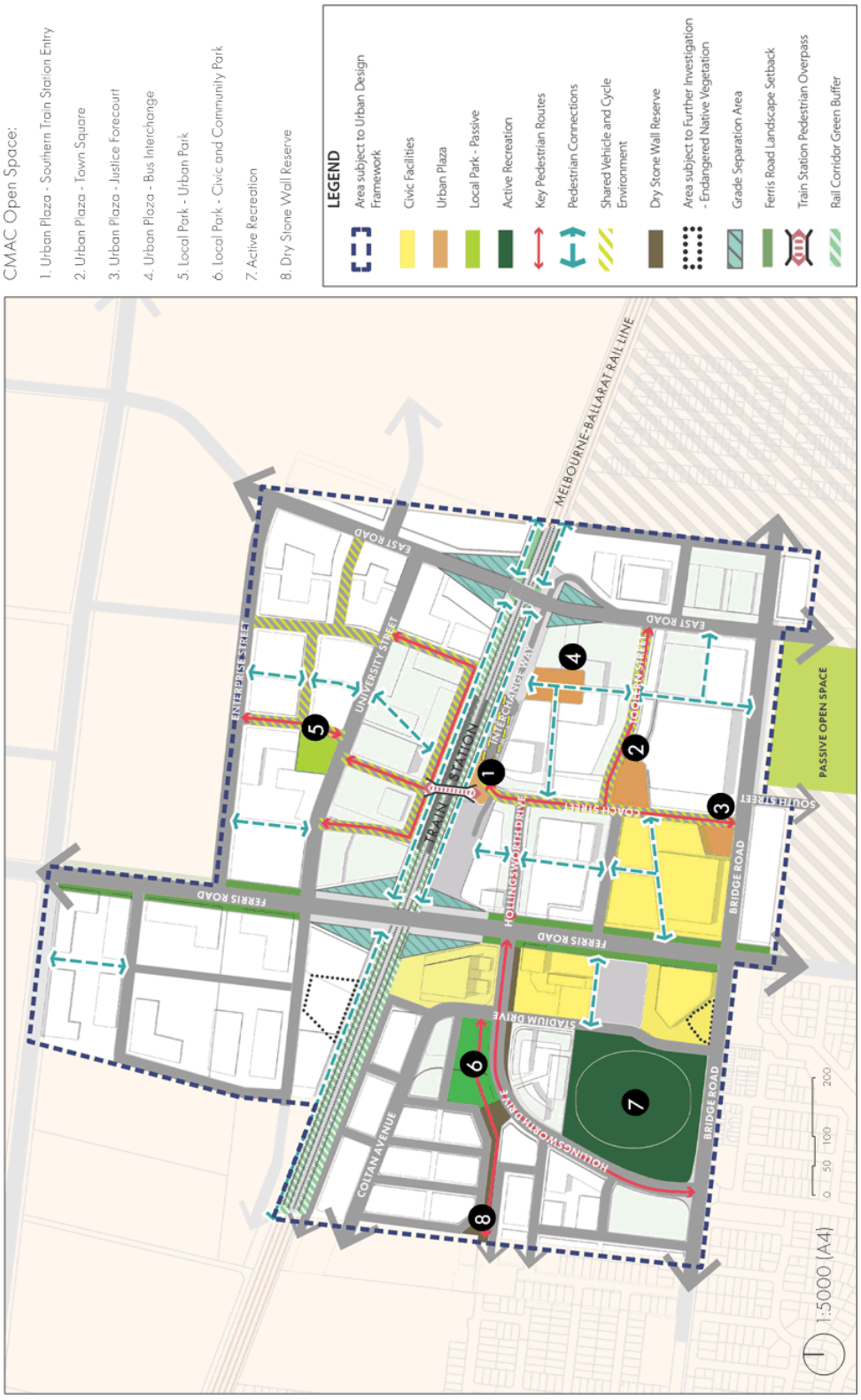


Figure 18. Public Realm and Landscape Plan

2.6.2 Pedestrian Connections

As well as ensuring the streets are comfortable and well-used spaces for people, there will also be a finer-grain network of pedestrian connections. Their purpose is to support a walkable and easily navigable urban environment, connecting between streets mid-block or on key pedestrian desire lines, to important destinations.

The network of pedestrian connections will link key public open spaces, streets, public transport nodes and other major land-uses that will attract pedestrian activity.

Further, the design of these spaces will encourage informal community meeting places and street or laneway-based activities. Pedestrian focused streets may be designed as shared streets, used by pedestrians, cyclists and vehicles, while others may be designed solely to function as streets for pedestrians and cyclists, depending on the location, expected traffic volumes and surrounding land uses. Some may also play a shared role in the service access or loading for adjoining uses, although these vehicle movements should not dominate the space to the detriment of the pedestrian use.

Some of these connections will be highly public and 'open to the air', while others may be a public walkways through private land-uses such as retail areas, the health facility or the justice facility.

It is imperative that these connections seek to be as public, accessible, safe and inclusive as possible to ensure use and activity from a wide cross section of the Centre users.

Pedestrian connections should encourage, wherever possible, adjoining uses to front, address and open out onto the public space, providing visually permeable and active street level interfaces. They should incorporate clear and direct sight-lines between adjoining streets and public spaces. Passive surveillance at street level and front upper level is encouraged for all pedestrian connections.

It is important that these connections and spaces are provided in the ultimate development of the Centre, and also included as part of the interim stages in order to support and promote pedestrian movement early in the growth and development of the Centre.

People focused streets are comfortable, safe and often green places

Pedestrian focused streets require high quality materials and a well defined public realm

Pedestrian connections will be designed as people focused places

Pedestrians connections will prioritise pedestrian movement and comfort

2.6.3 Urban Plazas

Public squares and urban plazas are located on key sites that cater for, and encourage high volumes of pedestrian traffic. They will be designed in a way that facilitates maximum social interaction.

These public spaces will be able to facilitate public art, events, experiences and celebrations, contributing to a sense of community all linked together by the street and pedestrian connection network to ensure they are easily accessed and well utilised.

Urban plazas will be clear destination points in the Centre and will provide a balance of soft and hard spaces. The softer spaces will provide park-like settings to give residents, shoppers, workers and visitors the opportunity for respite and relaxation. The hardscape components are ideal for events such as markets, moonlight cinema, temporary displays, and pop-up events. These spaces are primarily located in higher activity areas such as core retail areas, at train station entries, and on key axis's within the Centre.

All public squares and plazas will be designed to be comfortable in all seasons, with various types of weather protection provided. They will be surrounded by active building frontages which will ensure good levels of passive surveillance and will make the spaces feel safe throughout the day and evening. Further, those public squares and plazas to be located adjacent to the train station and bus interchange may accommodate small kiosks or food and beverage outlets.

All plazas will be accessible for people of all abilities and incorporate sustainable water management strategies. CPTED principles such as natural surveillance, controlled access, and good maintenance must be implemented.

A level of flexibility in the design of the public squares and plazas will ensure that the spaces evolve to suit the needs of the community as the surrounding development occurs.

An indication of the role and character of the various Urban Plazas is outlined below and mapped in Fig. 18:

1. Urban Plaza - 'Southern Train Station Entry'

- Approx. 0.21 Ha,
- Key entry to train station ticketed and platform areas,
- Link across rail corridor to North East Precinct,
- Clear connections to adjoining commuter carpark and bus interchange zones,
- Direct viewlines south along Coach Street to core of the Centre,
- Hard paved plaza space encouraging and supporting commuter movements and connections, and
- Safe, well illuminated all-hours spaces with particular focus on CPTED safety in design principles.

2. Urban Plaza - 'Town Square'

- Approx. 0.33 Ha,
- Character and role of a 'town square' where people meet, linger, gather and connect,
- North-facing for good passive solar aspect,
- Located on the key axis of Coach Street,
- Interfacing with the adjacent retail core, health facility and justice facilities,
- Hard paved areas with potential for smaller green/ grassed areas,
- Lighting supporting all-hours uses and activity, and
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.

3. Urban Plaza - 'Justice Forecourt'

- Approx. 0.3 Ha,
- Character and role of a civic forecourt,
- Gathering and key entry space for the justice facilities,
- Located on the key axis of Coach Street,
- Wayfinding and street address role for the justice facilities,
- Hard paved plaza space encouraging and supporting arrival and entry into major buildings,
- Safe, well illuminated all-hours spaces with particular focus on CPTED safety in design principles, and
- Water sensitive urban design elements.

Built form adjacent to passive open space provides the opportunity to activate a space

Contemporary landscape design provides a unique identity for a park

Site responsive design will drive open space outcomes

4. Urban Plaza - 'Bus Interchange'

- Approx. 0.32 Ha,
- Character and role of a retail courtyard and enclosed plazza space,
- Located on the junction of two pedestrian connections (retail desire lines),
- Direct viewlines and connections to bus interchange,
- North-facing orientation with good passive solar aspect for outdoor dining, cafe seating and external retail spaces, and
- Hard paved areas with seating, shade, stalls and pop-up tenancies.

5. Local Park - 'Urban Park'

- Approx. 0.4 Ha,
- Character and role of an urban park, green spaces and respite from the activity of the Centre,
- Located centrally and well connected within the North East Precinct,
- Located on the key axis of University Street with direct viewlines from Ferris Road,
- Direct viewline and pedestrian connection to Train Station northern entry,
- Soft landscape areas, mature trees, shade, shelter and seating, and
- Potential water-play and water sensitive urban design elements.

2.6.4 Local Park - Passive

Local parks provide essential green landscape spaces within the CMAC as a place to have lunch, meet friends and enjoy a softer, shady green environment as a contrast to the busier urban spaces and the activities nearby.

Local parks are safe neighbourhood places for local children to play, and for friends to meet, relax and spend time together. Typically local parks located within residential areas provide seating and shelter, BBQ facilities and play equipment to encourage these types of activities.

6. Local Park - 'Civic and Community Park'

- Approx. 0.78 Ha,
- Character and role of an urban park, green spaces, and civic paved spaces,
- Located directly adjacent the new Civic Facilities and abutting the medium density residential neighbourhoods of the South West Precinct,
- Connection across Hollingsworth Drive to the Dry Stone Wall Reserve,
- Soft landscape areas, mature trees, shade, shelter and seating,
- Potential water-play and water sensitive urban design elements, and
- Potential civic hard-paved gathering spaces, sculpture and public art initiatives.

2.6.5 Active Recreation (7)

Active recreation will be located in the South West Precinct and will include an oval, cricket nets, a pavilion, and associated carparking and community gathering spaces. In addition, the site will be next to the Indoor Stadium on the corner of Ferris Road and Bridge Road. This interfaces with the residential community to the west with strong bike and pedestrian connections.

- Approx. 4.87 Ha,
- Character and role of community sports precinct and facility,
- Located to connect with the Indoor Stadium, carparking and Western BACE across Stadium Street,
- Sports pavilion and facilities located to south-west corner opposite the Local Convenience Centre,
- Grassed oval spaces, pedestrian paths, and
- Potential water management elements and role.

2.6.6 Conservation Reserves - Dry Stone Wall Reserve (8)

The Toolern PSP outlines the intention to retain and celebrate cultural heritage sites within and around the CMAC by framing them within open space or landscaping treatments. The linear alignment of the dry-stone wall within the South West Precinct will be incorporated into the Dry Stone Wall Reserve (building upon the existing treatment adjacent Western BACE). This reserve will incorporate a heritage interpretation area and information signage as well as a pedestrian shared path network that provides a clear east-west connection into the Centre from the adjacent residential neighbourhoods.

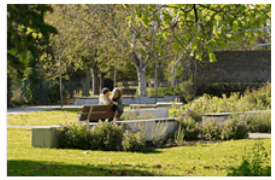
Further to the south on Bridge Road, there is a component of native vegetation that is to be retained and celebrated within the curtilage and design of the new Indoor Recreation Stadium. (See Fig. 18)

2.6.7 Ferris Road Landscape Setback

Ferris Road will be the major vehicular access into the Centre. As an arterial road, direct driveway access will not be permitted. In light of this it is likely and even desirable that the primary access to buildings will not be off Ferris Road. Ferris Road will have a 5 metre landscape setback along the length to provide a boulevard effect that will emphasise its importance and add to its aesthetic appeal. (See Fig. 18) A pedestrian connection will connect Ferris Road to the active recreation reserve. The design of this will be to the satisfaction of the Responsible Authority.

A sports and recreation focus Centred on the new oval and pavilion

Sports clubs and activities



Park spaces connecting the network of shared paths

Stadium Drive as the new shared street linking recreation facilities

Water retention and management strategies

2.6.8 Grade Separation

Given the central location of the rail corridor within the CMAC, Ferris Road and East Road will require grade separation. The type and design of the grade separation is subject to further investigation.

The grade separations must both be well designed to visually blend with the high quality Centre, and also provide the north-south pedestrian, cycling and vehicle connections within the Centre.

If the grade separation relies on overpasses, interfaces should be either sloping landscaped batters or a vertical treatment such as retaining walls. Landscaped batters must be carefully considered and treated to ensure that the entrance to the Centre is attractive and green. Retaining walls must be well articulated and detailed to provide a suitable interface to the Centre.

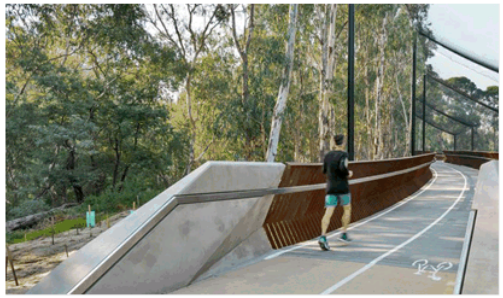
See Appendix 1 and Fig. 23 and Fig. 25.

2.6.9 Rail Corridor Green Buffer

The green buffer running parallel with the railway line delivers cyclists/pedestrians to the Town Centre and train station. It includes a pedestrian and cycle shared path and minor activity nodes/resting areas at key points, as well as the potential for storm water treatment areas and providing a visual/acoustic buffer to adjacent land-uses.

The green corridor improves connections to the train station and the Town Centre and improves the impression of the rail reserve when arriving into the Town Centre by public transport. The green buffer will be delivered in stages as the development of the Town Centre progresses.

The dense vegetation provides a screen to the rail line to improve local amenity for incoming business and residential uses. Any fencing provided between the green corridor and rail reserve will need to be of a scale and constructed of materials that are sympathetic to its context.



Significant shared pedestrian and cycling paths will connect into the CMAC along the rail corridor

2.6.10 Public Realm and Landscape Requirements and Guidelines

Public Realm/Landscape Requirements	
R38.	Public spaces must be provided generally in accordance with Figure 18.
R39.	Public spaces must be designed for a range of users that support a variety of experiences, including where appropriate; public art, events and celebrations.
R40.	The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate plant and tree species selection.
R41.	Shade structures and appropriate tree species must be considered in order to provide shade/sun control in key public locations. Tree selection must be in accordance with relevant Council landscaping policies.
R42.	CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all public realm areas within the CMAC.
R43.	Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority.

R44. Hard and soft landscaping must be incorporated throughout high amenity streetscape areas.

R45. Public spaces must be framed by a variety of uses operating throughout the day.

R46. All plazas must be accessible for people of all abilities.

R47. The design and construction of public realm areas must be in accordance with Council Policy, Guidelines and Standards.

R48. Streetscapes and pathway networks must incorporate lighting that illuminates footpaths and pathways to ensure amenity and safety for users at night.

R49. All streets and open space areas must include canopy trees and other forms of landscaping.

R50. The placement of street trees must take into account sight lines to ensure pedestrian, cyclists and motorist safety is not compromised.

R51. Public Art must accord with Council's Public Art Policy.

R52. Any reinstatement or repair of dry stone walls must be undertaken by a suitably qualified dry stone waller and is to be consistent with the construction style of the original wall.

R53. Reinstatement of dry stone walls must use stone from (in order of priority):

- The original wall in that location (including fallen stone adjacent to the wall), or
- A nearby section of the wall approved to be removed, or
- Any adjacent paddock containing wall parts which can be recovered, or
- Walls approved to be removed in the nearby area (including any stone which has been stockpiled by Council).

R54. To encourage high quality street trees, a minimum of 100L nursery stock must be specified for all street trees on all streets within the Centre.

R55. Open spaces must include a significant number of large canopy trees.

Public Realm/Landscape Guidelines

G22. The local park - passive located within the South West Precinct should be at least 0.78 hectares in size, subject to the Responsible Authority.

G23. Existing vegetation should be retained where possible in public spaces.

G24. Land uses abutting retained dry stone walls should enhance public visibility of the walls.

G25. Where it has been agreed with the Responsible Authority that an existing dry stone wall is to be removed, land owners should consult with Council to determine whether the stone should be retained for use in repairing other walls within Toolern PSP or landscape designs.

G26. Vehicular entrances to buildings should be minimised or consolidated to reduce the disruption to ground level street frontage.

G27. Landscaping should reinforce a sense of arrival at key gateways.

47

2.7 Built Form, Massing, Interfaces, Setbacks and Density

The Centre will be a vibrant urban environment and all buildings/new development will positively contribute to the physical identity of the Centre, at a scale reflective of a Metropolitan Activity Centre. The intensity of development and its relationship to the surrounding public space will contribute to the Centre's vitality, and sense of place.

Buildings influence the feeling and quality of the surrounding public realm and contribute to creating a diversity of urban experiences. The quality of building design throughout the Centre will further support the relationship between building and street. The desired local character will be reflected in high quality architectural design and through specification of appropriate facade articulation and materials. This section provides guidance on how:

- Building scale, height and massing contribute to a sense of enclosure, interest and distinctive character,
- Buildings address street frontages and surrounds, and contribute to engaging streetscapes, and
- Design quality can be achieved through building articulation, materials and detailing.

2.7.1 Built Form and Massing

The overarching goal in the Centre is to create an environment that supports a vibrant, comfortable and safe urban street life. Built form in the Centre will contribute to a distinctly urban character, softened by integrated landscape elements enhancing the local sense of place.

While there are no specific height limits required for the CMAC, the UDF does call for a minimum two storey height limit, while a three storey minimum will be encouraged. Buildings in the South East Precinct and North East Precinct should be the highest, while lower heights will be acceptable in the North West Precinct and South West Precinct.

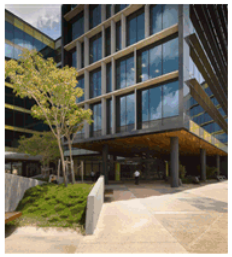
A smooth transition in building height will occur between the higher buildings and neighbouring low rise, fine grain residential areas. This is to ensure new buildings relate to the scale of housing located at the interface edge.

Building massing will be considered along with building height ensuring a design response that considers the impact of a building's proportions on the surrounding public realm. A design response that breaks a building facade down into a series of street wall elements is encouraged to provide interest at the human scale.

Where there is multi-storey development, building design will respond to potential wind impacts at street level through consideration of form and orientation.

High quality civic buildings are located on a prominent sites

Key built form require a high quality, site responsive design outcome



Key buildings connect to adjacent complimentary land uses

2.7.2 Key Sites

Key sites have been identified due to their strategic location, either situated on a prominent intersection, or situated at a key road or key view. There are a number of key sites located throughout the Centre. These include the intersection of Ferris Road and University Street, Ferris Road and Hollingswoth Drive, and key view lines looking north on Coach Street towards the Train Station and, looking east from Coach Street towards the urban plaza. For exact locations of key sites see Fig. 19.

Built form located on key sites plays an important role in signifying gateway arrival routes to the Centre. Buildings on key sites are considered landmark buildings. Their design response considers:

- The use of appropriate building scale, with an emphasis on verticality of built form,
- Capitalising on their prominent location through the use of high quality architectural articulation and detailing, and
- Responding to key views lines, particularly terminating view lines on key roads, streets and to open space.

Not all landmark buildings will have active façades. It may be more appropriate for some buildings located in non-pedestrianised areas, such as on major roads or on the rail grade separation, to have semi active frontages. In these cases the building facade will be designed to provide a visually interesting gateway experience.

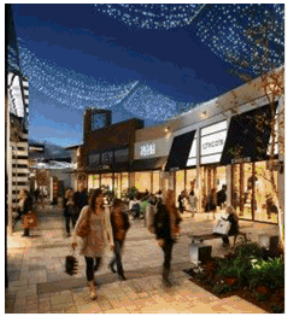
Multi-storey retail development is focused in the Town Centre core

Retail development response is contemporary and inviting

Retail and commercial premises are encouraged to have windows and operable building openings positioned to encourage activity to spill onto the street

Emphasis is placed on delivering contemporary architectural outcomes

Landmark buildings act as visual wayfinding devices



Activation will encourage activity in the retail core beyond the working day supporting a night time economy

2.7.3 Typical Interface Conditions

Part of creating richness and vibrancy is the ability to interact with and observe street life and surrounding activities. As such, building design must consider the interface between the internal functions and the external surrounding public realm. Managing high quality interfaces between uses is critical to ensure that any negative amenity outcomes are avoided, and that the UDF facilitates safe and accessible environments for the community to enjoy.

The key interfaces in the Centre, as outlined in Fig. 19, are:

- Interfaces within the Centre Core,
- Secondary interfaces,
- Interfaces with public open space, and
- Interfaces with key sites.

Interface 1 - Centre Core (Active street frontage)

Within the heart of the Centre, buildings play a role in contributing to safe and vibrant streetlife. Built form design contributes to activating the public realm by encouraging a diversity of activities to happen. Window shopping, sitting, relaxing, and outdoor dining make a place feel vibrant and contribute to a safe and people focused place.

Typical interface conditions for buildings located in the Centre core include:

- A high level of visual permeability, particularly the ground floor, to provide the opportunity for visual connection between building occupants and pedestrians,
- Active street frontages, particularly retail and commercial premises, such as windows and operable building openings positioned to allow occupants to overlook and provide passive surveillance over adjoining parks and plazas, that contribute to street life vibrancy,
- Opportunities for informal seating and weather protection,
- High quality architectural detailing that provides variation and interest in the building façade at street level,
- A clear sense of address, where the primary entry is obvious and logical and orientated toward the primary street frontage. Provide direct and multiple street access points, particularly at street corners and key intersections,
- Built form that creates a gateway arrival experience to the Centre, and
- No building servicing components located on primary frontages. Sub-stations, loading docks and carparks should be minimised through screening or internal integration to ensure that most of the street frontage is active and the visual impact on the public realm is minimised.

Interface 2 - Secondary Interfaces (Semi-active street frontage)

The majority of buildings throughout the Centre will be required to have active frontages that engage with the street, however there are some areas where semi-active building frontages are more appropriate and we cannot expect to have the same level of activity or street level interaction.

The key arrival route is Ferris Road, which interfaces with large format retail, office and commercial, community and retail land uses. In the case of office and large format retail built form that are located on a busy street intersection, active frontages are not as desirable and are often difficult to deliver.

Secondary interface conditions will primarily have semi -active frontages. Typically this is due to:

- The internal function of the premises is as a display or brand exposure, such as a showroom (whereby the internal uses are not likely to spill out onto the street), or,
- A civic building that requires lower levels of visual permeability due to privacy and security requirements of the internal function, such as a Court of Law.

Interface 3 - Public Open Space

Within the Centre, the focus of public activity will be in and around the key public spaces. Typically these places are the urban plazas, squares and parks, as well as the key pedestrian routes. Built form in these locations will be encouraged to provide active interfaces to the public open space and support people-focused activities.

Buildings interfacing with public spaces will;

- Be designed to address the surrounding open space. Windows, particularly on the ground floor, will provide the opportunity for occupants to overlook and watch activities occurring in the open space,
- Have consideration of pedestrian connectivity between the building and adjoining open space, particularly buildings of significant scale and prominence (i.e. Indoor Sports Stadium and the Justice Building) ,
- Ensure that overshadowing from buildings does not result in a significant loss of sunlight, particularly throughout the middle of the day,
- Consider the appropriate location, design and logical integration of car parking areas, to ensure the visual impact of the parking areas as seen from surrounding open space, is minimised, and
- Avoid the use of solid fencing that prevents views from the building to the surrounding open space.

Semi-active street interfaces are accepable on cetain types of commerical buildings

Active street frontages enable visual engagement between activities taking place in the street and on the ground and upper floors of buildings

Interface 4 - Key Sites

There are a number of key sites in the Centre that have been identified because of their strategic location. Buildings on key sites perform a number of functions;

- Along key arrival routes built form becomes a defining gateway marker. Landmark buildings will be of an appropriate scale and use architectural elements to act as a visual wayfinding device,
- Capitalise on a prominent location through the use of high quality architectural articulation and detailing, providing a visually interesting gateway experience, and
- Respond to key views lines, particularly termination of important views.

Other interface conditions to be considered include;

- Melbourne - Ballarat Rail Corridor, to mitigate the potential negative visual impacts of the rail corridor, particularly where there is a adjoining sensitive land use,
- Car parks, to provide visual softening and screening of large at grade car parking, and
- Loading bays and back of house retail areas, to ensure all servicing and access occurs at the rear of a building and does not impact on the public realm.

Managing these interface conditions is important to mitigate any adverse amenity impacts on surrounding sensitive uses.

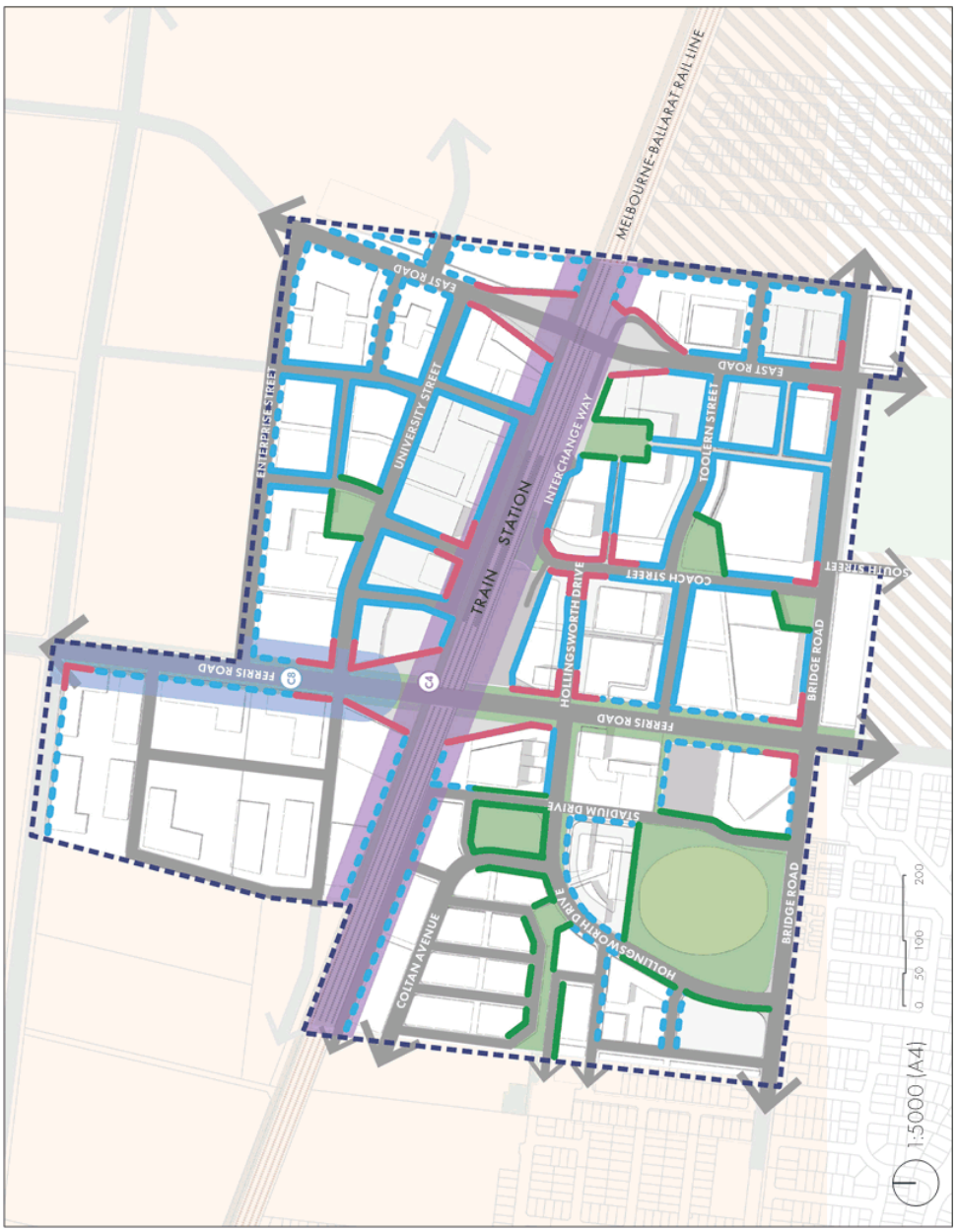


Figure 19. Built Form Interfaces and Character Areas Plan

52

Low-medium density residential allows for the South West Precinct to act primarily as a residential area with a neighbourhood character

High quality medium-high density residential living options maximise use of surrounding public open space network

Medium-high density residential above ground level increases the activity in the street, allowing for safety through passive surveillance in the North East and South East Precincts

Medium-high density residential provides long term complementary residential component to the Centre

2.7.4 PSP Character Areas

Figure 19 also references the PSP Character Areas relevant to CMAC:

- C4 - Rail Corridor which mandates development fronting onto the rail corridor, and
- C8 - Ferris Road North which mandates an attractive streetscape and a well-designed rail crossing.

2.7.5 Residential Density

Residential uses within the CMAC area will be located within the South East Precinct, the South West Precinct and the North East Precinct.

A mixture of housing typologies and densities is encouraged within all precincts, including apartments, apartments above retail or office ground-floor uses, townhouses, SOHO or live/work opportunities and integrated medium density areas.

While there are no specific density targets for the UDF area, there is the PSP goal to accommodate 3,000 new dwellings. The following describes suggested gross residential densities per precinct:

- North East Precinct: Greater than 40 dw/ha (Apartments),
- South East Precinct: Greater than 40 dw/ha (Apartments), and
- South West Precinct: 25-35 dw/ha (Apartments/town house mix).

53

2.7.6 Setbacks

Building setbacks relate to the building elements that abut a property line and influence the rhythm and continuity in the streetscape. However, variations can create visual interest and provide space for landscaping and canopy trees.

In the South East Precinct of the Centre, buildings will not be setback from the street edge, in order to facilitate a consolidated built form edge to the street. In areas of high pedestrian activity, ie. the Local Access Streets of the North East Precinct, setbacks will provide the opportunity for landscaping treatments. Throughout the Centre, three storey buildings or higher will have a 5 metre setback on the third floor from the street-wall to upper levels to create visual separation and a transition in height.

The key interfaces in the Centre are:

- Building Setback Type 1 - Zero Setback,
- Building Setback Type 2 - 3m Setback, and
- Building Setback Type 3 - Ferris Road 5m Landscape Setback.

See Fig. 20 for specific locations.

Setback Type 1 - Zero Setback

To create a consistent street edge in key streets in the Centre, buildings should not be setback from the property boundary at ground level.

Setback Type 2 - 3m Setback

In key areas of public realm, such as streets adjacent to urban plazas and public open space, a 3m setback from property boundary building at ground level, will provide adequate space for high quality landscape treatments.

Setback Type 3 - Ferris Road 5m Setback

Ferris Road will have a 5 meter landscape setback running along its length. The setback provides the opportunity for a landscape treatment such as a boulevard effect to emphasise the importance of Ferris Road. A landscape buffer will provide screening to soften the road, and add to its aesthetic appeal at a scale appropriate to a busy arterial road.

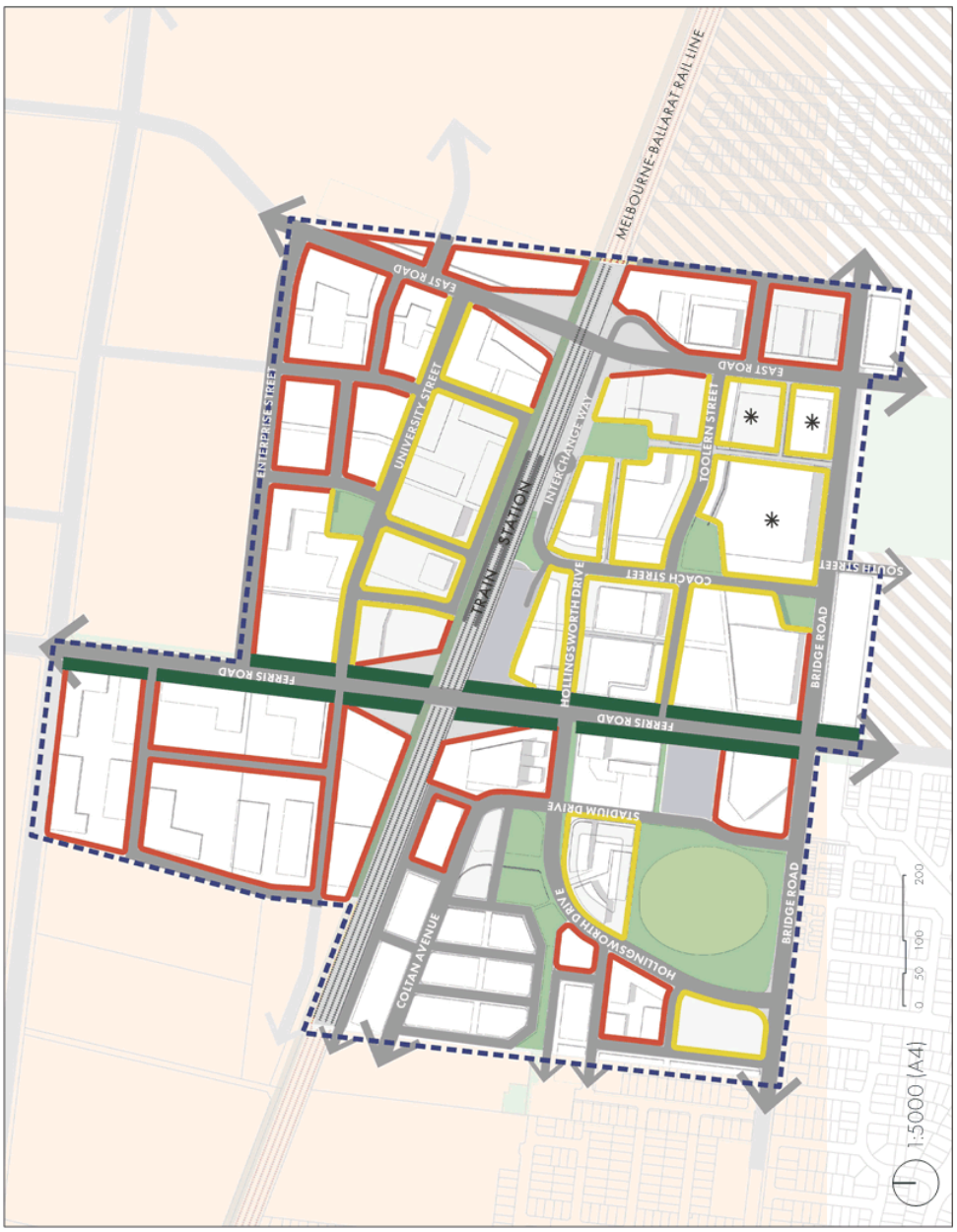


Figure 20. Building Setbacks Plan

2.7.7 Building Articulation, Materials and Detailing

The built form of the Centre will reflect the preferred urban character. All building types must consider how to make a positive contribution to the look and feel of the Centre, as well as contribute a high quality and attractive public realm.

The articulation of built form fundamentally influences the look and feel of the Centre. Building façades create both variety and interest while contributing to the continuity of the streetscape. Façades must be articulated to reduce the appearance and feel of building bulk and must be legible at a human scale and street level. Buildings located along key arrival routes should be articulated to create defining gateway architecture, and buildings situated on key intersections should turn the corners and address both streets.

The considered use of building materials further contributes to an interesting and unified streetscape. The selection of materials should express the key elements of the building's architecture. Material selection should provide visual cohesion within the Centre, with the use of contrasting materials to provide visual interest in key areas.

For retail and commercial buildings, materials should be carried across both ground floor and upper levels to emphasise verticality in the built form. Ground floor tenancies should include a range of complementary finishes to give individual character and identity to each premises.

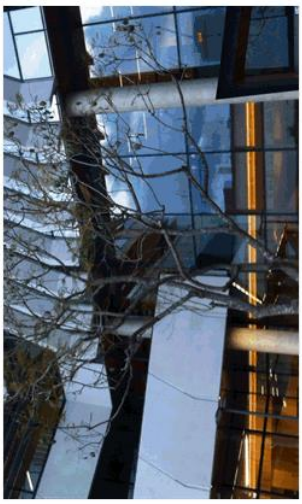
All buildings must be constructed of high quality, durable materials and have low environmental impact.

Consideration of weather protection elements, including canopies will further contribute to a comfortable street environment. All buildings will be required to address these objectives, however buildings located on the identified key sites will be subject to a more rigorous design review process.

Building frontages will be visually permeable and have active façades

Buildings will consider the relationship to adjoining sites and the surrounding context

Building façades open onto the public realm within the core of the Centre



Building materials articulate the building façade and contribute to an interesting street interface

Building articulation provides detail at street level to create visual interest

Good building design seamlessly integrates into the surrounding streetscape character

High quality architecture contributes to the arrival experience into the Centre

Building detailing contributes to the streetscape day and night

2.7.8 Built Form, Massing, Interface, Setback and Density Requirements and Guidelines

Building Massing, Interface and Setback Requirements	
R56.	Long, inactive street frontages must be avoided.
R57.	All future built form located on an identified key interface (Fig. 19) must set a benchmark for design quality. Built form must provide active building frontages using transparent and permeable building facade treatments such as windows and operable building openings positioned to allow occupants to overlook and provide passive surveillance.
R58.	Built form must deliver a site responsive design outcome.
R59.	Built form must have consideration of the sensitive use of the building envelope, and the relationship to adjoining sites.
R60.	Built form must encourage high quality, architecturally detailed and visually distinct building design.
R61.	Built form must provide direct access to the primary street frontage.
R62.	Service and loading docks, driveways and car park access must be located at the rear of a building or where least impact will occur on the public realm and be suitably screened from view.
R63.	Car parks must be screened. At grade parking must use low level perimeter planting to provide a visual buffer, and where possible, canopy trees to provide shade and delineate a clear pedestrian path through the car park.
R64.	All built form identified as a Secondary Interface in Fig. 19 must provide semi-active building frontages using semi-transparent and permeable building facade treatments.
R65.	All built form identified as a Secondary Interface in Fig. 19 must use high quality architectural detailing.
R66.	Buildings on corner sites must address and activate both primary and secondary frontages and provide a gateway experience.
R67.	Inactive frontages must not be located within streets designated as requiring Town Centre Interface or Secondary Interface conditions.
R68.	Buildings must be sited and oriented to maximise opportunities for solar access to both indoor and outdoor amenity areas.
R69.	Buildings must be sited to front the street and provide appropriate passive surveillance of the surrounding public realm.
R70.	Building setbacks must generally be in accordance with the setbacks outlined within Fig. 20.
R71.	Building height must be a minimum of two storeys at the street frontage in the Centre. Upper levels above the second floor must be setback 5m from the building frontage unless otherwise negotiated during the permit process.
R72.	Building height must consider adjacent development and create a cohesive visual transition between lower and higher scale buildings.
R73.	Any application within the North West Precinct must adhere to The City of Melton Industrial Design Guidelines.
R74.	Key sites must respond to key views lines, particularly avoiding termination of important views.
R75.	Service areas for deliveries and waste disposal should be located away from the primary frontage of buildings or internalised. Where internalised service areas cannot be provided, they must be screened from public view through landscaping or articulated built form measures to minimise impact on amenity and adjoining neighbourhoods.
R76.	Height transitions between adjoining properties within the South West Precinct or the North East Precinct of more than 2 storeys without a street or open space between will not be permitted.

Building Massing, Interface and Setback Guidelines

G28. Ground floor frontages should adopt a fine grain tenancy.

G29. A consistent built form approach should be provided with a mix of materials and finishes, within an appropriate colour palette.

G30. Rooftops should be activated through habitable space, including rooftop gardens where appropriate.

G31. Blank walls should be minimised throughout the Centre. When development within a block is staged, exposed blank walls should incorporate a visually interesting design in the interim, until adjacent sites develop.

G32. Development should consider the provision of solar access to public spaces, parks and key pedestrian streets.

G33. Vehicle access points to residential development should be located away from primary street frontages, shared vehicle and cycle environments and open space areas to minimise disruption to the streetscape.

G34. A high level of visual permeability, particularly on the ground floor, should provide the opportunity for visual connection between building occupants and pedestrians especially when interfacing public space.

G35. Landmark buildings should be of an appropriate scale and use architectural elements to act as a visual wayfinding device.

G36. Buildings with more than 3 storeys within all precincts should be encouraged, particularly within the North East Precinct and the South East Precinct.

Building Articulation, Materials and Detailing Requirements

R77. Buildings located in the North East and South East Precincts on key intersections, adjacent to community facilities and open space and along key pedestrian areas must set a benchmark for design quality. All future built form located on an identified key interface (Fig. 19) must use articulation in the building facade to provide visual interest at both the scale of the whole of building and at smaller street scale.

R78. All future built form located on an identified key interface (Fig. 19) must demonstrate the use of contemporary, high quality materiality and finishes.

R79. Built form located on a corner must address and provide visual interest to both frontages using architectural treatments and articulation.

R80. Buildings must be constructed of durable, robust materials that require minimal maintenance.

R81. New buildings must be designed with regard to the design of upper levels and their integration with the streetscape.

R82. Development must use a colour palette that complements the surrounding context.

R83. Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017.

R84. Prevention of graffiti must be considered when detailing materials for sides and rears of buildings, car park and servicing areas.

R85. Commercial, retail, civic, transport, health, justice and educational buildings must provide canopies to the street and over pedestrian walkways to ensure continuous weather protection.

R86. All facades along Ferris Road must provide texture rich materials and/or clear glazed windows to facilitate passive surveillance and visual interest.

R87. All shop fronts must have direct street access as their primary frontage with any secondary entry access from adjoining car parks.

Building Articulation, Materials and Detailing Guidelines

G37. Building articulation and detailing should contribute to activation of the public realm at street level.

G38. Building detailing should consider opportunities for informal seating and weather protection.

G39. Solid fencing that prevents views from a building to the surrounding open space should be avoided.

Density Guidelines

G40. A mixture of housing typologies and densities is encouraged as outlined in 2.7.5.

2.8 Sustainability and Environment

The City of Melton is committed to creating a low carbon city well-adapted to climate change. Council recognises the future impact of climate change and has adopted the City of Melton Environment Plan 2017-2027 to meet targets for reducing greenhouse gas emissions.

The Council and Wellbeing Plan, 2017-2021 outlines a whole-of-community commitment to protecting and enhancing the natural environment, and ensuring that the city grows and develops sustainably.

Incorporating these aspirations within the CMAC, this UDF aims to foster development that values sustainability and the natural environment, and also seeks to acknowledge the key environmental risks identified in the *Melton Planning Scheme* such as climate change, greenhouse gas emissions and the increase in extreme weather.

This section provides high-level guidance to better inform the design and ensure landowners and developers understand Council's values, and aspirations around a few key areas including water usage, site and building design, tree and vegetation coverage and walkability.

Water quality and availability is a critical issue across the CMAC area, as the City of Melton is located in an area of low rainfall, with increasing water demands from competing uses such as irrigation for agriculture and increasingly from urban areas. These pressures are likely to be exacerbated in coming years as the Employment area develops.

Better management can make use of this valuable resource and reduce the harm it can do to our waterways when it is poorly managed. Embracing water sensitive urban design (WSUD) interventions is key to any successful water management strategy.

The building industry has begun to fully embrace energy responsible site and building design as concern around the well-being of our planet increases, and as the popularity of initiatives such as the Green Star Certification program through the Green Building Council of Australia grows. While this document does not aim to give detailed building design guidelines it does set out built form guidelines to consider when building in the CMAC, including maximising solar access, minimising impervious surfaces and consideration of micro-climate, aspect, water and energy efficiency, reduction of waste and emissions, and the use of eco-friendly and local building materials.

An overarching goal of the UDF is to create an environment that is a green, comfortable and suitable urban habitat for plants and animals. To this end, the retention of existing vegetation and planting of appropriate new vegetation should be prioritised.

Of note is the area identified on Figure 6, showing an area of endangered native vegetation that is subject to further investigation. Located on Council owned land, the endangered native vegetation to be further investigated is Diuris basaltica which is endangered under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act 1999) and Natural Temperate Grassland of the Victorian Volcanic Plain which is critically endangered under the EPBC Act 1999.

A consistent tree canopy is imperative, while the open space network will provide the much needed green respite and 'lungs' of the Centre area. An emphasis on a consistent street tree canopy to assist in reducing the urban heat island effect is essential.

Components such as walkable and bikeable streets, an efficient local bus network and access to the station, are all key parts of a sustainability strategy.

2.8.1 Sustainability and Environment Requirements and Guidelines

Sustainability Design Requirements

R88. Buildings must be designed in accordance with any relevant Council sustainability design policies and guidelines.

R89. Buildings must be sited and oriented to ensure future dwellings are provided with appropriate solar access, access to daylight, shading, prevailing breezes and minimise energy use for heating in winter and cooling in summer.

R90. Use of reflective building materials must be limited.

R91. Public lighting design must meet the required lighting category with minimum overall wattage required.

R92. Water sensitive urban design principles must be included to passively irrigate trees and other vegetation within the UDF area.

R93. Rainwater run-off from buildings and sites must be harvested for re-use or recycling within the UDF area.

R94. All development proposals must be accompanied by an Environmentally Sustainable Design report to demonstrate best practice performance.

R95. Irrigation infrastructure and turf species selection must minimise water usage on open spaces and sportsgrounds.

Sustainability Guidelines

G41. Future development should utilise innovative and contemporary design and achieve leading edge environmental standards to support a progressive and environmentally sustainable Centre.

G42. Site earthwork strategies such as limiting cut and fill and disturbance to natural drainage paths must be included

G43. Installation of renewable energy systems should be considered as part of all new buildings.

G44. Infrastructure should be designed with consideration of climate change risks and adaptation methods.

G45. The reuse of materials and utilisation of local materials should be incorporated to all buildings, where possible.

G46. Fixed or flexible external shading should be considered to protect building windows from unwanted heat gain in summer and allow for desired heat gain in winter.

G47. Green roofs, walls or façades are encouraged to cool a building, help reduce stormwater runoff, increase biodiversity and provide more greenery in the UDF area.

G48. Any planting must consider the minimisation of potable water use through appropriate species selection and the inclusion of passive irrigation designs.

G49. Overland flow paths should be considered as part of public realm design to optimise efficient water use and long-term viability of vegetation.

G50. Reduction of impervious surfaces and inclusion of permeable pavement should be considered as part of any water management strategy.

G51. Infrastructure and built form should be designed to enable stormwater capture and use for flushing toilets, garden watering, or other recycled uses.

G52. The inclusion of recycled water infrastructure should be included where practicable.

G53. Efforts should be made to facilitate alternative water (stormwater harvesting or recycled water) over potable water for irrigation of open space and sportsgrounds.

3 Implementation and Staging

Staging will be largely driven by market conditions and key government decisions at a State and Local level. There are no specific staging contingencies or dependencies and any one of the precincts could develop independently.

Delivery of infrastructure items that are crucial to the ultimate development and the success of the town centre depend on developer contributions works in kind projects, and government funded works.

The Centre will rely heavily on access from the Western Freeway and Melton. As such, roads including Ferris Road, Mt Cottrell Road, the extension of Shogaki Drive, Abey Road, Bridge Road and the proposed East Road will provide key connections to the Centre. In addition, grade separation across the Melbourne - Ballarat Train corridor at Ferris Road and the proposed East Road will ultimately provide seamless access to the Centre.

3.1 Development Contributions

The infrastructure items included with the Toolern Development Contributions (DCP) related to the CMAC UDF area are listed below:

- RD16 - Ferris Road: Abey Road to Melbourne - Ballarat train line. Upgrade of existing road to 2 lane carriageway of divided secondary arterial road,
- RD20 - Ferris Road: Melbourne - Ballarat train line to East West Arterial. Purchase land to increase reserve width from 20m to 38m,
- RD21- Ferris Road: Melbourne - Ballarat train line to East West Arterial. Purchase land to increase reserve width from 20m to 38m,
- PT01 - Land purchase for local bus interchange (1 ha) at station,
- C101 - Land for Library and Civic Centre (4 ha), and
- C102 - Aquatic and Leisure (2.5 ha).

Importantly, neither the Ferris Road or East Road grade separation are DCP funded items and will require considerable funding resources, potentially from multiple sources.

In addition, new DCP recommended items include:

- Signalised intersections at Ferris Road/Enterprise Street, Ferris Road/University Street, Bridge Road/ East Road and Bridge Road/South Street, and
- Ferris Road grade separation and East Road grade separation.

3.2 Staging

Melton City Council owns the entire South West Precinct of the UDF area. Existing development and significant pieces of infrastructure are;

- Western BACE - Business Accelerator and Centre for Excellence at 22 Ferris Road facility constructed in 2015, and
- The train station, bus interchange and car park - under construction as of 2018 - due for completion in 2019.

The area remains largely undeveloped with the exception of some industrial uses at 133-193 Ferris Road north of the train line. To the west of the UDF area is the rapidly growing community of Atherstone.

Any part of the proposed development within the UDF area could occur independently, although there are some key pieces of infrastructure such as the timely construction of arterial roads and grade separation that would make the development process smoother.

Likely short-term (0-5 years) development includes:

- Indoor stadium and active recreation facilities (South West Precinct),
- 'Initial components of the retail core of the Centre (South East Precinct), and
- Residential development and local activity Centre in (South West Precinct).

Likely medium-term (5-10 years) development includes:

- Educational facilities north of train line (North East Precinct),
- Residential and office north of train line (North East Precinct),
- Expansion of retail core in the Centre (South East Precinct),
- Health Facility (South East Precinct), and
- Justice Facilities (South East Precinct).

Likely long-term (10+ years) development includes:

- Expansion of retail core in the Centre (South East Precinct),
- Office, education and allied health uses (South East Precinct), and
- Office and large format retail (North West Precinct).

4 Review

The CMAC Urban Design Framework has been prepared with regard to the latest and most up-to-date information available. However, the content of this document is subject to change as new and additional information is made available.

As such, a document like this should be reviewed every five years in order to ensure that the information provided is up to date and still relevant. This document is being prepared with the intent that it will be utilised in a short time frame to guide development, and is reflective of current retail, commercial and residential development outcomes.

Some key changes which may impact the CMAC in the future, and may trigger the need for a formal review include:

- Melbourne - Melton train line electrification,
- Future changes in the retail centre hierarchy,
- Future retail and commercial demand,
- Autonomous vehicles, and their impact on car parking rates and requirements,
- Provision of community facilities,
- Transition of existing industries out of the UDF Area resulting in change to buffer areas,
- Completion of the Melton Hospital Business Case by the State government, and
- Completion of the Western Rail Plan by Rail Projects Victoria.

A possible alternative is that little development has occurred on the ground in that five year period. This is also an outcome that should trigger a review of the UDF, as the retail/commercial/residential markets may have shifted substantially in that period of time.

Appendix 1 — Street Cross Sections

The following pages focus on key streets within the CMAC and what typical treatments are expected in order to facilitate the connected nature of the Centre for all modes of transport.

Typically, these street cross sections can be modified (subject to the approval of the Responsible Authority), if the design intent and the road hierarchy of the Centre is not diminished or reduced in any way.

All streets must be designed to allow for underground services to be installed as required for relevant authorities.

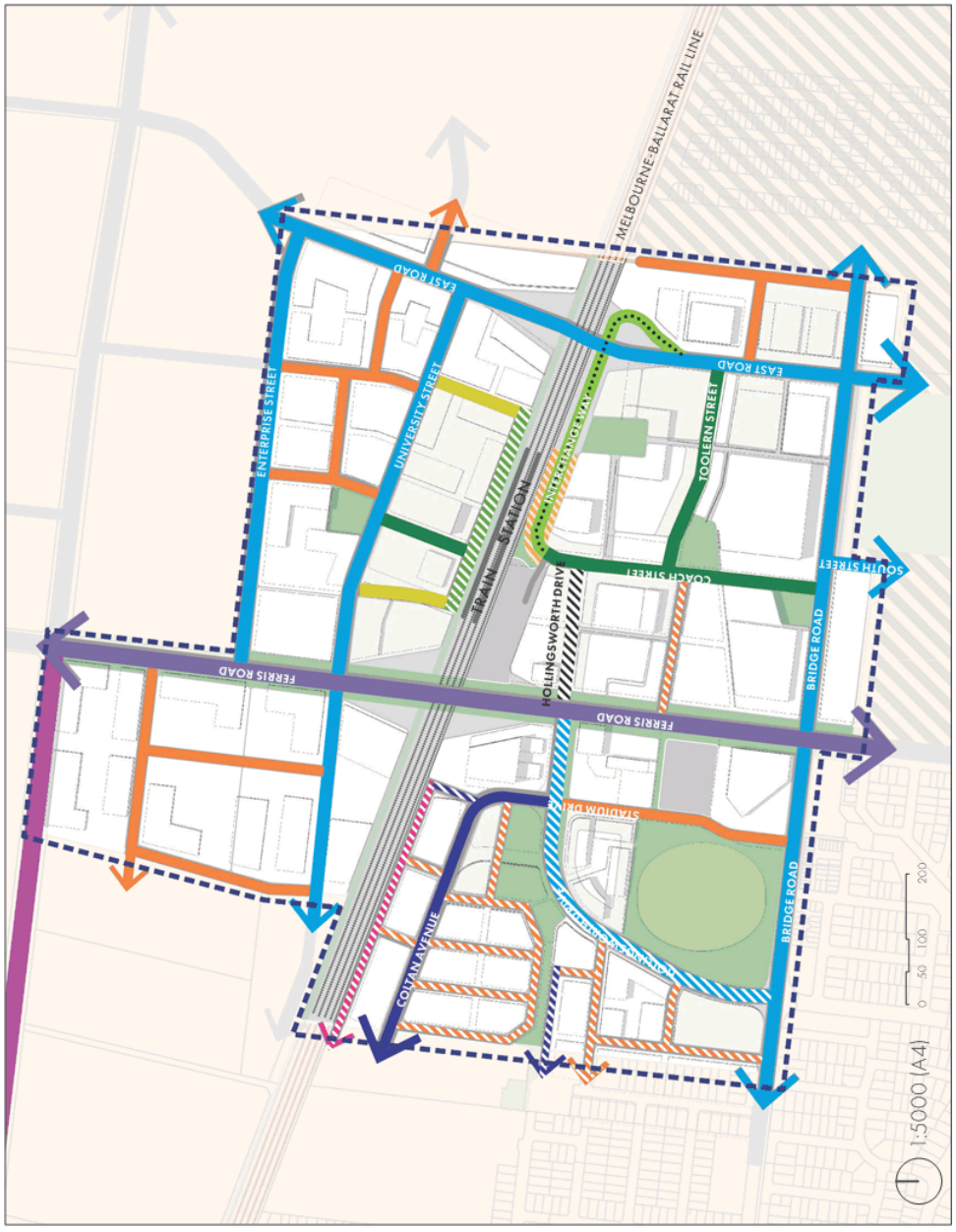


Figure 21. Street Type Hierarchy Plan

Figure 22. Arterial Road Section (34m)

ARTERIAL ROAD
FERRIS ROAD - 34m

Ferris Road is the key arterial road in the Centre. It provides north-south access through the Centre and connects to the wider transport network. As such it is designed to accommodate high vehicle volumes. Its key features are:

- A 5m landscape buffer beyond the road reserve to improve amenity and visual experience,
- A large central median and a separated carrigeway to mitigate the effects of high traffic volumes, and
- On street bike lanes.

66

Figure 23. Arterial Overpass Section (25.4m)

Note: Grade separation is proposed. An overpass is shown for illustration purposes only. The cross-section is subject to further detailed engineering design.

ARTERIAL OVERPASS
FERRIS ROAD - 25.4m

Ferris Road is the key arterial road into the Centre. Grade separation is proposed at the train line.

Figure 24. Connector Road A Section (25m)

CONNECTOR ROAD A
TYPICAL 25m

Connector roads in the Centre link local streets to the arterial road network. Typically there is two way vehicle movement, in a single direction each way, with a speed limit of 50km per hour.

Its key features are:

- The provision of an off-road, separated bike path provides priority for cyclists,
- Footpaths on both sides of the street provide a comfortable pedestrian environment for walking,
- A significant verge on both sides of the carriageway provides landscaping opportunities, and
- Indented car parking configuration provides the opportunity for further landscaping.

68

Figure 25. Connector A Overpass Section (16.5m)

Note: Grade separation is proposed. An overpass is shown for illustration purposes only. The cross-section is subject to further detailed engineering design.

CONNECTOR A OVERPASS
EAST ROAD - 16.5m

East Road is a connector road into the Centre. Grade separation is proposed at the train line.

Figure 26. Connector Road B Section (26.6m)

CONNECTOR ROAD B
HOLLINGSWORTH 26.6m

Situated in the South West Precinct, Hollingsworth Drive is a connector road with a revised street section to integrate an easement that accommodates a dry stone wall. The street condition changes in the northern section of the street to accommodate a linear reserve. Where the easement is located, the linear reserve provides an additional 10m of open space between the carriageway and the property boundary.

Figure 27. Connector Road C Section (23m)

CONNECTOR ROAD C
HOLLINGSWORTH 23m

Situated in the South East Precinct, Hollingsworth Drive is a connector road with a revised street section to accommodate the major point of entry for buses accessing the station.

Figure 28. Connector Road D Section (20.4m)

CONNECTOR ROAD D
20.4m

This 20.4m street provides a separated footpath on one side of the street and shared path on the other that is buffered from the carriageway by a landscape area and indented on street parking. The shared path will be located on the south side of Colton Ave.

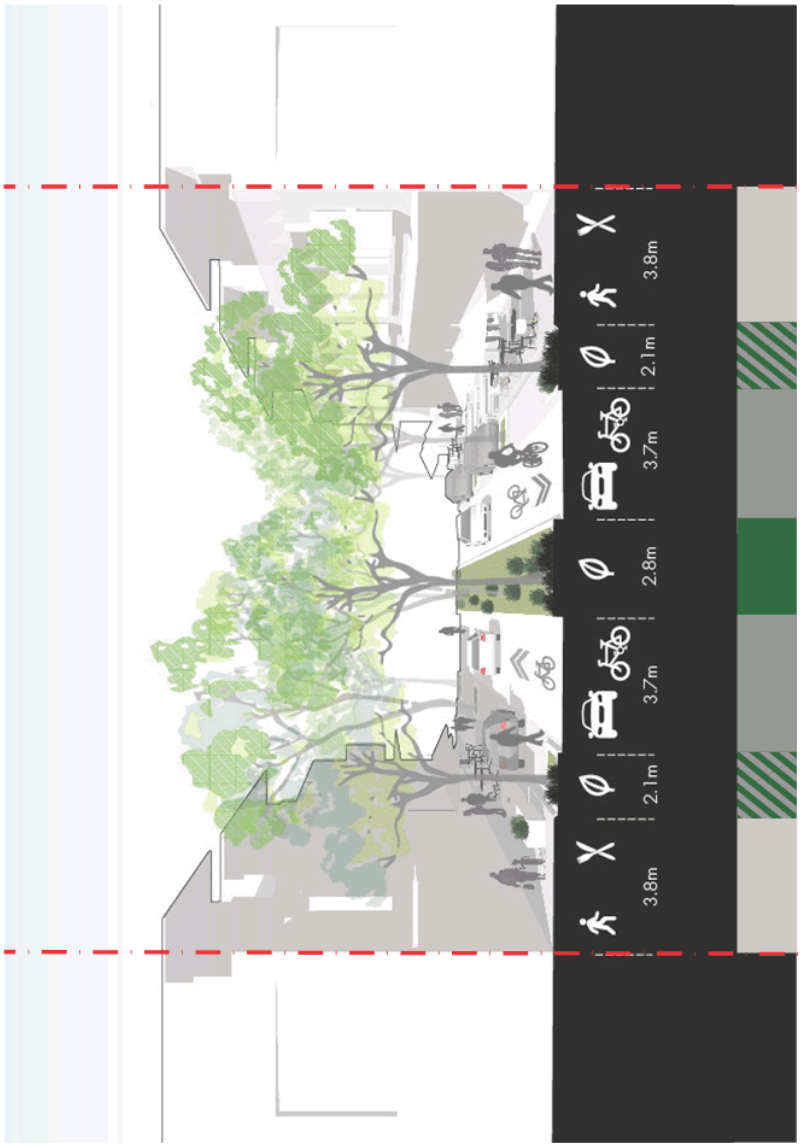


Figure 29. Urban Core Street A Section (22m)

URBAN CORE STREET A
22m

The urban core streets are located in the South East and North East Precincts. They are designed for pedestrian activity and slow traffic. The key features are:

- Shared bike and vehicles lanes,
- Wide footpaths for socialising and dining,
- A planted median, and
- Parking lane on both sides of the street.

Figure 30. Urban Core Street B Section (26.1m)

URBAN CORE STREET B
26.1m

This 26m urban core street interfaces with the rail corridor. A landscape buffer provides visual screening of the rail corridor. A shared path and a pedestrian path sits within this buffer and runs adjacent to the rail corridor and there is a 3.8m footpath running along the retail interface (with residential above).

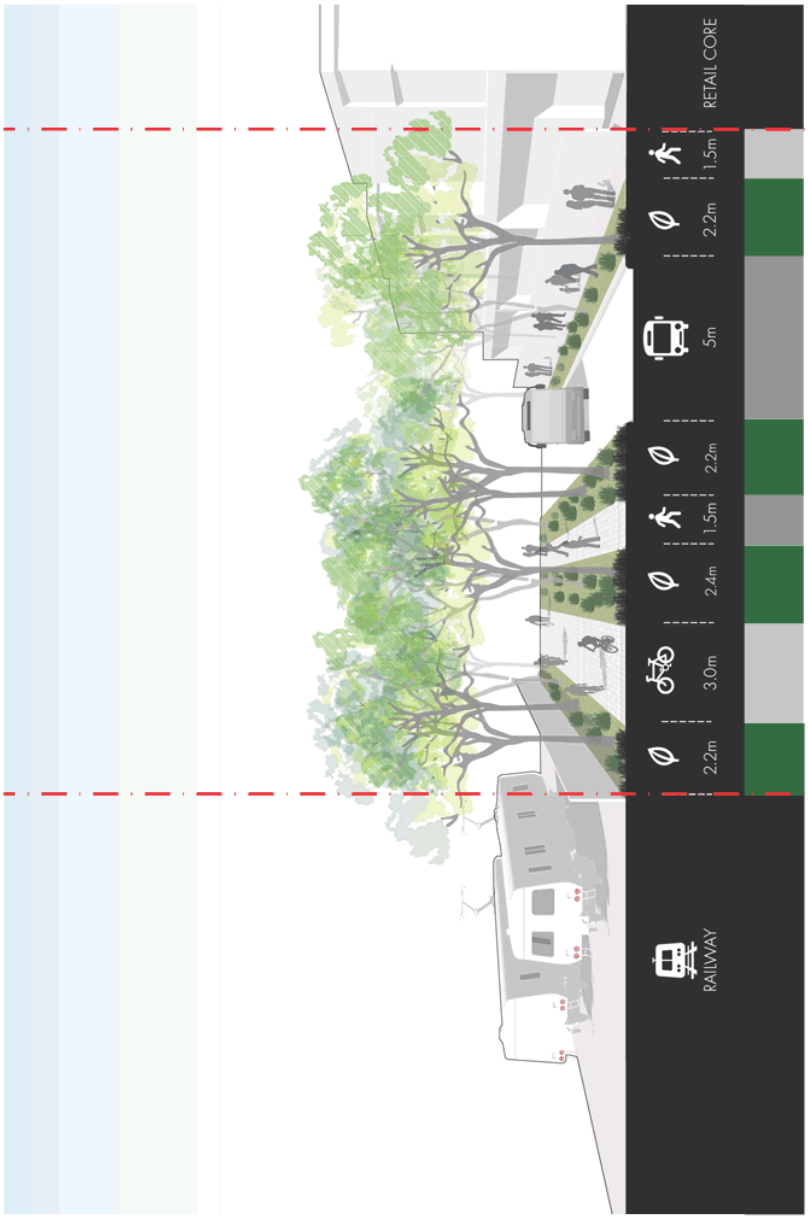
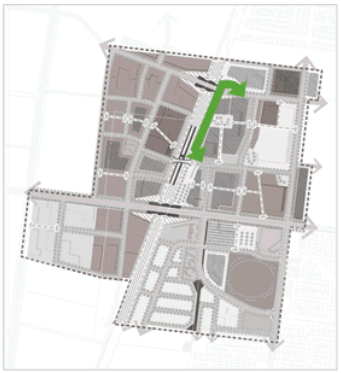


Figure 31. Urban Core Street C Section (20m)

URBAN CORE STREET C
20m



This 20m bus only street interfaces with the rail corridor. A landscape strip, shared path runs adjacent to the rail corridor within and there is a 2m footpath running along the built interface on the south side of the street.

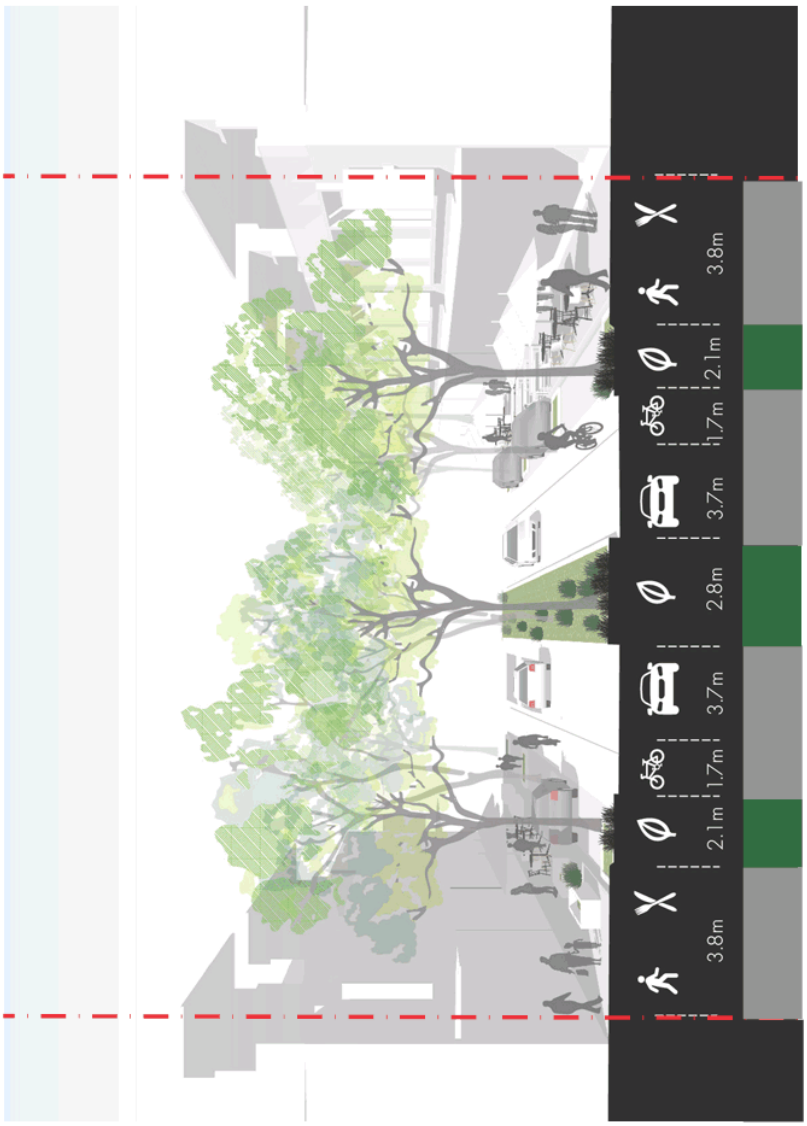
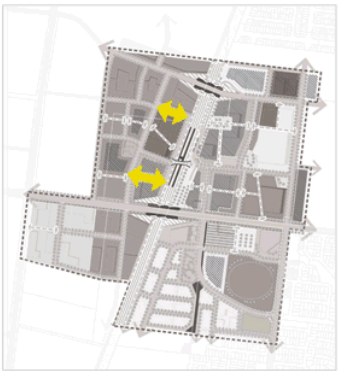


Figure 32. Urban Core Street D Section (25.4m)

URBAN CORE STREET D
25.4m



This 25.4m urban core street is located on the north side of the railway line. A central median provides visual relief, and buses are accommodated while cyclists have their own lane. The street has been designed to be as narrow as possible to ensure an intimate urban feel.

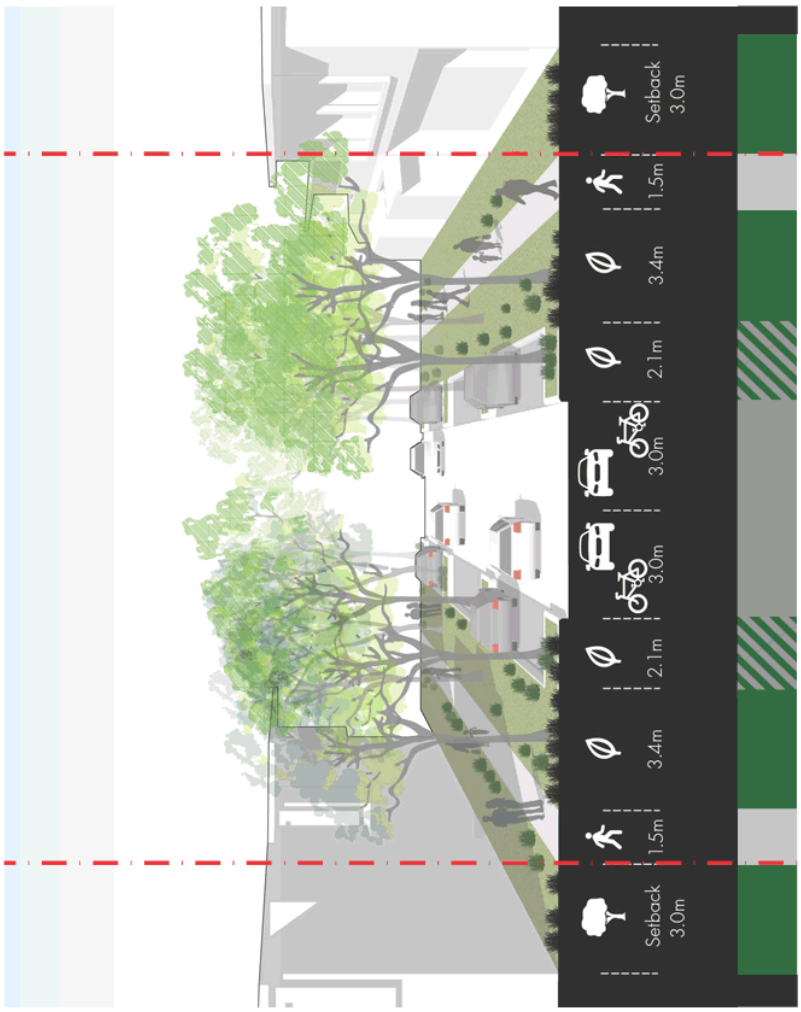
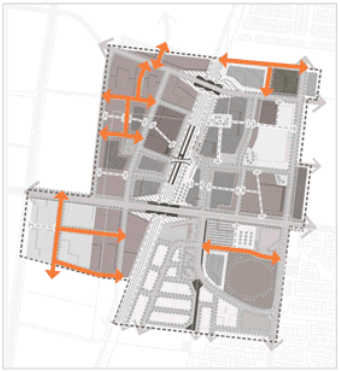


Figure 33. Local Access Street A Section (20m)

LOCAL ACCESS STREET A
20m



This 20m street provides a separated footpath on both sides of the street that is buffered from the carriageway by a 3.2m landscape area and indented on street parking.

Figure 34. Local Access Street B Section (16m)

LOCAL ACCESS STREET B
16m

This 16m street provides footpaths on both sides of the street and a landscape area to buffer the impacts of the carriageway. There is room for some parking in either direction.

78

Figure 35. Local Access Street C Section (14.5m)

LOCAL ACCESS STREET C
14.5m

This 14.5m street interfaces with the rail corridor. A 2.7m landscape buffer provides visual screening of the rail corridor. There is a 2m footpath running along the residential interface.

Figure 36. Local Access Street D Section (17.5m)

LOCAL ACCESS STREET D
17.5m

This 17.5m street provides footpaths on one side of the street and a shared path on the other. A landscape area to buffer the impacts of the carriageway also exists on both sides. There is room for parking in either direction.

1. Shared path on east side of street adjacent to Civic Centre
2. Shared path on north side of street adjacent to park

Figure 37. Secondary Arterial Road Section (38m)

SECONDARY ARTERIAL ROAD

ABEY ROAD - 38m

Abey Road is the secondary arterial road in the Centre. It provides east-west access and connects the CMAC with the CEMU. As such it is designed to accommodate high vehicle volumes. Its key features are:

- A large central median and a separated carrigeway to mitigate the effects of high traffic volumes,
- On street bike lanes, and
- Shared paths on either side.

Appendix 2 — Statutory Assessment

The Toolern PSP includes statutory requirements that must be met in the preparation of this UDF. The table below outlines how the UDF has met each relevant requirement.

Requirements from 4.3.4 of Toolern PSP	Compliance	Comment
Be generally consistent with the role and function for the activity Centre set out in Table 5.	Y	The UDF provides a Metropolitan Activity Centre and a Local Convenience Centre within the CMAC area. These two activity Centres are both in accordance with the function outlined within Table 5 in regards to the proposed uses and purposes.
Determine the boundaries of the Activity Centre.	Y	Figure 3 – Cobblebank Metropolitan Activity Centre (Toolern Town Centre) (CMAC) UDF Area 2019 clearly outlines the area affected by the UDF.
Address the location and integration of community facilities and services. (Note: The Urban Design Framework Plans should seek to provide community facilities within or directly abutting the Centres).	Y	Figure 6 - CMAC Framework Plan outlines the preferred location for community facilities and services. These areas are centrally located and situated predominately between the residential areas and the commercial and retail areas.
Address the whole of the activity Centre site.	Y	The UDF provides a Framework Plan and controls for the entire Activity Centre site.
Address any relevant design guidelines prepared by the Victorian Government or Shire of Melton.	Y	The UDF has had regard to all relevant design guidelines and is in accordance with all applicable guidelines such as the Toolern Precinct Structure Plan, City of Melton Retail and Activity Centres Strategy, City of Melton Industrial Design Guidelines, City of Melton Advertising Signage Design Guidelines and City of Melton On-Street Car Parking Guidelines.
Demonstrate an appropriate design response that addresses the Activity Centre objectives and planning and design Guidelines.	Y	The proposed urban structure and uses of the Centre respond to the Activity Centre Objectives and Planning and Design Guidelines within the Toolern Precinct Structure Plan. Refer to the assessment below against the Planning and Design Guidelines.
Explain how the Framework responds to feedback received following consultation with infrastructure agencies including VicRoads and the Department of Transport or landowners within the activity Centre.	Y	The UDF has been guided by the Toolern Precinct Structure Plan which has undergone extensive consultation with all relevant stakeholders. The UDF will undergo further consultation as it progresses.
Show how the Activity Centre relates to existing or approved development in the area.	Y	The UDF has included the existing and planned development within the Framework Plan, such as the Western BACE as well as the existing industrial uses which exist beyond the CMAC UDF boundary in the CEMU area. The proposed land uses and urban structure do not conflict with these developments and have been sensitively planned to ensure applications developed in accordance with the Framework Plan will not prejudice the existing/planned developments from continuing operation.
Show the location of public spaces, including parks, conservation reserves and squares.	Y	Figure 18 – Public Realm and Open Space Plan shows the location and purpose of all required public open spaces within the Centre in accordance with the Toolern PSP.
Include an overall landscape concept for the Activity Centre.	Y	Figure 18 outlines the preferred landscape concept for the Centre. This is further controlled through the Street Cross Sections which require planting within landscape setbacks and median strips, as well as landscape Requirements
Set out guidelines to positively address environmental sustainability including integrated water management, energy conservation and where appropriate, the vegetation protection objectives in the Toolern Native Vegetation Precinct Plan.	Y	Section 2.8.1 of the UDF provides mandatory and encouraged controls to promote sustainable development within the Centre. These requirements and guidelines ensure buildings are designed in accordance with any relevant Council sustainability design policies and guidelines, and that any development takes into consideration solar access, building materials, stormwater runoff, rainwater re-use, and WSUD principles.

Requirements from 4.3.4 of Toolern PSP	Compliance	Comment
Demonstrate how public transport will be integrated within the Activity Centre, developed in consultation with the Department of Transport.	Y	The urban structure has been designed with the Cobblebank Train Station as the heart of the Centre. To supplement this and to move people through the Centre and beyond, a bus interchange has been designed to seamlessly integrate with the train station, with a network of potential bus routes across the Centre. Refer to Figure 14 - Public Transport Network Plan. This network of potential bus routes has been designed generally in accordance with Plan 16 of the PSP.
Set out provisions for car parking including the location and design of car parking areas and car parking rates for proposed uses within the activity Centre.	Y	The UDF provides various controls to limit the impact of car parking areas on the streetscape and pedestrian and cyclist movement. The Car Parking and Vehicle Access Requirements and Guidelines within Section 2.5.7 of the UDF provides the controls to ensure all car parking is appropriate.
Set out design guidelines for the provision of advertising signs.	Y	Requirement R83 includes provisions for signage, to ensure signage in the form of branding and colours does not cover the entire façade and to have reference to City of Melton's 'Advertising Signage Design Guidelines' 2017.
Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the activity Centre and adjoining neighbourhoods.	Y	The UDF provides various controls to limit the impact of service vehicles on the amenity of the Activity Centre and adjoining neighbourhoods. • Requirement R21 ensures service and loading areas are located to the rear of the building and consolidated with adjoining land uses where possible, and are located away from the primary street frontage, and • The street network (as shown in Figure 16) has been designed to discourage large vehicles from traveling proximate to adjoining neighbourhoods or within the precincts themselves by locating the arterial roads and connector roads away from key areas (such as the proposed residential uses in the South West Precinct and the existing residential areas of Atherstone).
Show how opportunities for medium and higher density housing and future commercial expansion can be incorporated into the activity Centre.	Y	Figure 6 - CMAC Framework Plan identifies areas for medium and high density housing within the Metropolitan Activity Centre in the form of apartments above retail. This is further enforced through Table 1 of the UDF where apartments and townhouses are encouraged within the North East, South West and South East Precincts. In regards to future commercial expansion, Requirement R5 introduces a cap of 70,000 square metres to the retail floorspace. However should an increase in floorspace be required, it must be justified by an economic report prepared by a suitably qualified professional.

Requirements from 4.3.1 of Toolern PSP	Compliance	Comment
Provide opportunities for a broad range of business sizes and types that will enable the creation of one job for every new household.		A diverse range of land uses are encouraged within the UDF area, as seen within Table 1 – Preferred Land Use Matrix, which includes a range of employment opportunities included offices, retail, and commercial uses.
Establish a hierarchy of high-quality, mixed-use, urban activity centres that are functional, attractive, and meet the needs of business and the community, where: • A Major Activity Centre serves as the primary activity centre and retailing node for the Toolern Precinct Structure Plan area, • A series of Neighbourhood Activity Centres provide neighbourhood retailing and services, including community uses, • Provide Neighbourhood Activity Centres which are integrated with the adjacent residential neighbourhoods, • Local Convenience Centres outside designated centres provide local retailing and services, • Facilitate walking, cycling and public transport usage within and to activity centres and employment areas, • Make public transport integral to the function of activity centres and employment areas, • Ensure that building proportion, scale and character are appropriate to their urban context, • Accommodate a range of entertainment, leisure and tourism related uses that complement Melton Entertainment Complex, and • To boost local employment opportunities through the development and promotion of employment land in Toolern.	Y	The CMAC Framework Plan outlines the clear hierarchy of the activity centres including the Metropolitan Activity Centre and a Local Convenience Centre as outlined within the PSP. The UDF responds as follows: • The Metropolitan Activity Centre will act as the primary activity centre for the UDF area and beyond, while the Local Convenience Centre will service the immediate surrounding area, • The pedestrian, cycling and public transport networks proposed will encourage and facilitate the use of non-private vehicular usage within the UDF area, • A series of built form, massing, interfaces, setbacks and density controls are included within the UDF to guide appropriate building proportion, scale and character for the future urban context, and • Table 1 outlines the preferred land use mix within the UDF area which provides entertainment, leisure and tourism related uses and will provide employment opportunities for the future residents and beyond.

Requirements from Table 3 Toolern PSP	Compliance	Comment
Create a series of contiguous neighbourhoods arranged around a hierarchy of appropriately scaled activity centres.	Y	The UDF area includes both a Metropolitan Activity Centre and a Local Convenience Centre which will serve various residential areas.
Create compact, pedestrian friendly neighbourhoods with many of the activities of daily living occurring in activity centres located within walking distance of most houses.	Y	The Framework Plan has been designed to ensure that the activities of daily living are located within walking distance of most houses to create a compact environment. This is furthered by various requirements and guidelines within Section 2.5.7 which ensure that pedestrian movement is safe and comfortable.
Focus concentrations of commercial, civic and institutional activity into mixed-use activity centres.	Y	The Framework Plan has been designed to ensure commercial, civic and institutional uses are within the Major Activity Centre, which include opportunities for higher density residential in the form of apartments above retail and commercial land uses.
Provide a generous mix of housing types and price levels within neighbourhoods and activity centres.	Y	A mixture of housing typologies and densities are encouraged within the UDF area, including apartments, apartments above retail or office ground-floor uses and townhouses, SOHO or Live/Work opportunities and integrated medium density areas.
Locate land uses and higher than conventional housing within walking distance of public transport stops.	Y	The Framework Plan has been designed with the Cobblebank Train Station at the centre of development, with a bus interchange and a network of bus capable roads throughout the UDF area, the ensure all land uses are proximate to a future public transport route.
Create a permeable street network with pedestrian priority that allows maximum freedom of movement and multiple transport options.	Y	Figure 15 – Pedestrian and Cyclist Network Plan outlines the highly permeable road and connection network of the UDF area, which is further reinforced by Requirement R13 which outlines that Street blocks must be permeable to allow for comfortable and safe pedestrian movement through the Centre.
Respect, enhance and respond to local topography, geology and climate and connect to the natural environment.	Y	Various Requirements and Guidelines have been included within the UDF to ensure the local topography, geology and climate and connection to the natural environment are protected and enhanced. Refer to Sections 2.7.7 and 2.8.1
Create a range of accessible urban parks and landscapes that provide recreation, encourage biodiversity and help support a balanced environment.	Y	Figure 18 – Public Realm and Landscape Plan outlines the range of open space to be provided in the CMAC to support a range of uses and users.
Development oriented to front roads and open space, where appropriate.	Y	Section 2.7.8 outlines various controls to ensure buildings address the street and open space to provide appropriate passive surveillance of the surrounding public realm.

Requirements from Table 3 of Toolern PSP	Compliance	Comment
C4 – Rail Corridor Front development or provide an appropriate frontage to the rail corridor.	Y	Figure 19 Built Form Interfaces and Character Areas Plan outlines the interface treatments required for the UDF area. These include a combination of active frontage, semi-active frontage, key site interface and open space interface for the rail corridor, which will ensure all development has an appropriate frontage to this interface.
C6 – Mount Cottrell Road Linear Open Space Align Mt Cottrell Road to the east to protect the native vegetation along the western side of the road reservation. Provide landscaping in residential areas that are local indigenous species and sympathetic to the native vegetation character of the conservation area.	NA	
C7 – Employment Freeway Interface Provide a road reservation adjacent and parallel to the Western Freeway. Address development to the Western Freeway.	NA	
C8 - Ferris Road North and Shogaki Drive Ensure an attractive streetscape is achieved through well-designed and high-quality buildings and landscaping along Ferris Road and Shogaki Drive. Provide a well-designed and high quality rail underpass.	Y -	Section 2.7.8 outlines various requirements and guidelines to ensure an attracted streetscape for Ferris Road and Shogaki Drive which is reinforced by Figure 19 Built Form Interfaces and Character Areas Plan which outlines the interface treatments required for the UDF area, including along these key entrances. Requirement R26 will ensure that the vehicle grade separation is designed to sensitively interface with the surrounding environment. The batters will be appropriately landscaped to ensure the entrance to the Centre is attractive and green.
C10 – Toolern Gateway site Create landmark feature buildings of high quality at the Ferris Road and Western Freeway Interchange. Ensure buildings front the Western Freeway and Ferris Road.	NA	
C12 – Western Freeway Interface Ensure that development of land within 200m of the Western Freeway is undertaken with appropriate noise attenuation measures to minimise the impact of traffic noise on sensitive uses.	NA	

Requirements from Table 3 of Toolern PSP	Compliance	Comment
C14 – Proposed Western Fwy / Mt Cottrell Rd interchange interface Any application to use or subdivide land, or construct a building and carry out works within the area shown as Character Area 14, must be referred to VicRoads for comment.	NA	
C15 - North West Mixed Use Precinct Except with the consent of the Responsible Authority, a permit must not be granted to use or subdivide land, or construct a building and carry out works until an Urban Design Framework has been approved by the Responsible Authority. (Refer Section 4.3.6).	NA	

Requirements from 4.3.3 of Toolern PSP	Compliance	Comment
Encourage high employment densities, including the redevelopment of Toolern Business Park.	Y	High employment density uses are encouraged within the precinct including offices, retail and other commercial uses.
Locate activity centres to generally conform to the areas shown on Plan 9.	Y	The activity centres conform with Plan 9 of the PSP.
Create a limited network of predominantly commercial streets edged by mixed-use buildings accommodating retail, office, community, residential, and other uses.	Y	The Framework Plan has been designed in accordance with this requirement.
Establish a continuous built edge to streets.	Y	Figure 20 outlines the building setbacks for the UDF area to ensure a continuous build edge.
Integrate the planning and design of neighbourhood activity centres with the planning and development of community infrastructure and services.	NA	
Use building forms and commercial formats that support the function and character of a mixed-use, street-based activity centre.	Y	The UDF has been designed to ensure a mixed use environment.
Integrate public transport with activity centres and ensure public transport infrastructure and facilities are located in commuter-friendly and convenient locations.	Y	The UDF provides a train station, bus interchange and a network of bus capable roads to ensure public transport is convenient and easily accessible.

Appendix 3 — Glossary

Active frontage: Building frontage which contains uses that promote activity and interaction with the street. For example cafes.

Active transport: Transport requiring physical activity, typically walking and cycling.

Activity Centres: Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood Centres to major suburban Centres and larger metropolitan Centres.

Affordable housing: Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.

Agent of Change: The agent of change principle seeks to ensure that the onus is on the encroaching sensitive use to provide a basis for adopting reduced buffers.

Amenity: The pleasant or satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. May include access to services and well-designed public spaces.

Apartment: A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

Arterial Road: A higher order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways. The Road Management Act 2004 includes a specific definition of arterial roads, being "a road which is declared to be an arterial road under section 14". Declared arterial roads are managed by the State government.

Building height: The vertical distance from natural ground level to the roof or parapet at any point.

Built form: The combination of features of a building, including its style, façade treatments, height and site coverage.

Climate change: A long-term change of the earth's temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.

Climate change adaptation: Actions that prevent or minimise the adverse impacts of climate change.

Climate change mitigation: Actions that prevent or reduce emissions of greenhouse gases that contribute to climate change.

Development Contributions Plan (DCP): A development contribution plan is the financial document which accompanies the Precinct Structure Plan. Developers within the PSP area are required to contribute financially to the DCP, according to the amount of land they are developing.

Fine-grain environment: an urban environment with human scale spaces, mixed uses, relatively narrow street frontages and through block links, to foster diverse activities and walkability.

Fine grain tenancy: typically a retail environment of multiple small-scale retail spaces, rather than larger premises and usually built out to the street edge.

Framework Plan: High level coordinating plan which sets policy direction (vision) and spatial structure for a growth area, urban renewal precinct, cluster, or regional city. A Framework Plan:

- Sets out the future vision for a defined area,
- Guides sustainable growth development over the longer term,
- Identifies the steps needed to manage growth,
- Defines key projects and infrastructure required to support growth, and
- Provides a more certain environment for making both public and private investment decision.

Frontage: The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

Future urban structure: Future urban structure refers to future intended disposition of land use, built form and infrastructure.

Housing density: The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.

Human scale: The proportional relationship of the physical environment (such as buildings, trees, roads) to human dimensions. Maintaining a human scale means that structures are not perceived as overwhelming at ground level and urban environments are highly walkable.

Infrastructure: Basic facilities and networks (e.g. buildings, roads, and utilities) needed for the functioning of a local community or broader society. Infrastructure can be provided by the private sector (local roads, childcare, shopping Centres), or by Government (Kindergartens, schools, train service).

Main Street: A function of an activity Centre, where vitality and activity are created by orienting uses towards the street, and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.

Metropolitan Activity Centre (MAC): A strategically important Centre for a subregional catchment. They will provide the community with good access to a range of major retail, community, government, entertainment, cultural and transport services. These Centres are hubs for public transport enabling access from the surrounding suburbs.

Mixed-Use: encourages a mixture of different land uses, retail, commercial and residential in the same location or building. To facilitate diversity of land use, group multiple activities and provide longevity of interaction beyond the traditional 9am – 5pm.

Mixed-Use Precinct: A 'mixed-use' precinct is an area that has a variety of uses. For example: housing, commercial, a town Centre and community facilities. The term mixed use can also include mixing uses between buildings (e.g. shops next to flats) or within buildings (e.g. shop on top of housing).

Native Vegetation Precinct Plan (NVPP): An NVPP provides for the strategic management of native vegetation for a defined area or precinct. It is established via a planning scheme amendment to incorporate the NVPP and list it in the schedule to Clause 52.16.

An NVPP identifies the native vegetation that can be removed and the vegetation to be protected, based on the conservation significance and land protection role of the vegetation, the identified values of vegetation within the planning scheme such as amenity and landscape, and the broader strategic planning objectives for the precinct.

Open space: Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

Parking strategies

Full basement parking will be completely submerged below ground.

Semi-basement parking will be partially submerged below ground.

Multi-storey carparking means that cars will be parked within multiple levels of a building and will be completely hidden from the street behind an active frontage.

At grade car parking means cars will be parked on the ground.

Precinct Structure Plan (PSP): Detailed master plans for future growth corridor developments, informed by growth corridor plans. The plans identify alignments of transport routes, town Centres, open space networks, densities of residential areas, and areas for industry and employment.

Public realm: Incorporates all areas freely accessible to the public, including parks, plazas, streets and laneways.

Public transport interchange: Places where people can access or change between multiple public transport routes and modes. For example, between train and bus or a multi-route bus station at a major activity centre.

Responsible authority (RA): the decision maker on planning permit applications – usually the relevant municipal Council.

Setback: The horizontal distance from a boundary or building.

Solar access: Ability of a property, street or open space to receive sunlight.

Sustainable transport: Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.

Urban Design Framework (UDF): Urban Design Frameworks are strategic planning tools that set out an integrated design vision for the desired future development of urban places. They translate the broad aims of the planning scheme and / or Precinct Structure Plan to practical urban design action at the local level.

Walkability: The degree to which an environment supports walking as a transport mode, for instance by providing frequents, safe and attractive paths that connect common trip origins and destinations.

Water-sensitive urban design (WSUD): Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes.

Source: Glossary of terms sourced from the VPA Glossary of Commonly Used Planning Terms, which references:

- *Plan Melbourne 2017-2050*
- *Arden Glossary*
- *Clause 72 of the Victorian Planning Provisions*
- *PSP guidelines*
- *Planning Victoria Glossary*
- *Oxford Dictionary*
- *Small lot housing code, with additional terms provided by Tract Consultants.*

Appendix 4 – Abbreviations

DCP Development Contributions Plan

MAC Metropolitan Activity Centre

CMAC Cobblebank Metropolitan Activity Centre

NVPP Native Vegetation Precinct Plan

PSP Precinct Structure Plan

RA Responsible Authority

UDF Urban Design Framework

WSUD Water-Sensitive Urban Design

CEMU Cobblebank Employment and Mixed Use

CPTED Crime Prevention Through Environmental Design

Tract

CMAC
Urban Design Framework

Prepared by Tract
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