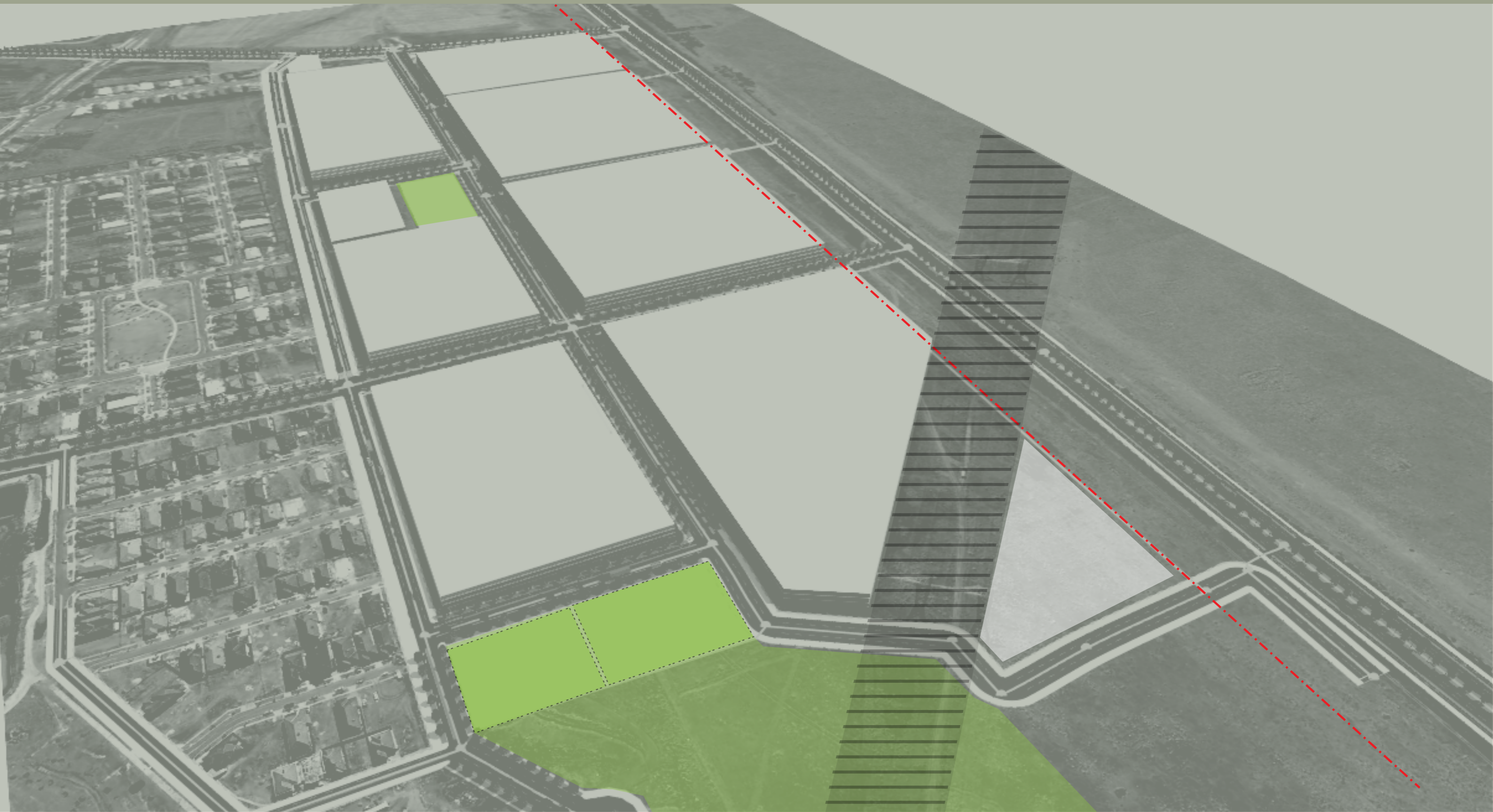


Hopkins Road Business Precinct

Urban Design Framework

October 2022



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Acknowledgement of Traditional Owners

Melton City Council acknowledges Aboriginal and/or Torres Strait Islander peoples living and working in Melton.

Council recognises the people of the Kulin Nations as the original custodians of the land now known as City of Melton.

On behalf of the municipality, Council pays respect to their Elders, past, present and future.

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An architectural rendering of a modern, multi-story building with a prominent horizontal band of windows. The building is set in a lush, landscaped environment with numerous trees of varying heights and a walkway in the foreground. A person is walking on the path, and a bicycle is parked nearby. The scene is captured in a monochromatic, high-contrast style with a slightly desaturated color palette.

1. Introduction

1.1 Purpose of this document

This document is the Urban Design Framework (UDF) for the Hopkins Road Business Precinct (HRBP) as identified in the Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP).

The HRBP area comprises approximately 47.3 hectares of land within the Mt Atkinson and Tarneit Plains PSP area in the City of Melton which includes the suburb Truganina.

The HRBP includes land which is identified as State Significant Industrial Land in the Melbourne Industrial and Commercial Land Use Plan 2020. HRBP is also identified as a planned Bulky Goods Precinct in the City of Melton Retail and Activity Centres Strategy, March 2014.

The Mt Atkinson and Tarneit Plains PSP designates the HRBP UDF as a part Industrial 1 Zone, part Industrial 3 Zone for light industrial uses and Commercial 2 Zone to accommodate large format retail (LFR) and commercial/business land uses.

The purpose of the UDF is to set out an integrated vision for the HRBP area and guide its use and development to facilitate good quality design outcomes in accordance with the PSP.

The UDF seeks to:

- Establish a clear and integrated vision for the HRBP which builds on and is consistent with the PSP;
- Identity preferred land uses in the precinct;
- Guide the use and development of the HRBP through design principles, requirements and guidelines;
- Establish an implementation program of statutory and strategic initiatives;
- Include internal and external consultation with landowners, occupiers (businesses), relevant stakeholders, Council staff, Councillors and the wider community;
- Include strategies and principles to ensure that the HRBP offers a coordinated outcome with the Major Town Centre including the proposed future railway station, the Western Freeway Commercial Area and the industrial precinct to the south; 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 PSP, Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan (ICP) and Schedule 9 to Clause 37.07 (Urban Growth Zone) Zone in the Melton Planning Scheme.

The HRBP UDF includes four sections:

1. Introduction, outlines the context for the development of the UDF.
2. Urban Design Framework (UDF), outlines the overall vision and strategic principles providing design criteria for the area within the UDF based on the following themes:
 - Urban Structure
 - Land Use
 - Movement and Access
 - Public Realm and Landscape
 - Built Form, Massing, Density and Interfaces
 - Sustainability and Environment

These themes provide guidance and detail for development that is generally consistent with the overall vision and strategic principles.

Under each theme, Guidelines and Requirements provide additional detail regarding expectations throughout the HRBP.

3. Staging, Development Timing and Infrastructure Contributions, outlines indicative staging strategy, key development drivers and the major land and infrastructure contributions.
4. Review, this provides a summary of the process of review recommended for the UDF and the potential changes over time which may trigger a review to the document.

1.3 Context

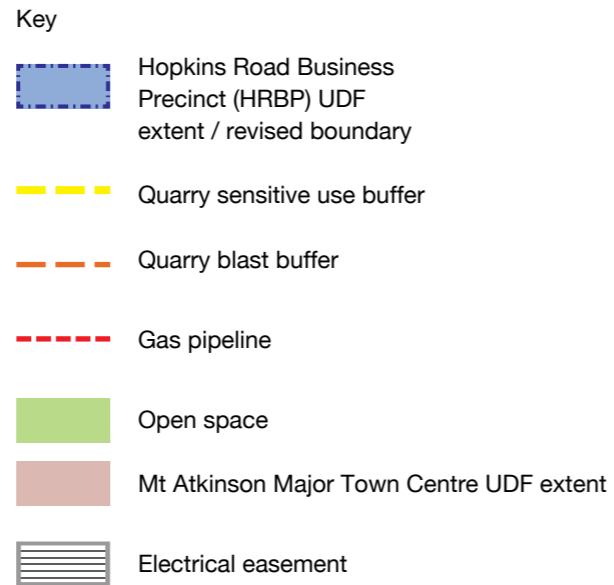
The HRBP UDF is required by the PSP to provide guidance for future development within the HRBP. All land within the HRBP is subject to both the PSP and the HRBP UDF. In addition, the ICP applies to the land.

The land which is the subject of this UDF is bound by Hopkins Road to the east, Grand Boulevard to the north, McKinley Drive to the west and Conondale Avenue to the south and is defined by the blue dashed line boundary at Figure 1. The land is relatively flat in nature, fronts a major arterial road and is considered typical farming land as commonly seen in the western plains of Melbourne.

Directly south of the HRBP is the Melbourne Business Park. In addition to this, the Western Interstate Freight Terminal is planned to be located further to the south, ensuring this area is a significant employment precinct for Melton well into the future. To the east of Hopkins Road is the Waste and Resource Recovery Hub of State Importance and State Significant Quarry, the Deer Park Quarry.

Key intersections into the HRBP from Grand Boulevard have already been constructed and the wetlands on the southern boundary of the UDF area are currently under construction. There has been significant development in the residential community to the west of HRBP, as well as a number of important transport infrastructure items constructed.

Specialist reports including a Traffic Impact Assessment; Infrastructure Report; Economic Development Peer Review and Landscape Strategy provided input into the Hopkins Road Business Precinct – Background Report June 2021 to guide the development of the HRBP UDF.



This diagram illustrates the UDF boundary as per the PSP compared with the extent of new UDF boundary and subject of this document.

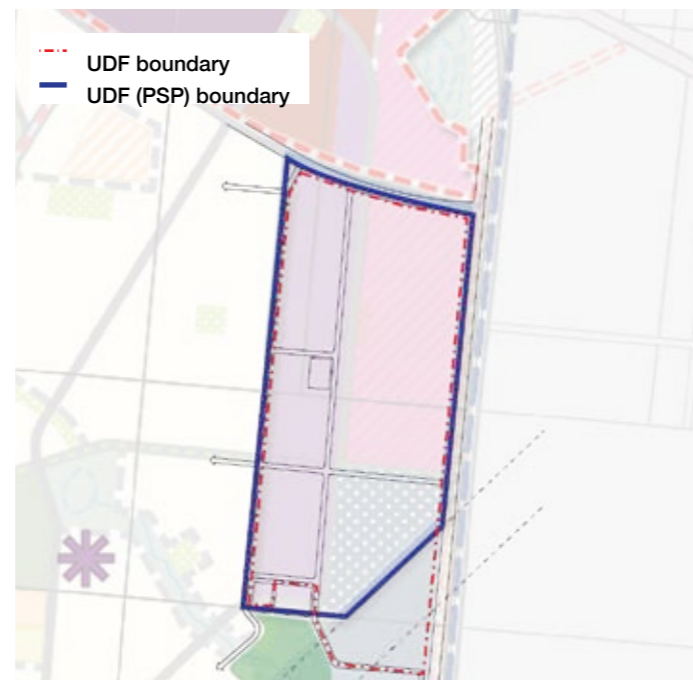


Figure 1. HRBP boundary as per the Mt Atkinson and Tarnait Plains PSP

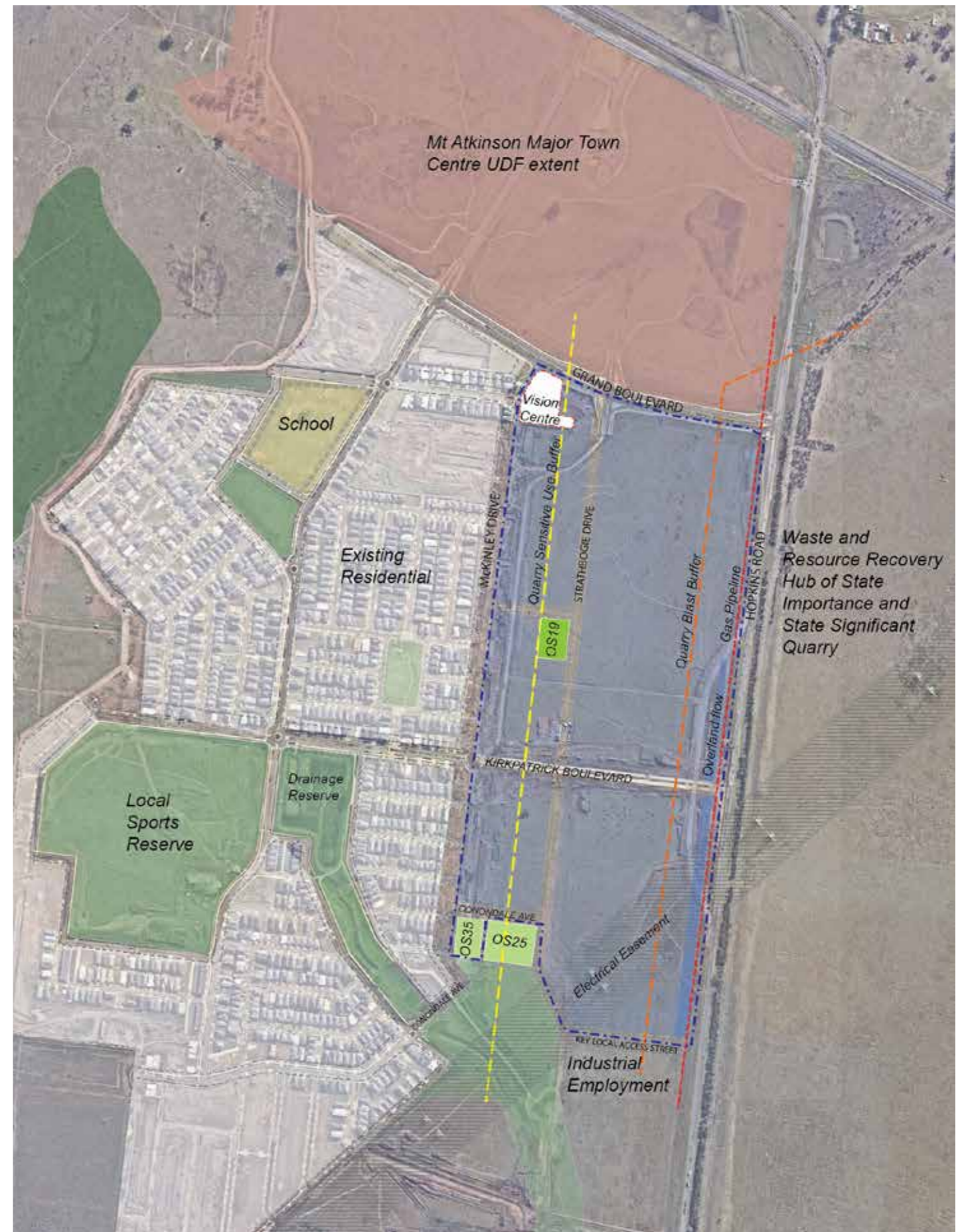


Figure 2. HRBP UDF Area Plan

1.4 Mt Atkinson and Tarneit Plains Precinct Structure Plan (PSP)

The Mt Atkinson and Tarneit Plains PSP is a long-term plan for urban development which describes how the land is expected to be developed and how and where services are planned to support development. The Mt Atkinson and Tarneit Plains PSP is the overarching document for the development and use of land within parts of the suburbs of Rockbank, Mount Cottrell and Truganina.

The PSP area includes land identified for employment, residential, community, recreation and conservation purposes.

The PSP is bounded on the west by the future Outer Metropolitan Ring (OMR) and the existing Western Freeway to the north. The PSP also contains provision for a future train station to service the significant residential and employment areas in the Mt Atkinson area.

The PSP seeks to deliver close to 19,000 jobs in a variety of sectors through industrial and commercial precincts that contribute to the state significant Western Industrial Node and the HRBP. The HRBP is strategically located to contribute to the achievement of a greater diversity of employment opportunities in the West Growth Corridor.

The PSP includes requirements and guidelines for the areas shown as industrial, light industrial, business or business / large format retail on Plan 3 – Future Urban Structure of the PSP within the HRBP UDF area.

This includes consideration of the following matters relating to Requirements R27-R34 and Guidelines G26-G32:

- Location of land uses
- Building design
- Interface treatments
- Crime Prevention Through Environmental Design (CPTED) / Safer Design Guidelines
- Car parking
- Landscaping
- Vehicle access

Requirement R35 of the PSP requires the approval of an UDF by the responsible authority and Requirement R36 sets out the matters that must be addressed by the UDF. These matters are outlined in Appendix 2, together with a response indicating how the UDF has addressed each matter.

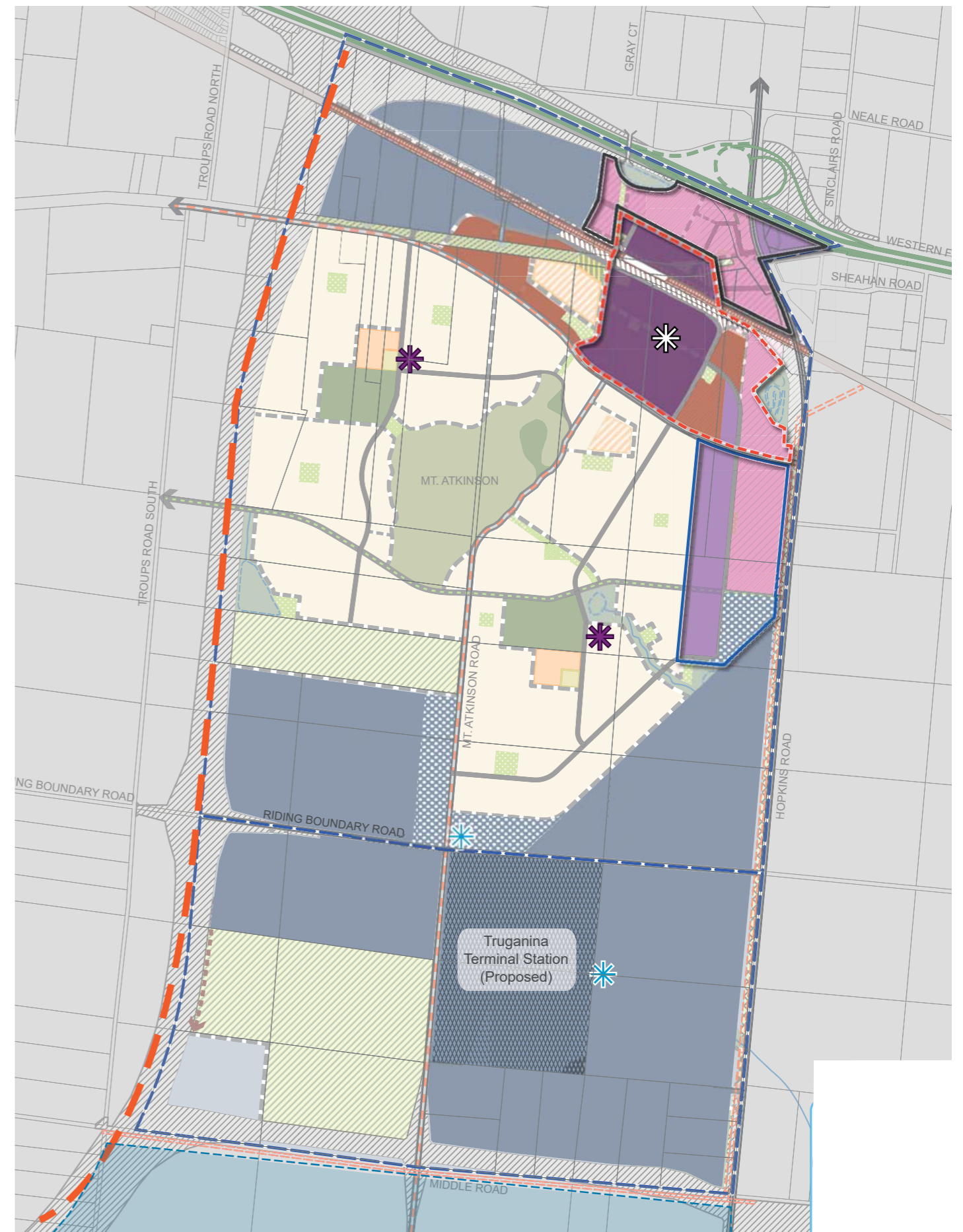


Figure 3. Excerpt of the Mt Atkinson and Tarneit Plains PSP

1.5 Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan

The Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan (ICP) sets out the requirements for development proponents to make contributions toward infrastructure required to support the development of the precinct. The ICP is a separate document incorporated into the Melton Planning Scheme in February 2020. The ICP applies to the same land area as within the PSP.



Figure 4. Aerial Image Looking East towards Melbourne CBD

An architectural rendering of a modern, multi-story building with a prominent glass facade. The building is set in a landscaped environment with several large, mature trees in the foreground and middle ground. A paved walkway runs across the middle of the scene, featuring a bicycle rack with several bicycles parked. A few small figures of people are scattered throughout the scene, including one walking on the left and a group near the building on the right. The overall scene is presented in a dark, monochromatic color scheme, likely for design or presentation purposes.

2. Urban Design Framework

2.1 Vision

The HRBP area will provide a significant precinct of employment land for the City of Melton and beyond, for decades to come.

The area will capitalise on its premium location immediately adjacent to the Western Freeway, Hopkins Road, the future Mt Atkinson Town Centre - including planned Train Station and the Western Interstate Freight Terminal by providing convenient access, connectivity and ensuring appropriate transitions to the surrounding area.

The HRBP area will further capitalise on the neighbouring Mt Atkinson Development and the Mt Atkinson Town Centre by providing a range of employment opportunities to residents living within the wider precinct.

Providing a variety of different employment outcomes, strategically positioned to best leverage off proposed infrastructure and to provide an effective transition to surrounding sensitive uses. Reflected by the emphasis of large format retail being located adjacent to Hopkins Road and providing high amenity commercial business uses in locations adjacent to western residential interface, to act as a buffer.

This area will also provide opportunities for high amenity business uses at the western residential interface of the site providing an opportunity for high quality commercial development to act as a buffer between the large format retail and residential uses.

The built form in the HRBP area will be of high quality urban design, utilising high quality architecture and streetscape design to ensure an exemplary arrival experience with a strong sense of place.

The streets will be designed to accommodate for motor vehicles; whilst placing a focus on sustainable modes of transport, fully accommodating cyclists and pedestrians. The development of the Mt Atkinson Train Station will further enhance this network with connections from Melbourne to Ballarat.

Tree-lined streets will help create a cool and inviting public realm that encourages walking and provides habitat for biodiversity.

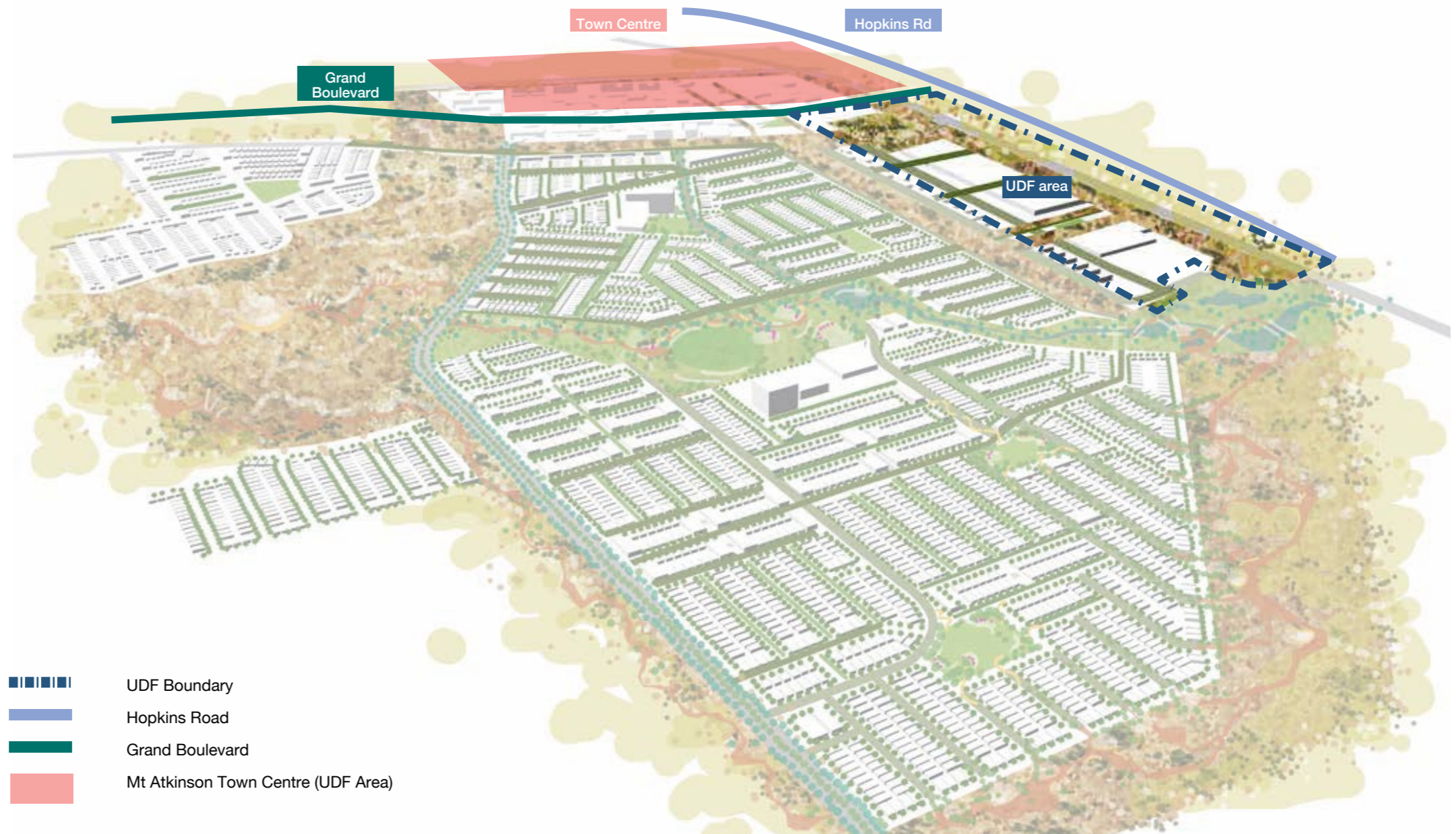
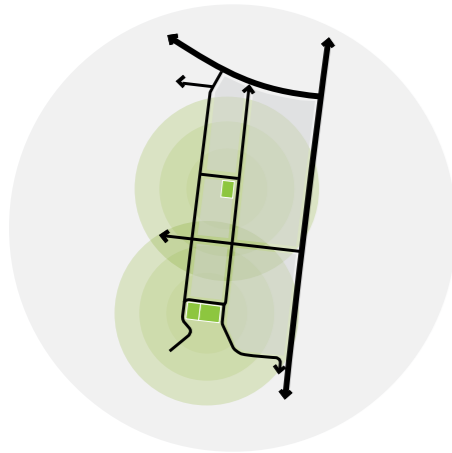


Figure 5. Mt Atkinson Precinct Development (Artist Impression)

2.2 Urban Design Principles

The HRBP area is guided by the following urban design principles which provide aspirations for new development and the public realm.

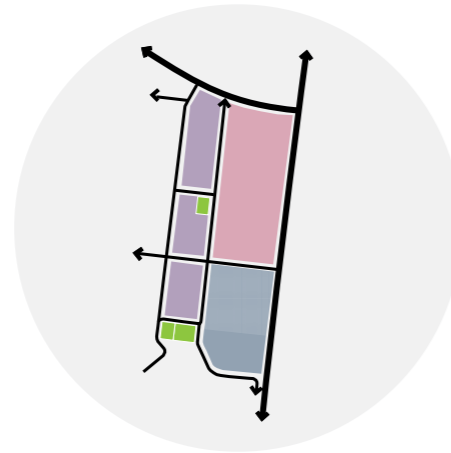


1. Urban Structure

Create a well connected, permeable precinct by ensuring access via motor vehicle, cyclists, and pedestrians.

Ensure connection to the future Mt Atkinson Train Station to be safely accessibly, to strengthen the connection to the surrounding areas.

Support flexibility in the plan by allowing for a mix of lot sizes and densities that will in turn create opportunity for a diverse range of businesses and other initiatives. Flexibility will ensure that the needs of today can be met, while not ruling out the needs of the future.



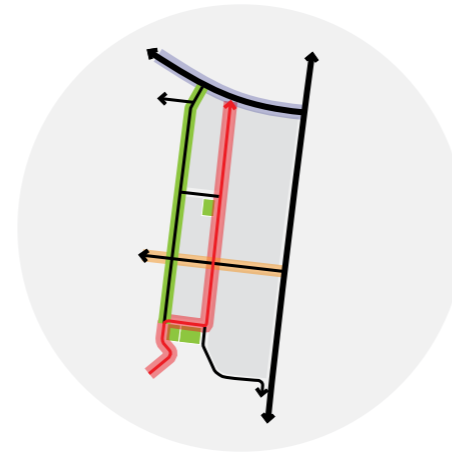
2. Land Use

Facilitate a diversity of employment generating land uses and business types.

Encourage uses that support local employment.

Create distinct sub-precincts with uses conducive to their interfaces and compliant with buffer requirement. Complement light industry with restricted retail, business park and health and emergency uses.

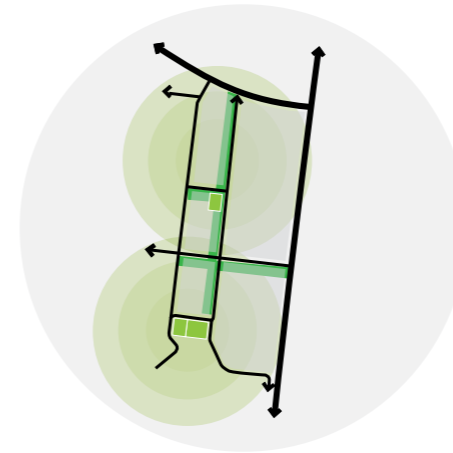
Ensure medium scale, high amenity uses create a buffer between large format retail and residential uses.



3. Movement and Access

Facilitate a high quality and efficient road network of pedestrian paths, cycle paths and local bus network to ensure highly accessible and well-connected precincts that adapt well to future advancements in public transport, with micro mobility services in mind as they evolve.

Create a street network that provides direct connectivity within, to and from the commercial areas, including measures to slow down speed where applicable.

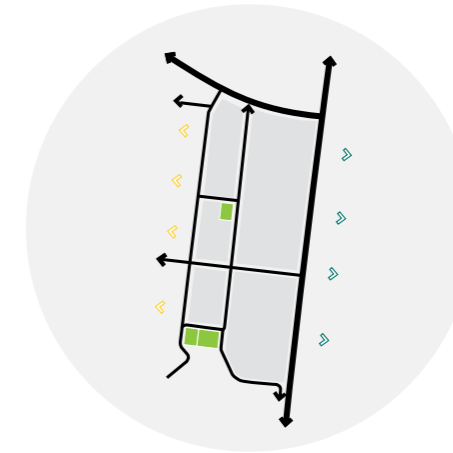


3. Public Realm and Landscape

Feature the local parks as part of a wider open space network that integrates the HRBP with local parks and open space within the wider precinct. Ensure that appropriate interfaces and sightlines address the public open spaces within the HRBP.

Ensure the streets of the HRBP add to the overall amenity, function and aesthetics of the area, providing connections that tie together the Major Town Centre, the residential areas to the west and the HRBP.

Create an active, safe, vibrant and high quality public realm that promotes the health and wellbeing of workers and visitors.



4. Built Form and Massing

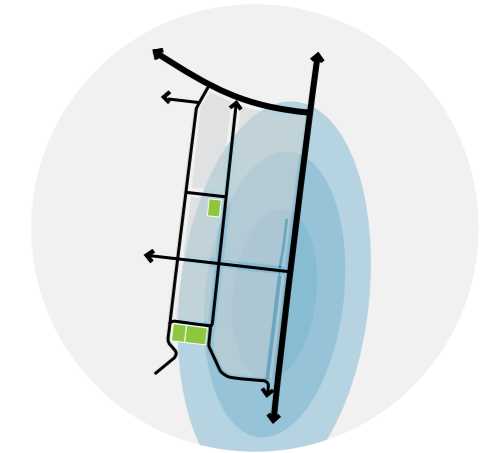
Encourage high-quality built form for the HRBP as a key interface for the wider Mt Atkinson precinct.

Accommodate high-quality built form which appropriately addresses the street and public realm in terms of proportion, scale and character.

Ensure considered and appropriate interfaces and transitions between incompatible land uses to create an integrated and seamless built environment.

Ensure appropriate separation and transitions between incompatible landuses are applied to create an integrated and seamless built environment.

Encourage built form in the precinct which has a strong character softened by integrated landscaping enhancing the local sense of place.



5. Sustainability and Environment

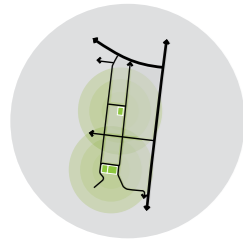
Encourage sustainability through energy efficient building design water sensitive urban design strategies including passive irrigation to street trees, cooling surface temperatures through tree canopies, and facilitate waste and recycling through design of waste storage areas.

Ensure an emphasis on sustainable modes of transportation is maintained throughout ongoing development of the HRBP area.

Create a healthy place that reduces environmental impact through efficient use of water, energy, materials and waste.

Create a naturally cooler environment by considering solar access, minimizing impervious surfaces, considering micro-climate and utilizing lighter pigments or white roof coatings with high albedo.

2.3 Urban Structure



The HRBP area is located immediately west of Hopkins Road, and immediately south of Grand Boulevard. It is well-located to take advantage the key transport corridors along Hopkins Road as well as the future population of the Mt Atkinson precinct. The arrival to the HRBP area will be via the main gateway entrance along Grand Boulevard.

Strathbogie Drive is the extension of Conondale Avenue and acts as the most direct link between the HRBP business precinct and the Mt Atkinson Town centre, and will be home to the majority of the restricted retail - with Commercial uses located to the west of Strathbogie Drive. Strathbogie Drive and McKinley Drive are the two main north-south axes that are delineating large scale restricted retail and commercial uses. Kirkpatrick Boulevard and Conondale Avenue running east-west.

The PSP identifies business employment, business / large format retail employment, light industrial (south of Kirkpatrick Boulevard only) and industrial (south of the SP Ausnet easement only) employment land uses within the HRBP. These areas are designated having regard to the existing and proposed land uses located adjacent to the HRBP.

The PSP also nominates open space requirements for the HRBP UDF area including OS 19 and OS 35. In addition, an overland flow path requirement along Hopkins Road has been identified as part of the background and technical report process.

Given the variety of uses and constraints due to various buffer zones within the HRBP area, appropriate interface treatments will be integral to ensure comfort and health. Key interfaces such as McKinley Drive and Hopkins Road will be sensitively designed to limit potential conflicts and encourage allowable uses.














The site connects into its wider context via an axis connected network of open spaces with direct connections to the town centre, residential development as well as to the Mt Atkinson park.

Less intrusive uses such as business and commercial are to be located west of Strathbogie Drive where opportunity exists for a high amenity business park, research facilities or educational facilities - with medical uses and conference facilities also encouraged within this location.

To manage the more sensitive residential interface, the commercial use sits as a transitional use between residential and light industrial / big box restricted retail to mitigate the difference in scale and height. A sensitive transition and green streetscape with widened verges will assist this transition from the commercial use towards conventional residential lots in the west.

The Hopkins Road interface is restricted by buffer requirements relating to a Quarry blast buffer and Quarry sensitive use buffer which limits activation and entries being placed facing Hopkins Road; resulting in a high amenity interface towards Strathbogie Drive.

Key

-  Hopkins Road Business Precinct (HRBP) UDF extent / revised boundary
-  Residential
-  Open space
-  School
-  Business
-  Business / large format retail
-  Light industrial
-  Industrial
-  Electrical easement
-  Potential left in/left out access from Hopkins Road (subject to approval by the Responsible Authority)
-  Gas pipeline
-  Quarry sensitive use buffer zone
-  Quarry blast buffer

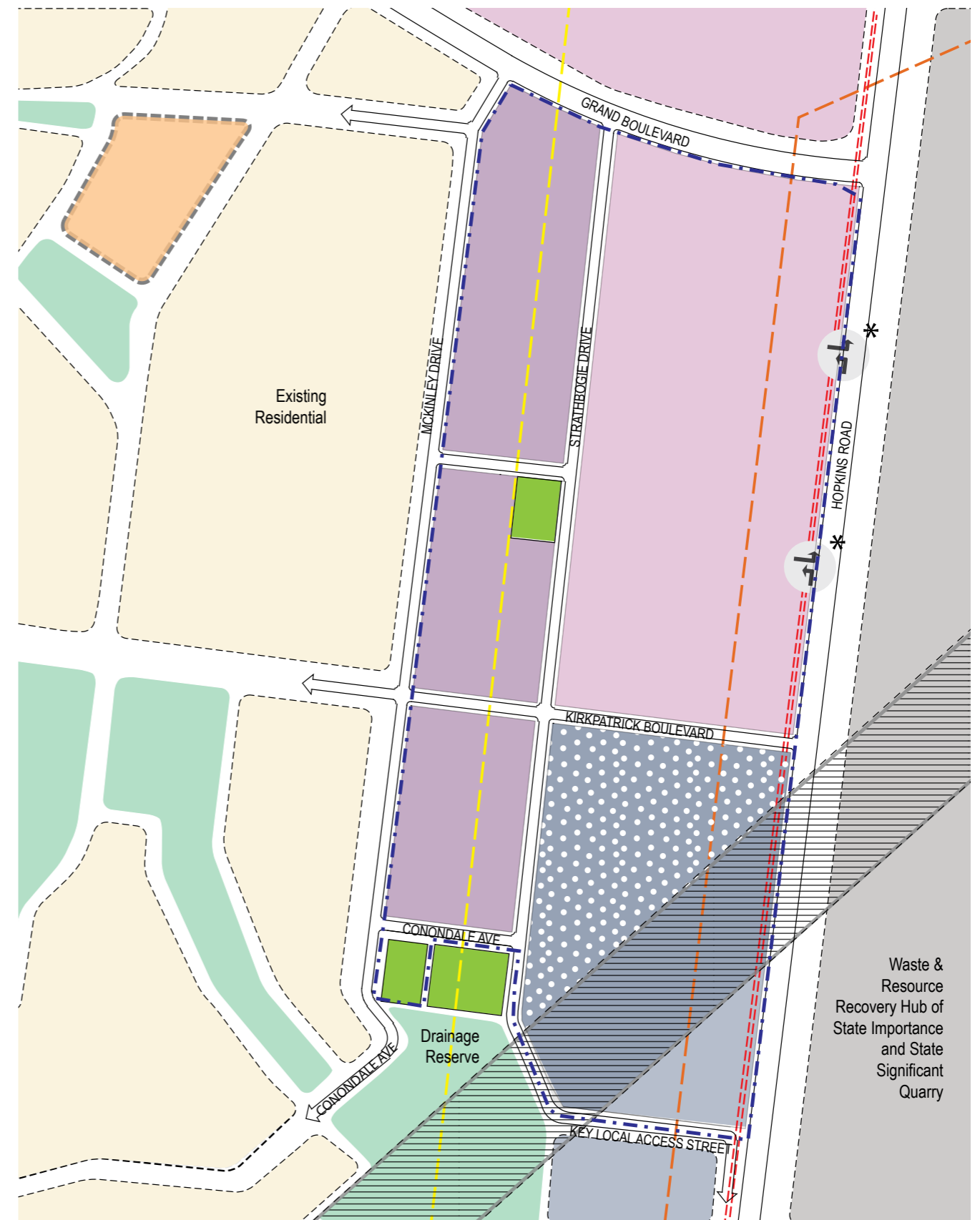
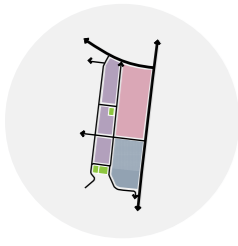


Figure 6. Urban Design Framework Plan

2.4 Land Use



2.4.1 Sub Precincts

The HRBP incorporates 4 sub precincts as shown on Figure 7 – Urban Design Framework Plan.

Business

(Applied Zone – Commercial 2 Zone)

This sub precinct is located to the east of McKinley Drive and will provide a transition between the residential community to the west, and the large format retail uses to the east. This area will contain a mix of higher amenity finer grain uses, such as office and medical centre, as well as the approved Hotel. Well designed uses will address the residential area and will run along tree lined boulevards to provide a high amenity interface.

Business / Large Format Retail (Applied Zone – Commercial 2 Zone)

This sub precinct runs adjacent to Hopkins Road and is bounded by Grand Boulevard to the north and Kirkpatrick Boulevard to the south. This area will contain a mix of large format retail uses such as restricted retail and showrooms. It is covered by the Quarry Sensitive Use Buffer, and partially covered by the Quarry Blast Buffer, which have specific requirements as outlined in 2.4.2 Buffers.

The construction of buildings within the Quarry Blast Buffer is prohibited, therefore this area in the sub precincts will be primarily used for carparking and landscaping. The location of building entries must front away from Hopkins Road, unless an alternative design approach responds to the potential adverse amenity from the Deer Park Quarry.

Light Industrial Employment

(Applied Zone – Industrial 3 Zone)

This sub precinct is located south of Kirkpatrick Boulevard, and provides for a mix of employment options for the area, including service industry, service station or warehousing. All uses must be in accordance with the restrictions outlined in UGZ9, given the area is located within the Quarry Sensitive Use Buffer and partially within the Quarry Blast Buffer.

Industrial Employment

(Applied Zone – Industrial 1 Zone)

The industrial sub precinct is located adjacent to Hopkins Road and includes the land in the transmission easement. Industrial and warehousing uses would be anticipated under this zone, however no buildings will be permitted in the Quarry Blast Buffer, or in the transmission easement.

Possible uses for land in the transmission easement is a Plant Nursery (no buildings), commercial/long term carparking or ancillary Industrial 1 zone uses (no buildings).

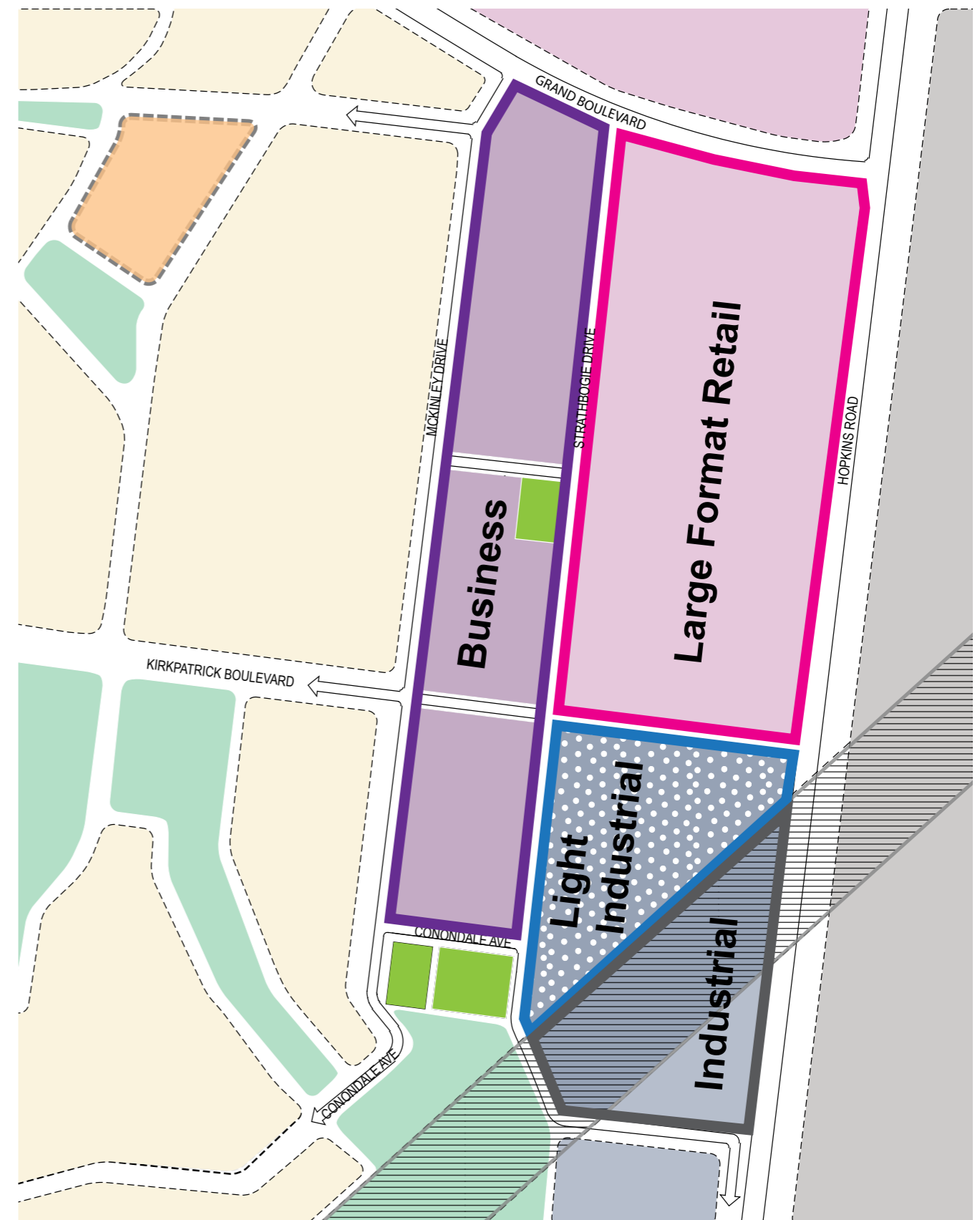
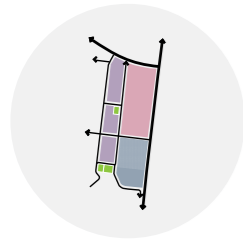


Figure 7. Land Use Plan



The HRBP area is zoned Clause 37.07 - Urban Growth Zone Schedule 9 – Mt Atkinson and Tarneit Plains Precinct Structure Plan. The Applied zone provisions for the land in the HRBP are Clause 34.02 – Commercial 2 Zone for the land identified as Business and Business / Large format retail. Clause 33.03 – Industrial 3 Zone for the land identified as Light industrial and Clause 33.01 Industrial 1 Zone for the land identified as Industrial.

Each area described in this section will support a range of land uses. Council’s preferred land uses are outlined in Table 1.

All uses must be in accordance with UGZ9 and Clause 53.10 of the Melton Planning Scheme. If a permit is required for a use, it will be assessed on its merits.

Table 1


Preferred Land Uses

 **Business / Large Format Retail (Applied zone Commercial 2)**


- Restricted retail
- Motor vehicle, boat and caravan sales

 **Business (Applied zone Commercial 2)**


- Office
- Real estate agency
- Travel agency
- Medical Centre
- Residential hotel
- Art Gallery
- Food and drinks premises
- Function centres
- Employment training centres

 **Light Industrial (Applied zone Industrial 3)**

- Service station
- Take away food premises
- Service Industry
- Warehouse
- Motor vehicle, boat or caravan sales
- Landscape Gardening supplies
- Industrial (Applied zone Industrial 1)

 **Industry (other than materials recycling and transfer station)**

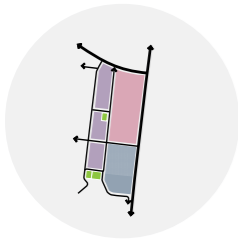
- Trade Supplies
- Service Station
- Warehouse
- Motor vehicle, boat or caravan sales
- Landscape gardening supplies

 **Transmission Easement (Applied Zone Industrial 1)**

- Plant nursery (no buildings)
- Landscape gardening supplies
- Carparking

2.4.4 Land Use Requirements and Guidelines

-
- R1. The use of land within the Quarry Sensitive Use Buffer must be consistent with the specific provisions contained at Section 2.3 of Schedule 9 to the Urban Growth Zone.
-
- R2. The use of land within the High Pressure Gas Transmission Pipeline Measurement Length must be consistent with the specific provisions contained at Section 2.3 of Schedule 9 to the Urban Growth Zone.
-
- R3. Any new use and development that triggers a minimum threshold distance under Clause 53.10 of the Melton Planning Scheme must ensure that the minimum threshold distance (or EPA approved variation to the separation distance) does not encroach on existing and planned sensitive uses (residential use, child care centre, education centre, hospital) within the Mt Atkinson and Tarneit Plains PSP area.
-
- R4. Any proposed sensitive use must ensure adequate mitigation and attenuation measure are provided for potential amenity impacts.
-
- G1. Land Uses should be generally in accordance with the Urban Design Framework Plan (Figure 6) and the relevant applied zone, nothing Table 1 Preferred Land Uses within this UDF document.
-
- G2. Any road networks, drainage infrastructure, or utility infrastructure running adjacent to or crossing the APA Group VTS pipeline assets should cross at 90 degrees and be engineered to protect the integrity of the asset to the satisfaction of the responsible authority and gas pipeline owner.
-
- R5. The construction of a building (not including a temporary building, a building associated with a minor utility installation, a renewable energy facility or telecommunications facility, a structure, a fence or other appurtenances of a building) on land shown within the quarry blast buffer on Plan 11 of the Mt Atkinson & Tarneit Plains PSP is prohibited.
-



2.4.2 Buffers

The land within the HRBP is affected by buffer requirements relating to:

- Quarry blast buffer (200m from the quarry extraction limit)
- Quarry sensitive use buffer (500m from the quarry extraction limit)

Schedule 9 to the UGZ outlines specific land uses or buildings and works that require planning permission or are prohibited within these buffer areas. Buildings are prohibited in the Quarry Blast Buffer.

In deciding on an application to use land within the Quarry Sensitive Use Buffer, the responsible authority must consider the applicable decision guidelines in Clause 37.07-14 to the effect that emissions of noise, vibration, odour, dust and grit from the nearby Ravenhall Quarry (located east of Hopkins Road) may have on the proposed use.

Schedule 9 to Clause 37.07 Urban Growth Zone which is applicable to the HRBP states:

A permit is required to use land for Business college, Car wash, Dry cleaner, Employment training centre, Panel beating, Research and development centre and Tertiary institution on land shown within the Quarry Sensitive Use Buffer on Plan 11 in the Mt Atkinson and Tarneit Plains Precinct Structure Plan. A permit is required to use land for Dry cleaning agent, Laundromat and Supermarket on land shown as 'Business' and 'Business/Large Format Retail' within the Quarry Sensitive Use Buffer on Plan 11 in the Mt Atkinson and Tarneit Plains Precinct Structure Plan. The use of land for Dry cleaning agent, Laundromat and Supermarket on land shown as 'Light Industrial' within the Quarry Sensitive Use Buffer on Plan 11 in the Mt Atkinson and Tarneit Plains Precinct Structure Plan is prohibited. The use of land for Accommodation, Child care centre, Education centre (other than Business college, Employment training centre or Tertiary institution) and Hotel on land shown within the Quarry Sensitive Use Buffer on Plan 11 in the Mt









Atkinson and Tarneit Plains Precinct Structure Plan is prohibited.

2.4.3 Gas Transmission Pipeline Measurement Length

The existing high pressure gas transmission pipeline easement is located adjacent to the eastern boundary of the HRBP along Hopkins Road. Schedule 9 to the UGZ outlines specific land uses that require referral within the high pressure gas transmission pipeline measurement length (571 metres).

Schedule 9 to Clause 37.07 Urban Growth Zone which is applicable to the HRBP states:

A permit is required to use land for Accommodation (other than Dwelling), a Child care centre, Cinema based entertainment facility, Corrective institution, Education centre, Hospital, Place of assembly and Service station in the 'high pressure gas transmission pipeline measurement length' shown on Plan 11 in the Mt Atkinson and Tarneit Plains Precinct Structure Plan.

Key	
	Hopkins Road Business Precinct (HRBP) UDF extent / revised boundary
	Quarry sensitive use buffer zone
	Quarry blast buffer
	Overland flow
	Open space
	Drainage reserve / wetland
	Gas pipeline
	Electrical easement

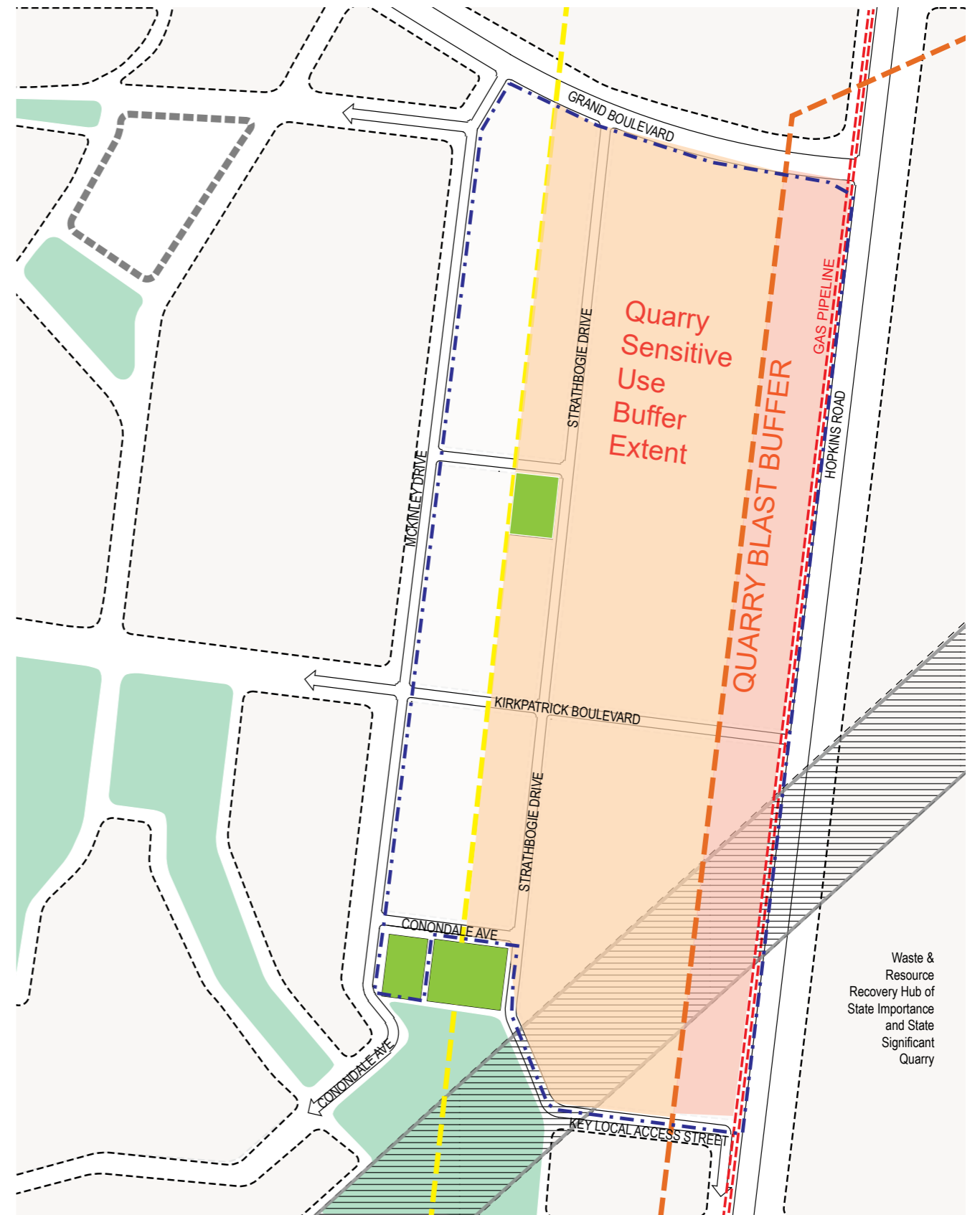
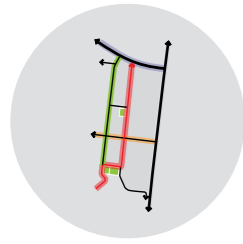


Figure 8. Land Use Buffer Plan

2.5 Movement and Access



The movement and access network for the HRBP area incorporates public transport, pedestrians, cyclists, motor vehicles and car parking.

The relevant approved PSP Road cross sections are included in Appendix 1.

2.5.1 Public Transport

Hopkins Road (existing), Strathbogie Drive (proposed) and Kirkpatrick Boulevard (proposed) are identified as bus capable roads within the PSP which will facilitate the incorporation of these roads within a bus network in the future.

2.5.2 Public Transport Requirement

- R6. Arterial roads and connector roads must be bus capable by complying with the relevant cross sections included in Appendix 1.

2.5.3 Pedestrians

Pedestrian access is a priority throughout the HRBP, ensuring good access within the precinct and connections to adjoining areas the PSP. This will be achieved through a network of shared use paths and pedestrian paths and by including measures to prioritise pedestrians along and across the main streets, and provide a continuous, comfortable and safe path of travel for pedestrians to key destinations including the potential future Mt Atkinson train station.

Pedestrian paths and/or shared use paths must be included in all roads within the HRBP as outlined in the Road Cross Sections included in Appendix 1

2.5.4 Cyclists

The PSP and HRBP promote active transport modes including cyclists. The street network has been designed to provide a balance between vehicles and cyclists. Cycling is accommodated through off-street cycle paths, shared paths or via on-road bicycle lanes. Access to the Major Town Centre and the future Mt Atkinson train station via safe and accessible bicycle facilities is essential to the success of the HRBP.

2.5.5 Pedestrian and Cyclist Requirements

- R7. Pedestrian and bicycle access within the HRBP and to and from the Main Town Centre and future railway station must be safe, convenient and easily accessible. This includes raised pedestrian and cyclist priority treatments at non-signalised intersections and crossing points and dedicated pedestrian phases at signalised intersections.
- R8. 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.
- R9. All pedestrian and cycling infrastructure within the HRBP and to and from the Main Town Centre and future railway station must be consistent with existing infrastructure, including footpaths, shared paths, bicycle lanes and off-road bicycle paths to form continuous connections.
- R10. Bicycle parking must be co-located and integrated with other street furniture.
- R11. All pedestrian routes must be designed as DDA compliant.

Key

- Hopkins Road Business Precinct UDF extent / revised boundary
- Arterial Road (bus capable)
- Connector Road (bus capable)
- Off-road bicycle path (two-way)
- Off-road shared path
- On-road bicycle lane
- Signalized intersections
- Electrical easement
- Potential left in/left out access from Hopkins Road (subject to approval by the Responsible Authority)

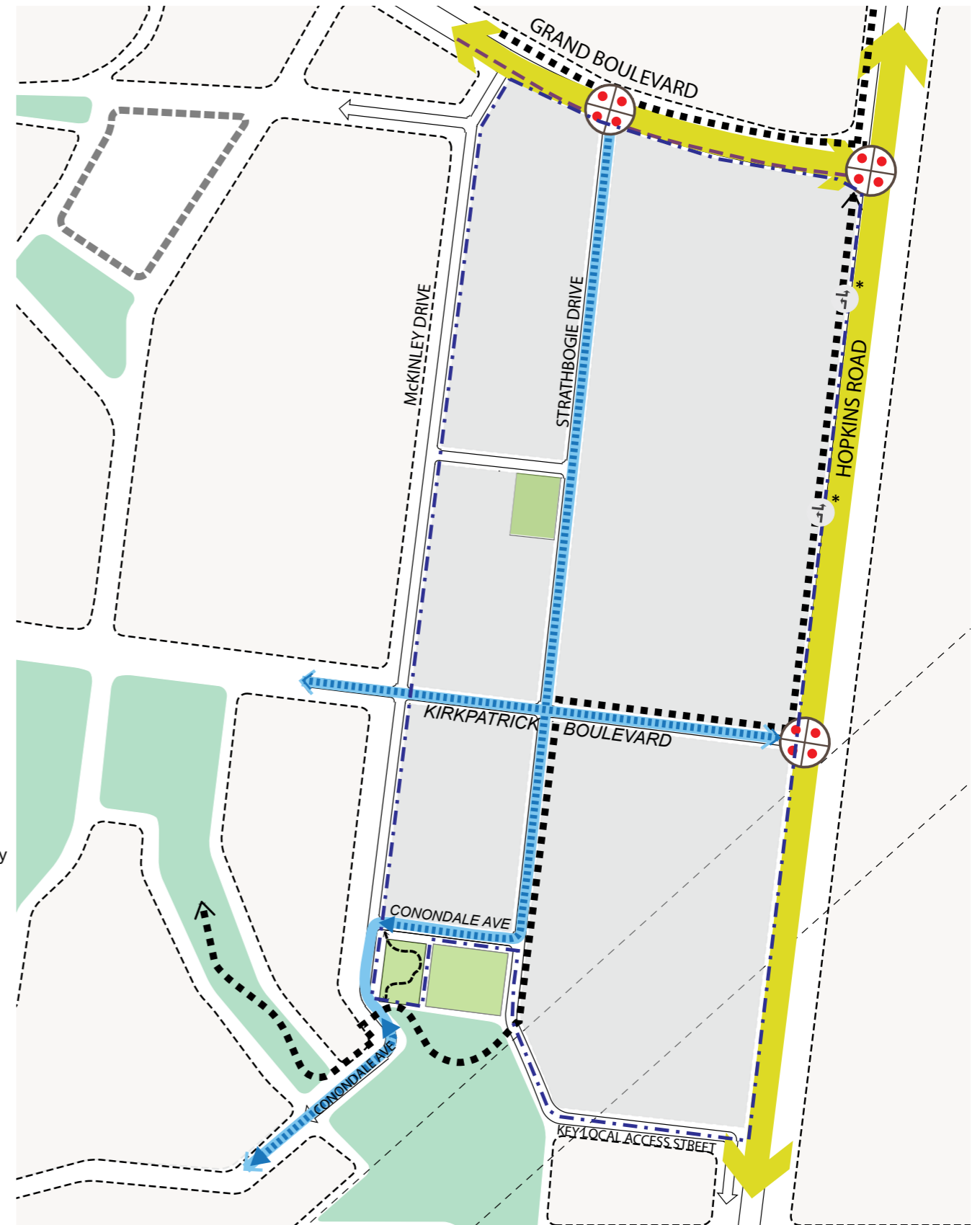
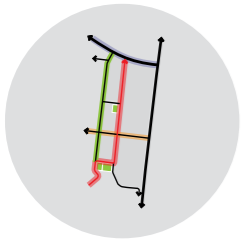


Figure 9. Movement and Access Plan / Public Transport, Cyclist and Pedestrians



2.5.6 Motor Vehicles

The road network is outlined in the PSP and is designed to provide appropriate vehicle access to properties located within the HRBP. The relevant approved PSP Road cross sections are included in Appendix 1.

Figure 10 depicts the layout and hierarchy of streets within the HRBP, including a combination of arterial roads, connector roads and local access roads. Most streets within the HRBP will be capable of carrying heavy vehicles and cars due to the commercial and industrial nature of the precinct. Vehicles will have different levels of priority and access and different conditions for pedestrians and cyclists.

Hopkins Road is an arterial road and has extensive frontage to land within the HRBP identified for business / large format retail employment. The Department of Transport (DOT) has indicated that they would consider two potential left in, left out turns along Hopkins Road, subject to further approval. A service road along this section of Hopkins Road is proposed in the future subject to traffic modelling and approval from DoT and the City of Melton.

There are a number of Infrastructure Contributions Plan (ICP) funded signalised intersections and road works which are identified in Plan 14 of the Mt Atkinson and Tarneit Plains PSP and are consistent with the Mt Atkinson and Tarneit Plains ICP.

R12. The road network must be designed generally in accordance with Figure 10 and the relevant approved PSP Road cross sections as per Appendix 1

R13. Service areas and truck loading and deliveries must be located away from street frontages and key interfaces

Key	
	Hopkins Road Business Precinct (HRBP) UDF extent / revised boundary
	Arterial road (6 lanes)
	Arterial road (4 lanes)
	Connector street
	Key local access street with green link
	Boulevard connector street
	Key local access street
	Signalized intersection
	Electrical easement
	Potential left in/left out access from Hopkins Road (subject to approval by the Responsible Authority)

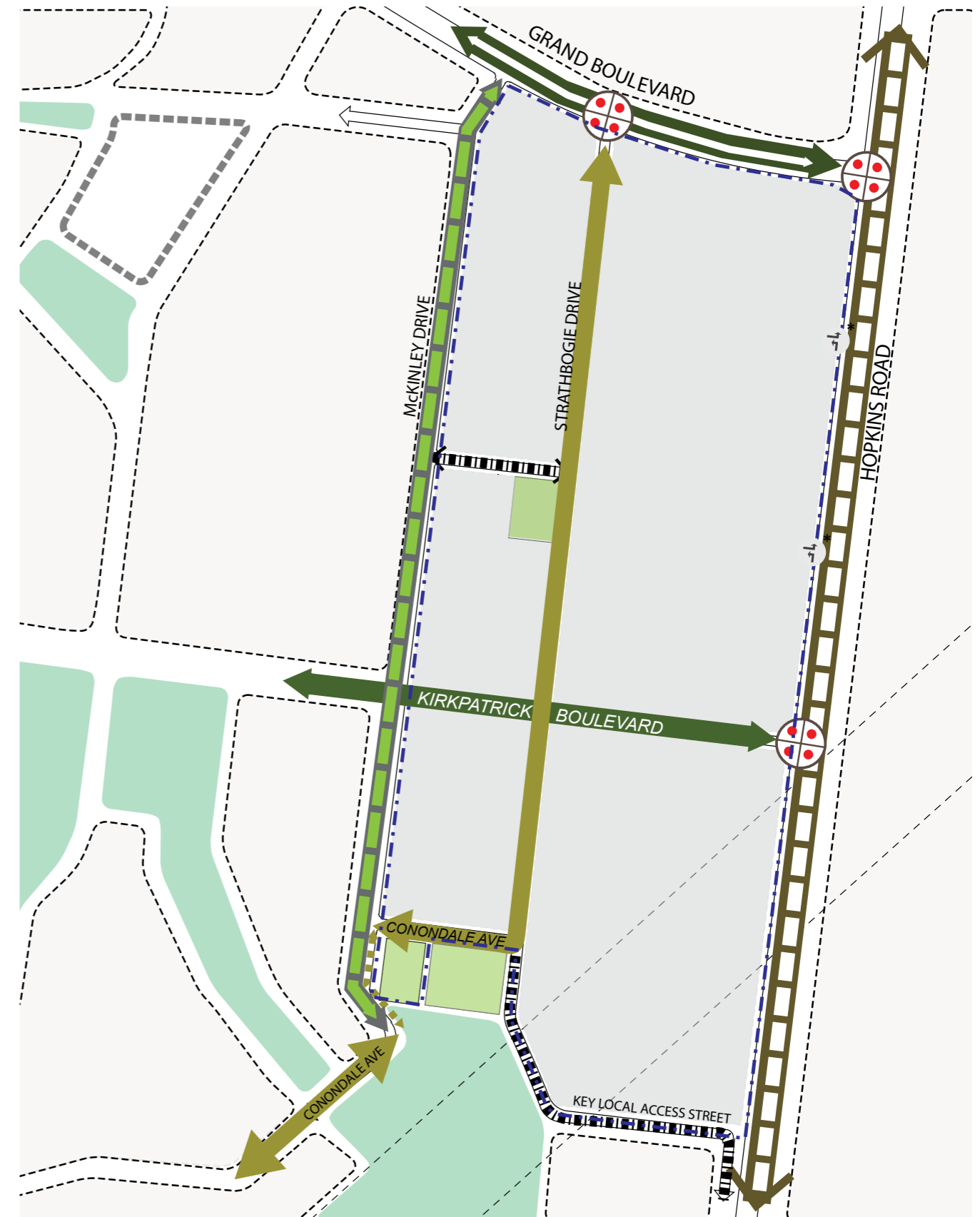
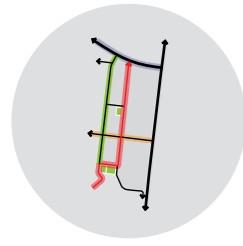


Figure 10. Movement and Access Plan / Motor Vehicles



2.5.8 Car Parking

On-street car parking is incorporated into several street typologies, although parking will largely be contained within individual sites and developments. Where internal car parking does interact with the street, it will be predominantly screened from view through landscape treatments or sleeved built form. Restricting the location of vehicle access to car parks away from the public realm reduces the chance of conflict between vehicles and pedestrians.

The Blast Buffer Zone and SP Ausnet easements are intended to support car-parking.

2.5.9 Car Parking Requirements and Guidelines

- R14. Car parking areas must be appropriately landscaped to the satisfaction of the Responsible Authority in accordance with Council's Off Street Car Parking Guidelines or as otherwise agreed to by the City of Melton

- R15. Car parks must include water sensitive urban design elements to the satisfaction of the Responsible Authority.

- R16. Multi-level car parks must be appropriately screened through incorporation of landscaping and / or architectural treatments.

- R17. Vehicle entrances must be located to minimise pedestrian/ footpath conflicts. This must be minimised in locations adjacent to off road cycle paths and shared paths to ensure pedestrian and cycling priority and safety.

- R18. Car and bicycle parking layout design and rates must be in accordance with Clause 52.06 and 52.34 of the Melton Planning Scheme. Parking areas must provide adequate pedestrian connectivity, including provision of paths and priority crossing treatments across entrances and aisles.

Parking provision for each use will be determined during the planning permit application stage with a parking demand assessment provided for applications which seek a reduction in car parking under Clause 52.06 and bicycle parking under Clause 52.34.

- G3. Off-street car parking should comply with the car park requirements as outlined in City of Melton's Industrial Design Guidelines, and City of Melton's Off Street Car Parking Guidelines unless otherwise agreed to by the City of Melton.

- G4. Off-street car parking areas should be screened from internal HRBP roads and public open space through incorporation of landscape elements and / or physical screening / decorative fencing.

Numbers on Figures 11 and 13 correlate to example images throughout the document.

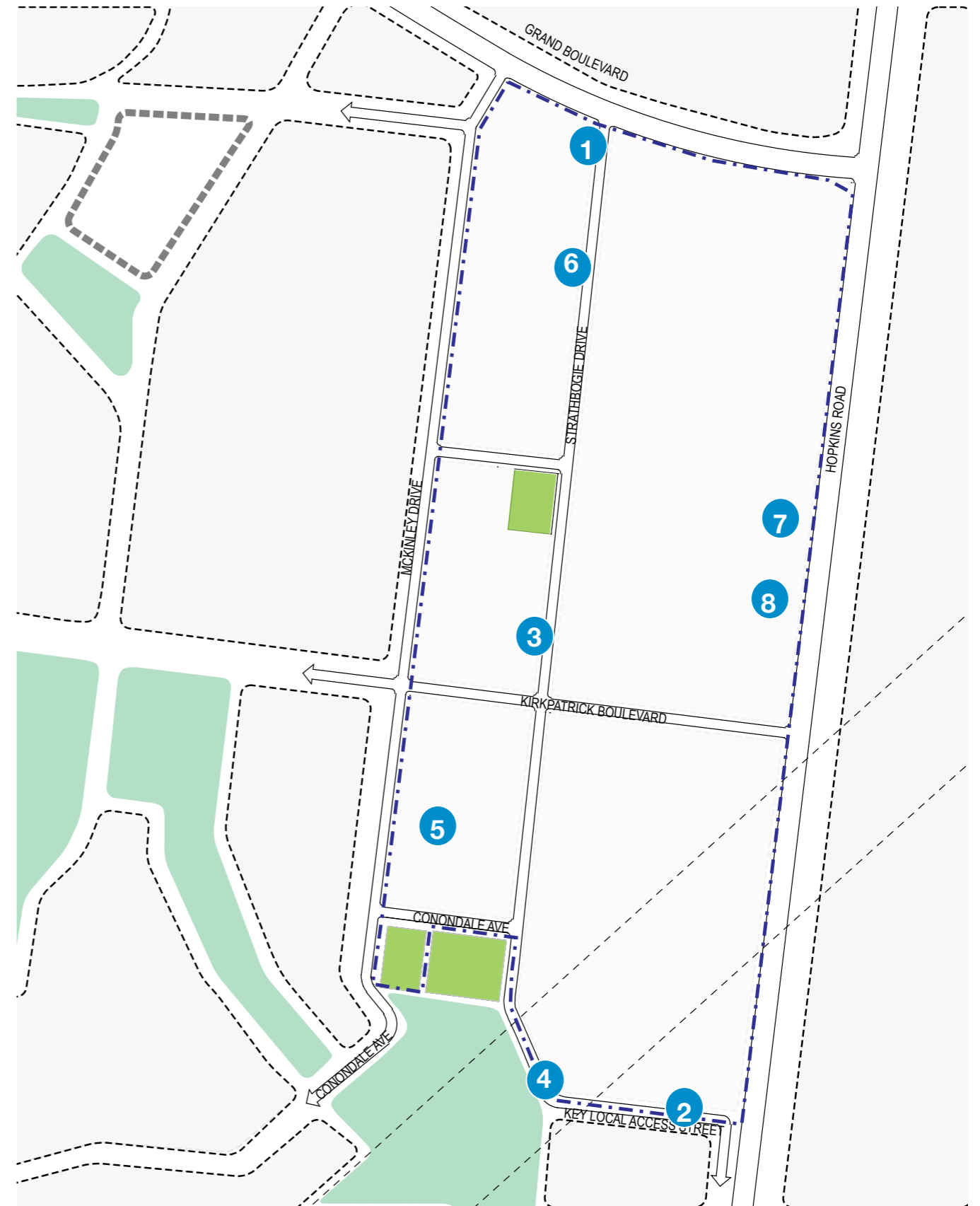
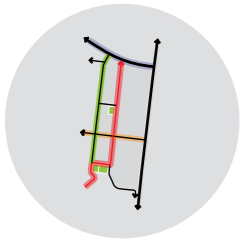


Figure 11. Road and Carpark Buffer Zones



2.5.2 Benchmarking - Road and Car Park Buffer Zones



1 Example. Main intersection with connector streets



2 Example. Landscaped carpark



3 Example. Connector streets with carparking and buffer zones



4 Example. Landscape buffer zone



5 Example. Landscaped carpark



6 Example. Bus capable road



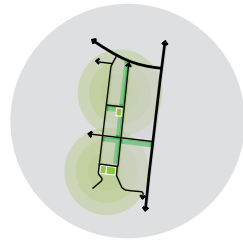
7 Example. Landscape buffer zone



8 Example. Landscape buffer zone and carpark

The images above reflect examples of successful design outcomes

2.6 Public Realm and Landscape



The PSP identifies the provision of a local park (OS19) and a linear park (OS35) within the HRBP.

OS19 has been moved to the western side of Strathbogie where it can be provided with strong pedestrian connections, connections to cycle routes and passive surveillance, with active frontages from neighbouring buildings.

OS35 has been moved to be located next to OS25, so that it is a more usable, larger open space for the nearby residential community to utilise. Although the PSP listed the purpose of OS35 to be a linear link along the transmission line, the desired link is still achieved with the shared paths, bike paths and footpaths along Hopkins Road. It is considered that this design is a better use of the space rather than a duplication of infrastructure on Hopkins Road.

2.6.2 Streets

The streets within the HRBP area will contribute to the landscape character of the area through the inclusion of street trees and nature strips as outlined in the relevant cross sections in Appendix 1.

This includes McKinley Drive which is identified in the PSP as a key local access street with green link.

Note: Images reflect successful design outcomes. Refer to next page for locations



Figure 12. Comparison Between PSP and UDF Open Space Location

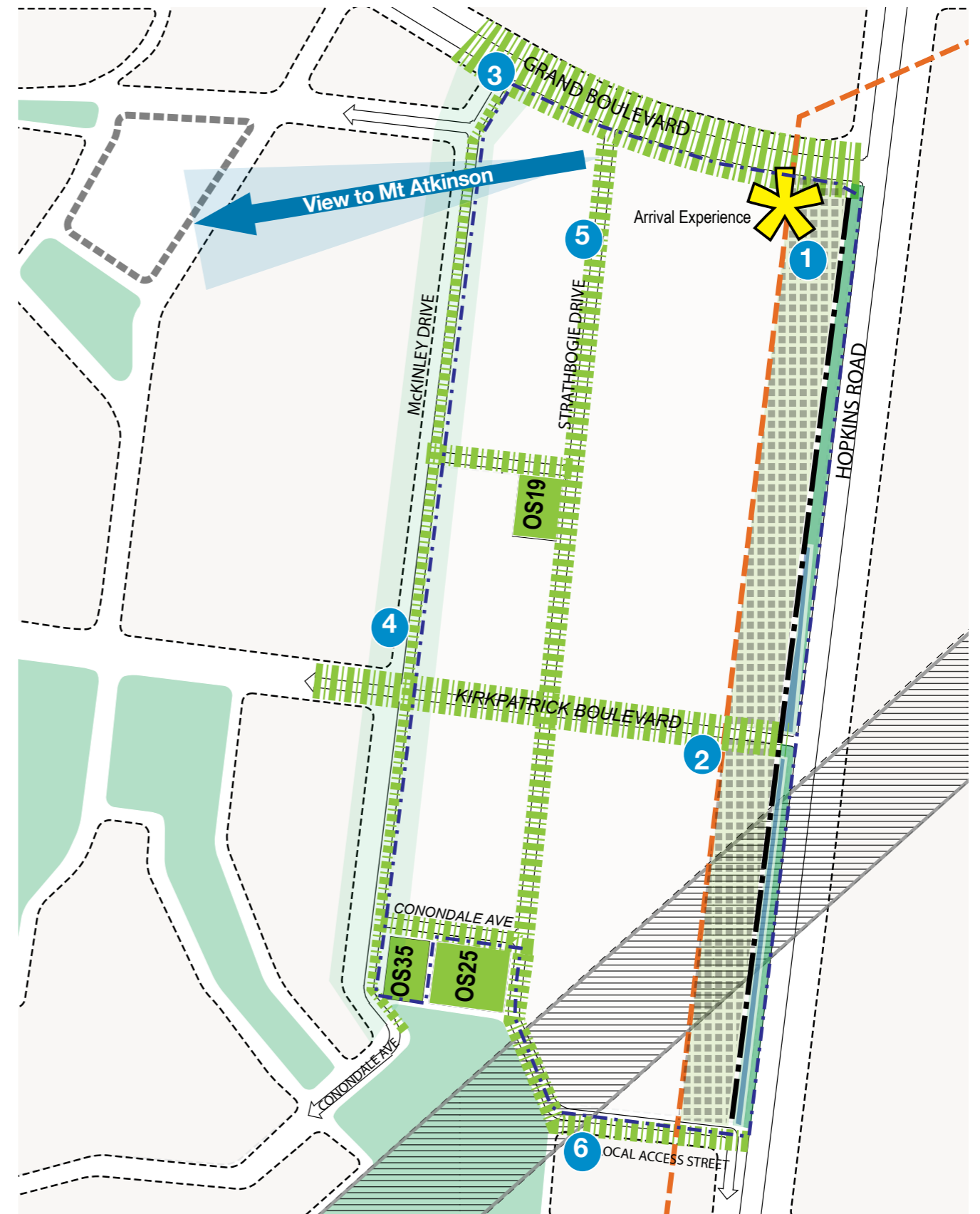
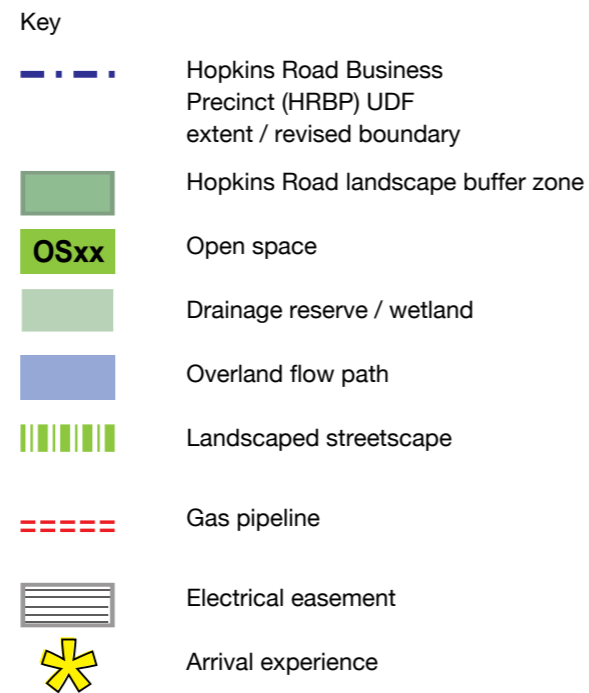
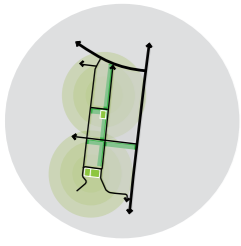


Figure 13. Public Realm and Landscape Plan



1 Example. Hopkins Road - Eastern perimeter endemic, iconic



2 Example. Kirkpatrick Boulevard - east/west link connection to community



3 Example. Grand Boulevard - Northern perimeter Civic, welcoming



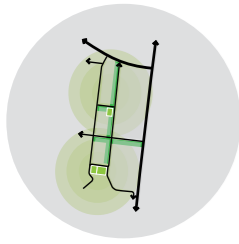
4 Example. McKinley Drive - Western perimeter Integrated residential buffer



5 Example. Strathbogie Drive - North/south link practical green link



6 Example. Conondale Avenue - Southern perimeter interface with endemic easement



2.6.1 Unencumbered Passive Open Space

Local park (OS19)

The PSP identifies local park (OS19) being located on the east side of Strathbogie Drive. An alternative location for local park (OS19) has been identified on the west side of Strathbogie Drive as shown in Figure 16. Local park (OS19) has an area of 0.4 hectares.

The intention of OS19 is open space that would facilitate mental health and well-being through opportunities for exercise and social interaction, as well as exposure to green landscaped spaces, which is vital in an area that is traditionally comprised of large structures and hardstand.

Open space will be provided with strong pedestrian connections, connections to cycle route/s, passive surveillance, with active frontages from neighbouring buildings, supporting amenity infrastructure, hardy vegetation and trees that cast ample shade.

Indicative OS19 Opportunities



1. Lawns



2. Active public realm









3. Passive irrigation to all street trees



4. Simple geometry and Amenity

Key



-  Key Local Access Street with Green Link
-  Key Local Access Street
-  Local Access Street
-  Connector Road (bus capable)
-  Off-road Bicycle Path (two-way)
-  Pedestrian Link

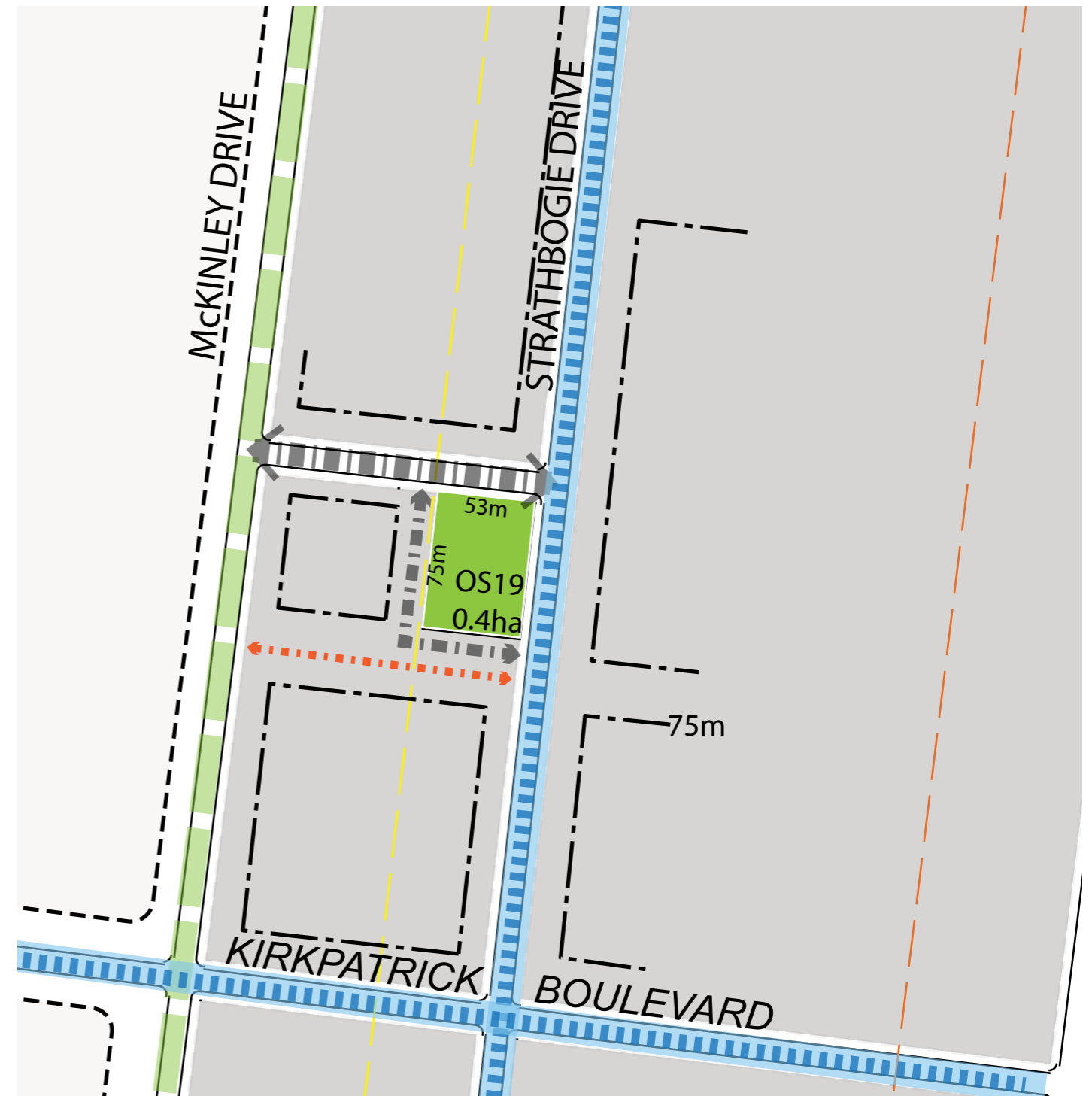
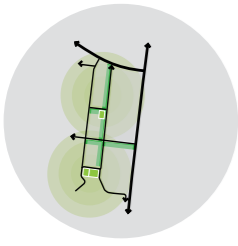


Figure 14. OS19 Location










2.6.1 Unencumbered Passive Open Space

Linear park (OS35)

The PSP identifies part of linear park (OS35) being located along the north-west side of the SP Ausnet easement.

An alternative location for this part of OS35 is proposed south of Conondale Avenue, adjoining the drainage reserve and OS25. This will provide a more usable open space for the nearby residential community, and the linear link as envisaged in the PSP is still being achieved through the network of off road shared and pedestrian paths along Hopkins Road and local streets.

Key

-  Key Local Access Street with Green Link
-  Bus Capable Section
-  Key Local Access Street
-  Connector Road (bus capable)
-  Off-road Bicycle Path (two-way)
-  Off-road Shared Path
-  Electrical Easement



Indicative OS35 Opportunities



1. WSUD Integration



2. Harness overland flow path to create naturalistic edges



3. Public landscape nodes supported by passive irrigation

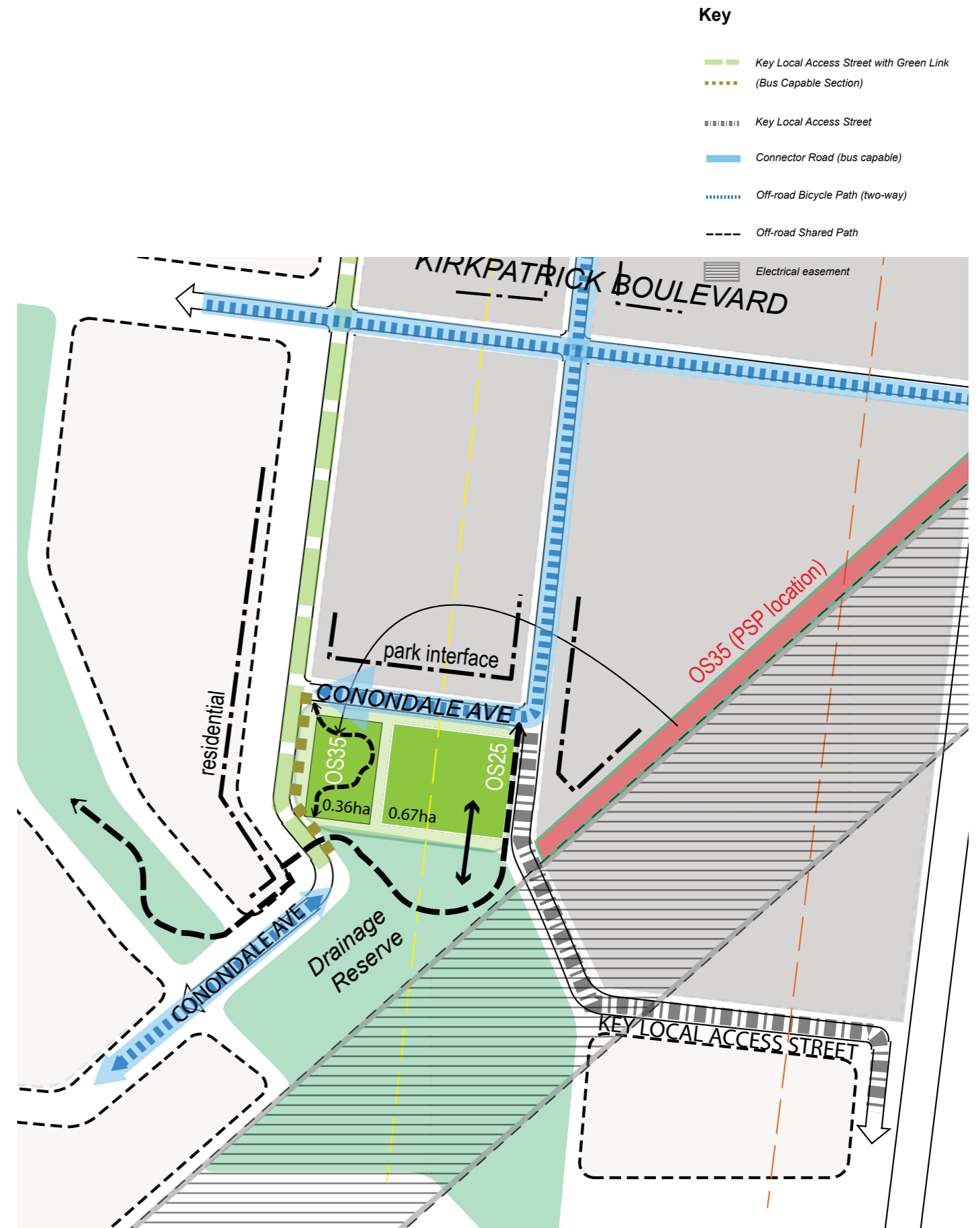
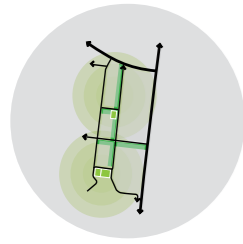


Figure 15. OS35 Location



1. Example. Natural Canopy and Car Parking in light industrial area



2. Example. Natural Canopy and Car Parking in light industrial area



3. Example. Screening of Building Mass through less active frontages



4. Example. Pedestrian Experience and Safety in car parks

2.6.3 Public Realm and Landscape Requirements and Guidelines

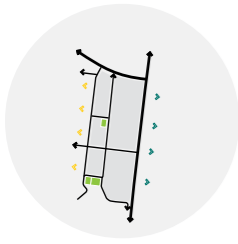
- R19. Public spaces must be designed for a range of uses that support a variety of experiences that are expected to occur.
- R20. CPTED principles must be implemented in the design of all public realm areas.
- R21. Streetscapes and shared pathway networks must incorporate lighting that illuminates footpaths and pathways to ensure amenity and safety for users at night.
- R22. All streets and open space areas must include canopy trees and other forms of landscaping.
- R23. The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate plant and species selection, materials, location and orientation of furniture and structures.
- R24. Species selection must be in accordance with Council's Landscape Policy.
- R25. Street planting must accord with the requirements of Council's Tree Planting and Removal Policy.
- R26. Landscaping must be generally in accordance with the Melton City Council Landscape Guidelines and of a high quality.

- R27. The placement of street trees must take into account sight lines to ensure pedestrian, cyclists and motorist safety is not compromised
- R28. Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority.
- R29. Car parking or other areas along Hopkins Road must be set back a minimum of 5 metres and landscaped to provide an attractive interface to surrounding areas
- R30. Landscaping of the Hopkins Road frontage must present an attractive frontage while responding to the quarry buffer requirements.
- R31. Key views to Mt Atkinson volcanic cone, as denoted on Figure 13 and in accordance with the Mt Atkinson and Tarneit Plans PSP must be addressed in future planning applications
- R32. Landscape planting within 3 metres of the high pressure gas transmission pipeline must be minimised and should not obscure sight-lines between markers. Where vegetation is proposed to be planted within 3 metres of the pipeline alignment, it must be shallow rooted and must not exceed 1.5 metres in height once mature;

- R33. A public space plan must be included in future development applications that identifies a hierarchy of public spaces including links to the broader open space network
- R34. Where commercial and retail premises interface with residential uses, loading bays and service areas must be screened from view, either by landscaping elements, vertical screening or other built form to provide an appropriate visual transition.
- R35. Buildings and carparking or other areas along Kirkpatrick Boulevard and Strathbogie Drive must be set back a minimum of 3m and landscaped to provide an attractive interface to surrounding areas.
- G5. Consideration of the public realm material and colour palette, integrating the aspects of the Western Plains grasslands, native trees and geological history into the planting and material palette to ensure consistency in the use of pavers, threshold treatments, public furniture and lighting throughout the precinct and creating a sense of place unique to Mt Atkinson.
- G6. Landscaping should reinforce a sense of arrival at key gateways as noted on Figure 15.
- G7. Landscaping should reinforce the hierarchy of streets and pathway networks

- G8. Public lighting design should meet the required lighting category with minimum overall wattage. This includes locating lights at maximum allowable spacing and using luminaires with low wattage.
- G9. Consideration of the public realm material and colour palette to ensure consistency in the use of pavers, threshold treatments, public furniture and lighting throughout the precinct.
- G10. Existing native vegetation, as defined within the Mt Atkinson and Tarneit Plans PSP should be retained where possible in public spaces.
- G11. The design and construction of public realm areas should be in accordance with Council Policy, Guidelines and Standards.
- G12. Development should demonstrate compliance with the 'Crime Prevention Through Environmental Design' (CPTED) principles which are incorporated in the Urban Design Guidelines for Victoria.
- G13. The design of the car park should be functional, efficient, safe and strongly respond to its context. The siting, massing and materials should all support a high-quality public realm.
- G14. Softened and green Landscaped ground plane and vertical greening should be considered to screen and soften the structure.

2.7 Built Form, Massing, Density and Interface



2.7.1 Built Form and Massing

Built form and massing within the UDF area should contribute to a high-quality urban environment, allowing for visual breaks and landscape elements throughout. Buildings should be orientated to address the street and public realm and the built form should denote a contemporary style. These influences should be represented through material selection and architectural detailing.

Key views to the Mt Atkinson volcanic cone are to be considered in future built form design, if applicable, having regard to the location of the land and existing or proposed intervening buildings in accordance with the view lines identified within the PSP.

The City of Melton Industrial Design Guidelines will apply to all areas in the UDF area and, as such must be read in conjunction with this UDF.

While there may be an large scale structures associated with the industrial / restricted retail designation, architectural measures should be employed to minimise perceptions of building bulk and mass. The built form in these precincts will include substantial glazing, clear building entrances, and carefully integrated signage; ensuring buildings will be free from blank facades, and provide a palette of colours and finishes.

Along Strathbogie and McKinley Drive the focus will be on lifting the appearance of the buildings within the HRBP area through appropriate site design, landscaping and architectural detailing. The built form will consist of high quality architecture, varying in height and scale.

Buildings situated on key intersections should respond to their prominent location - turning corners and adopting treatments that address both adjacent streets.

Throughout the HRBP area building height and massing will be considered to ensure a design response that considers the impact of development on the surrounding environment. In this precinct it is important that facades utilise variety to create interest, while contributing to the continuity of the streetscape. The use of high quality building materials will further contribute the character of the area.

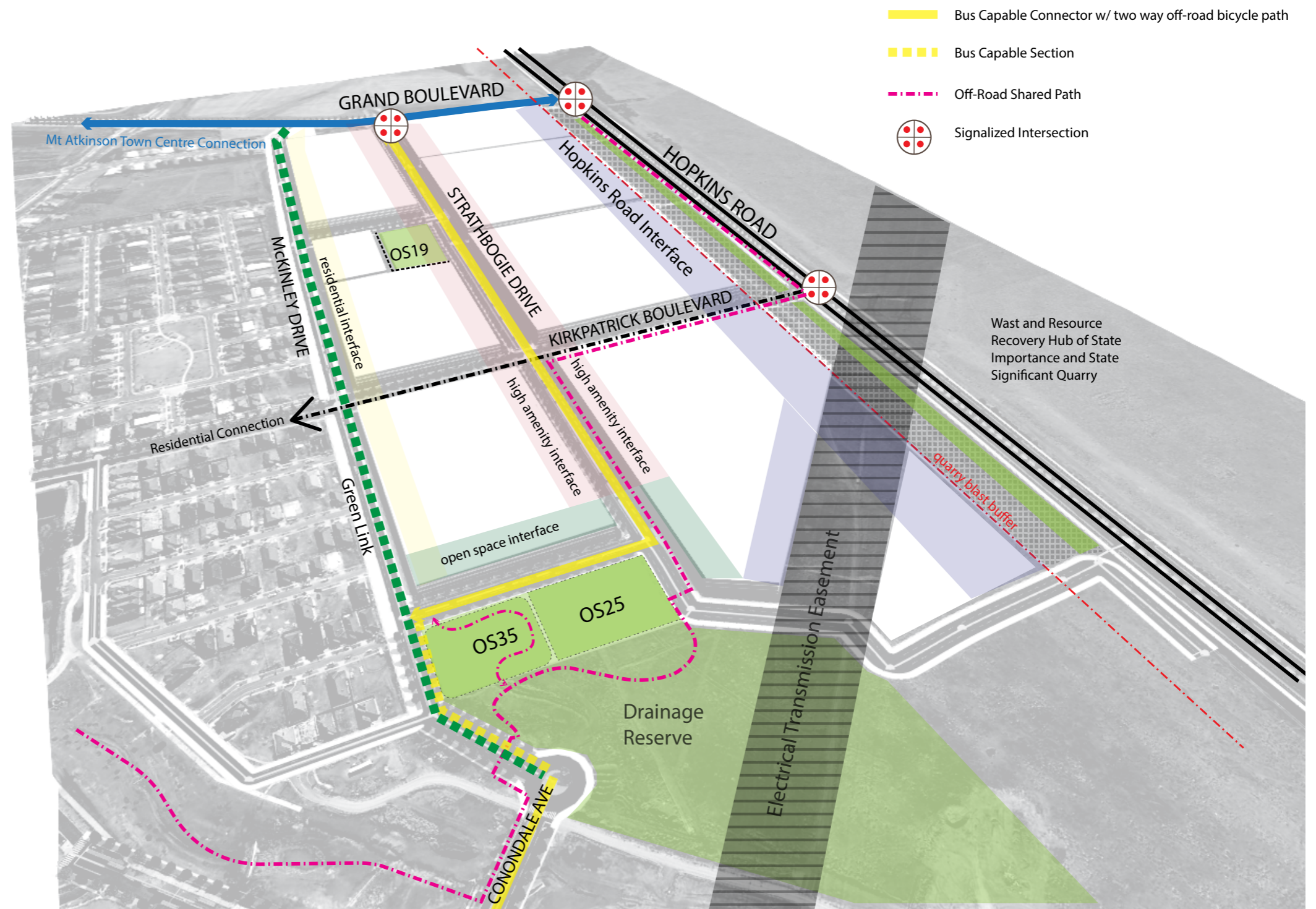
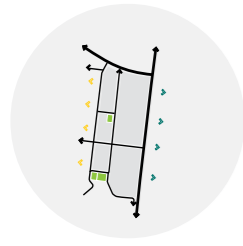


Figure 16. Overview Plan

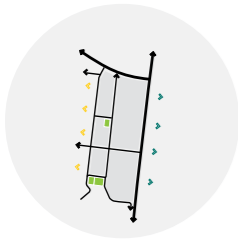


2.7.3 Built Form and Massing Requirements and Guidelines

- R36. The City of Melton Industrial Design Guidelines apply to any application within the UDF area. If in the opinion of the Responsible Authority the Industrial Design Guidelines are not relevant to the application, the Responsible Authority may waive the requirement.
- R37. Where the City of Melton Industrial Design Guidelines do not apply, the following design requirements must be addressed:
- R37-1 Built form must be of a high quality, contemporary design with appropriate articulation, including loading and pedestrian entrance.
- R37-2 Buildings must be orientated where possible to address the street and public realm, other than where the quarry blast buffer applies.
- R37-3 The primary entry and frontage of buildings must address open space and primary streets.
- R37-4 Buildings and entrances must be sited to provide appropriate passive surveillance to adjoining streets and public realm.
- R37-5 Buildings on corner sites must address and activate both primary and secondary frontages.
- R37-6 Large buildings must be designed to reduce their visual bulk through the use of appropriate building articulation, massing variety and landscape treatment.

- R37-7 Blank facades must be avoided where possible and by providing sufficient building articulation through the provision of window glazing and / or a variation of material finishes and colours.
- R37-8 All commercial uses must provide predominately clear glazing at ground level facing the street.
- R37-9 Business identification signage must be incorporated in the building façade and shown within proposal plans for the new building.
- R37-10 Fencing located adjacent to primary and secondary frontages must be permeable and complimentary to the building's architectural form / style. Chain mesh or similar fencing is not permitted on street or public realm frontages.
- R37-11 Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings.
- R37-12 The location of buildings entries must front away from Hopkins Road
- R38. Buildings must be orientated to and address the street and public realm
- R39. The height and massing of buildings immediately adjacent (i.e. not separated by a road) to the HRBP area must be consistent with the height and massing of buildings within the HRBP.

- R40. Sites identified as key built form sites, on key corner sites must be well defined through architectural design.
- R41. Primary pedestrian entry points must be from the main street frontage along roads within the UDF, with a secondary entrance from the car park where appropriate.
- R42. Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017.
- R43. Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings.
- R44. A minimum of 25% of any one development's frontage must be built to the required landscape where possible to ensure a consistent street edge on Hopkins Road, and must be strongly activated.
- R45. Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.
- G15. Single storey large scale, large footprint uses with low employment densities such as storage and distribution should not be located in the precinct.



2.7.3 Built Form and Massing Requirements and Guidelines

Large Format Retail

The following requirements are to describe the built form with the LFR Character Area:

- R46. Provide finer grain articulation and increased transparency within the primary and secondary façades to activate the built form at a human scale along Strathbogie Drive.
- R47. Incorporate layered façade treatments within the built form to increase the modulation along the streetscape mitigate the occurrence of blank walls.
- R48. Utilise expressed roof forms to create visual interest within the built form and avoid the appearance of boxy developments.
- R49. The design of any restricted retail centre or area must be integrated even where development is proposed on multiple adjoining properties and:
 - Provide integrated car parking with dedicated pedestrian routes that enables access to all tenancies and a 'park once' approach;
 - Limit fencing and landscaping which prohibits vehicular and pedestrian movement between tenancies;

Business

- R50. Provide active frontages along McKinley Drive with finer grain articulation and increased transparency within the primary façade to create a distinct edge which is congruent to the residential interface.
- R51. Building height must not exceed 7.0m to the front of the lot at the end of the 5.0m landscaped setback, this can increase to a maximum of 9.0m at a further setback of 5.0 along McKinley Drive and Conondale Avenue.

Key

Potential building envelope

- Hopkins Road Business Precinct (HRBP) UDF extent / revised boundary
- Business
- Business / large format retail
- Light industrial
- Industrial
- Electrical easement
- Landscape buffer
- Primary connector with high amenity interface
- Green link
- Potential entrance
- Potential parking within quarry blast buffer zone
- Local gateway
- Key corner
- Loop road

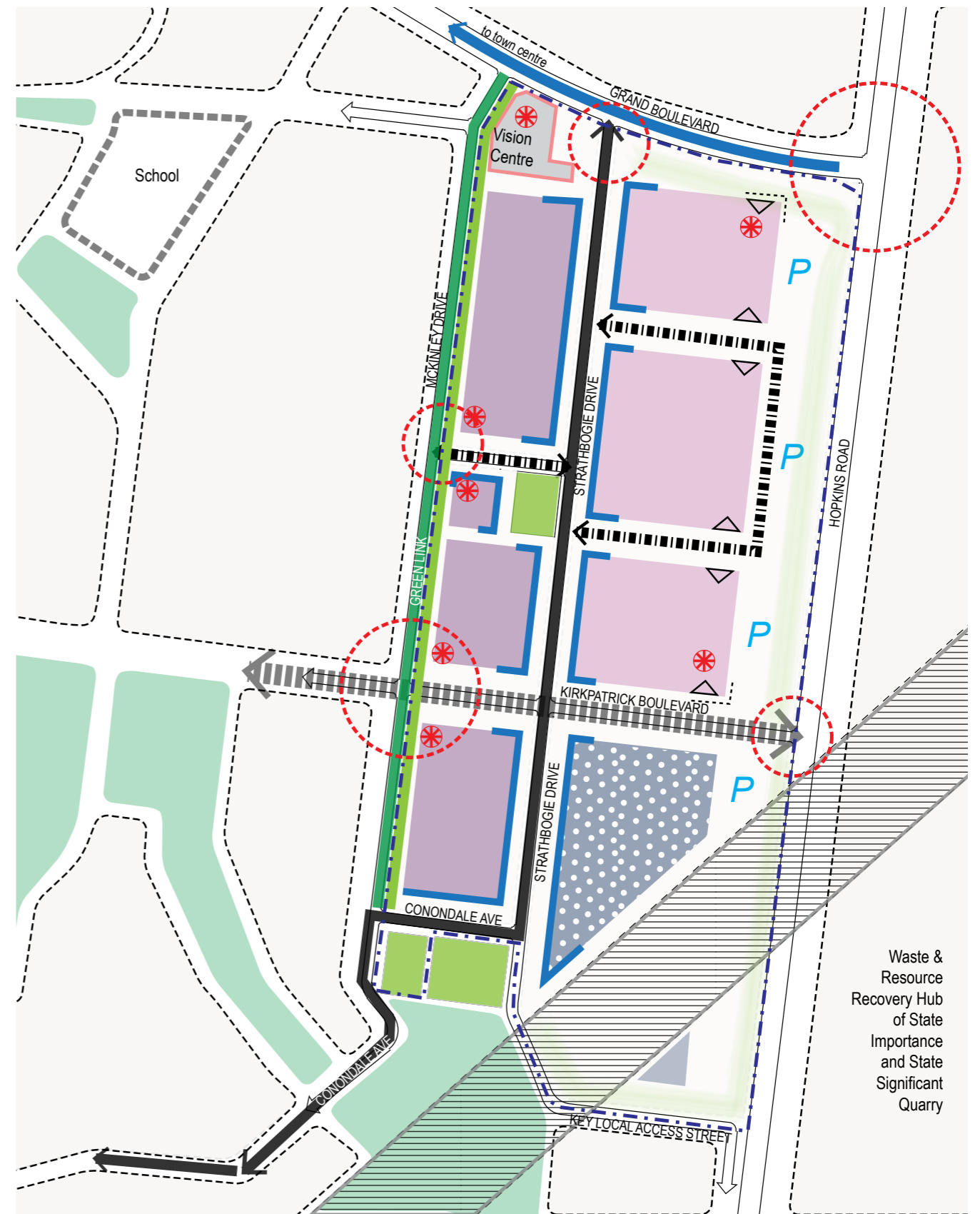
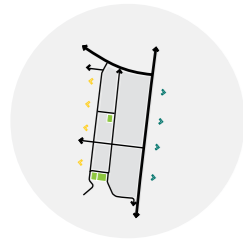


Figure 17. Built Form and Massing Diagram



2.7.4 Interfaces

The careful and considered treatment of interfaces and transitions is important to the HRBP and surrounds due to the variety of land uses and infrastructure both existing and proposed within the area. The following interfaces require a specific design response as follows:

Arterial Interface – Hopkins Road

Ensure high quality-built form with active frontages addressing Hopkins Road, providing visual interest and activation along the key arterial road having regard to the function and use of the building and any response required to the quarry blast buffer.

Car parking provided along this interface must be adequately screened by quality landscaping treatments or sleeved by built form where possible.

Landscaping of the Hopkins Road frontage to present an attractive frontage while responding to the quarry buffer requirements (Hopkins Road Business Precinct only) and restrictions in the quarry blast zone.

High Amenity Interface

The interface along Strathbogie Drive must provide a high amenity and visually attractive environment, where service areas, truck loading and deliveries are located away from street frontages. Built form must be of higher architectural quality and incorporate design elements such as layered façade treatments and modulated façade treatments to assist with a finer grain, humanly scaled appearance. The primary pedestrian entry point should be from the main street frontage with a secondary entrance from the side or car park.

Residential & Open Space Interface

The interface between employment and residential land must provide a high level of visual amenity, address to the local access road, consistent landscaping, and setbacks consistent with the building line in the adjoining residential development.

2.7.5 Interface Requirements and Guidelines

R52. Where commercial and retail premises interface with residential uses, loading bays and service areas must be screened from view, either by landscaping elements, vertical screening or other built form to provide an appropriate visual transition.

R53. Locate built form along McKinley Drive to accommodate uses that will have a minimal impact on the amenity of the surrounding area. (Manufacturing and industrial uses are not permitted along McKinley Drive).

R54. Orientate corner lots to McKinley Drive to promote activation of the residential area.

R55. Built form interfacing with Hopkins Road must be of high quality and incorporate design elements such as layered façade treatments and variation of material finishes and colours to avoid the occurrence of blank wall.

R56. Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along the cycling network to the satisfaction of the responsible authority.








R57. Car parking, loading and service access must be located out of sight adjacent to an open space interface.

G16. Provide opportunities for passive surveillance of open space through the placement of windows, entries and/or active uses along frontages adjacent to an open space.

G17. Provide a landscaped setback, which includes large canopy trees at the open space/waterway reserve interface.

G18. Crossovers should be located to maximise on-street car parking opportunities opposite the open space/waterway reserve.

G19. Podium style and/or basement car parking is strongly encouraged throughout the precinct.

Key	
	Hopkins Road Business Precinct (HRBP) UDF extent / revised boundary
	Arterial Interface (Hopkins Road) Articulated Frontage
	High Amenity Interface
	Residential & Open Space Interface
	Open Space Interface
	Primary key corner
	Electrical easement

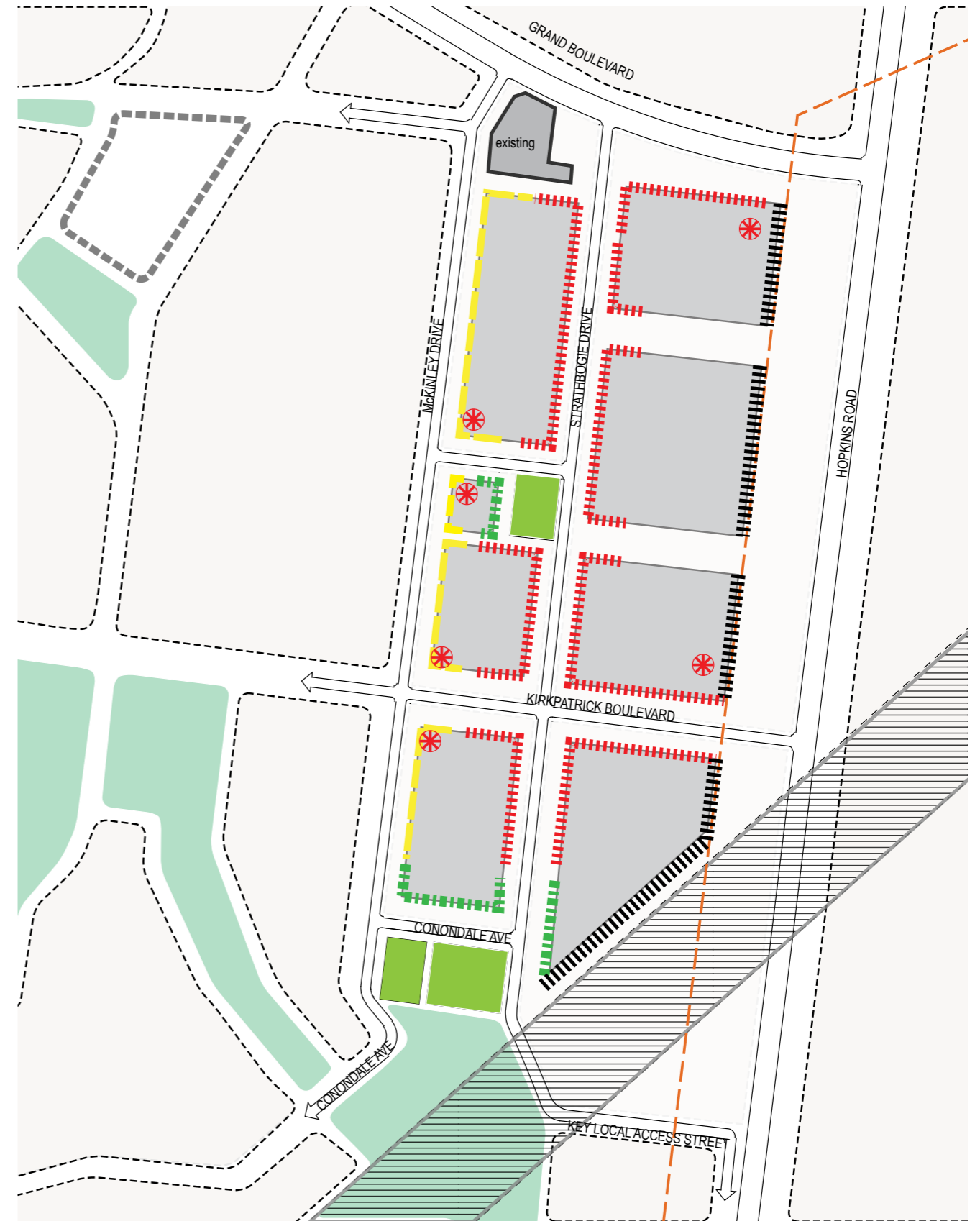
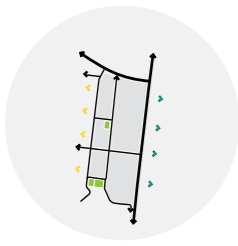


Figure 18. Interface Diagram



1. Hopkins Road Interface



Visually interesting facade treatments including:
 Expressed Roof Forms
 Layered, modulated facades / fins / columns

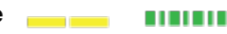
Avoid: Blank Walls

2. High Amenity Interface



Transparency
 Layered facade treatment
 Human scale
 Articulated, finer grain, modulated facade features

3. Residential and Open Space Interface



Transparency
 Layered facade treatment
 Transitional height and scale
 Articulated, finer grain, modulated facade features

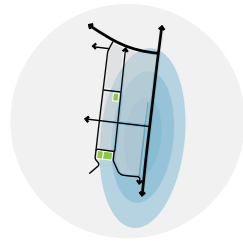
Avoid: Traffic Conflict frontages
 (i.e. heavy vehicle loading, parking, servicing)
 Blank walls or unsafe / unattractive interfaces

4. Key Corner Treatment



Expressed roof forms on significant corners
 Opportunity for corner entrance and wrap-around features

2.8 Sustainability and Environment



The City of Melton is committed to creating a low carbon city well-adapted to climate change and has set a target for net-zero emissions by 2040. 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 to the growth and development of the City in accessible, fair and responsible ways.

Incorporating these aspirations within the HRBP, 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 requirements and guidelines 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.

2.8.1 Sustainability and Environment Requirements and Guidelines

R58. Road layout and lot design must minimise and aim to balance cut and fill and respond to the site's existing drainage patterns.

R59. Rainwater run-off from buildings must be harvested for re-use or recycling to the extent possible

R60. Water sensitive urban design principles must be included to manage stormwater and passively irrigate trees and other vegetation.

R61. Buildings must incorporate high quality, sustainable materials and methods where possible to the satisfaction of the Responsible Authority.

G20. Buildings should be designed in accordance with any relevant Council sustainability design policies.

G21. Building materials used for streetscape elements should be of high quality and be durable.

G22. Overland flow paths should be considered as part of street design to optimise efficient water use and long-term viability of vegetation.

G23. Infrastructure should be designed with consideration of climate change risks and adaptation methods.

G24. Installation of renewable energy systems should be considered as part of all new buildings.


G25. The re-use of materials and utilisation of local materials should be considered.

G26. 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.

G27. "Green" roofs, walls or facades should be considered to cool a building, help reduce stormwater runoff, increase biodiversity and provide more greenery.

G28. Reduction of impervious surfaces and inclusion of permeable pavement should be considered.



An architectural rendering of a modern building with a landscaped foreground. The building has a prominent white, tiered facade and a dark roofline. In the foreground, there is a paved walkway with a metal railing, a bicycle rack containing several bicycles, and a person walking. The area is surrounded by various trees and shrubs, including a large, mature tree on the right. The sky is blue with some clouds. The overall scene is presented in a dark, monochromatic color scheme.

3. Implementation, Staging and Review

3.1 Staging

Based on the relatively small area of the HRBP, concurrent development on multiple fronts is anticipated. No formal staging is required as the HRBP area is accessible from four existing road frontages and reticulated services are readily available.

3.2 Development Timing

Timing of development will be dependent upon market interest. Access to the major town centre, residential areas and area for social and community facilities is not dependent on the HRBP proceeding.

3.3 Infrastructure Contributions

The infrastructure items included in the Mt Atkinson and Tarneit Plains Infrastructure Contributions Plan (ICP) related to the HRBP are outlined below:

- IT-03: construction of a 3-way signalised intersection for the Hopkins Road/Grand Boulevard (interim treatment)
- IT-04: construction of a 3-way signalised intersection for Hopkins Road to east-west boulevard connector road (interim treatment)
- IT-08: construction of a 4-way signalised intersection for the Grand Boulevard/north-south connector road (interim treatment)
- RD-04: Grand Boulevard North-south connector road (IT-07) to north south connector road (IT-08)
- RD-05: Grand Boulevard North-south connector road (IT-08) to Hopkins Road (IT-03)

Grand Boulevard (north of the HRBP) is currently under construction.

Key community infrastructure items to be completed in relation to the HRBP are:

- OS-19: Local park
- OS-35: Linear local park (partial)

The content of this document is subject to change as the PSP area develops overtime. The UDF may be reviewed every five years to ensure the information is relevant.

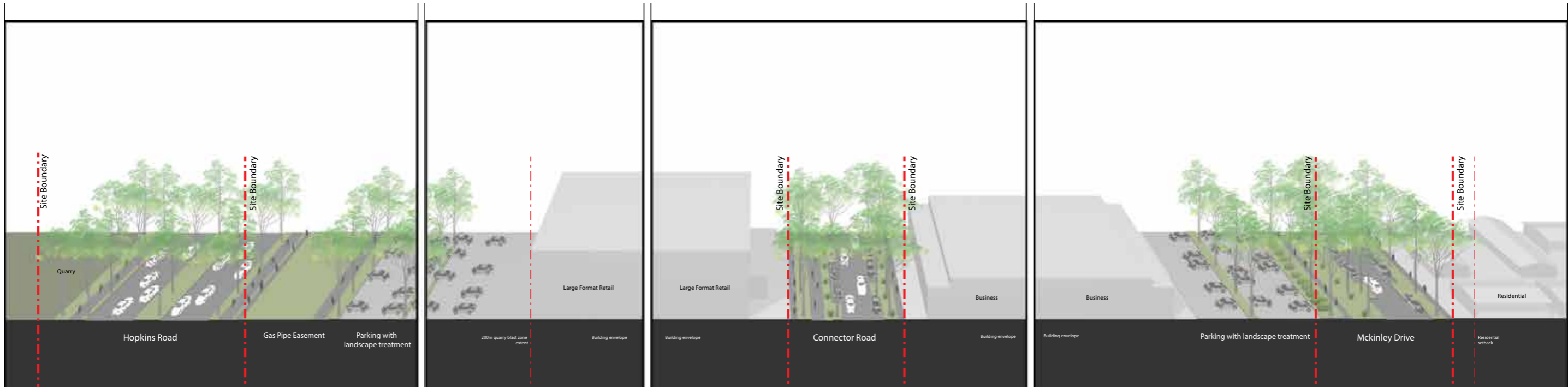
3.4 Review

An architectural rendering of a modern, multi-story building with a prominent glass facade and a flat roof. The building is set in a landscaped environment with numerous trees of varying sizes and a paved walkway in the foreground. A person is walking on the path, and a bicycle rack with several bicycles is visible. The scene is overlaid with a semi-transparent dark green filter.

Appendices

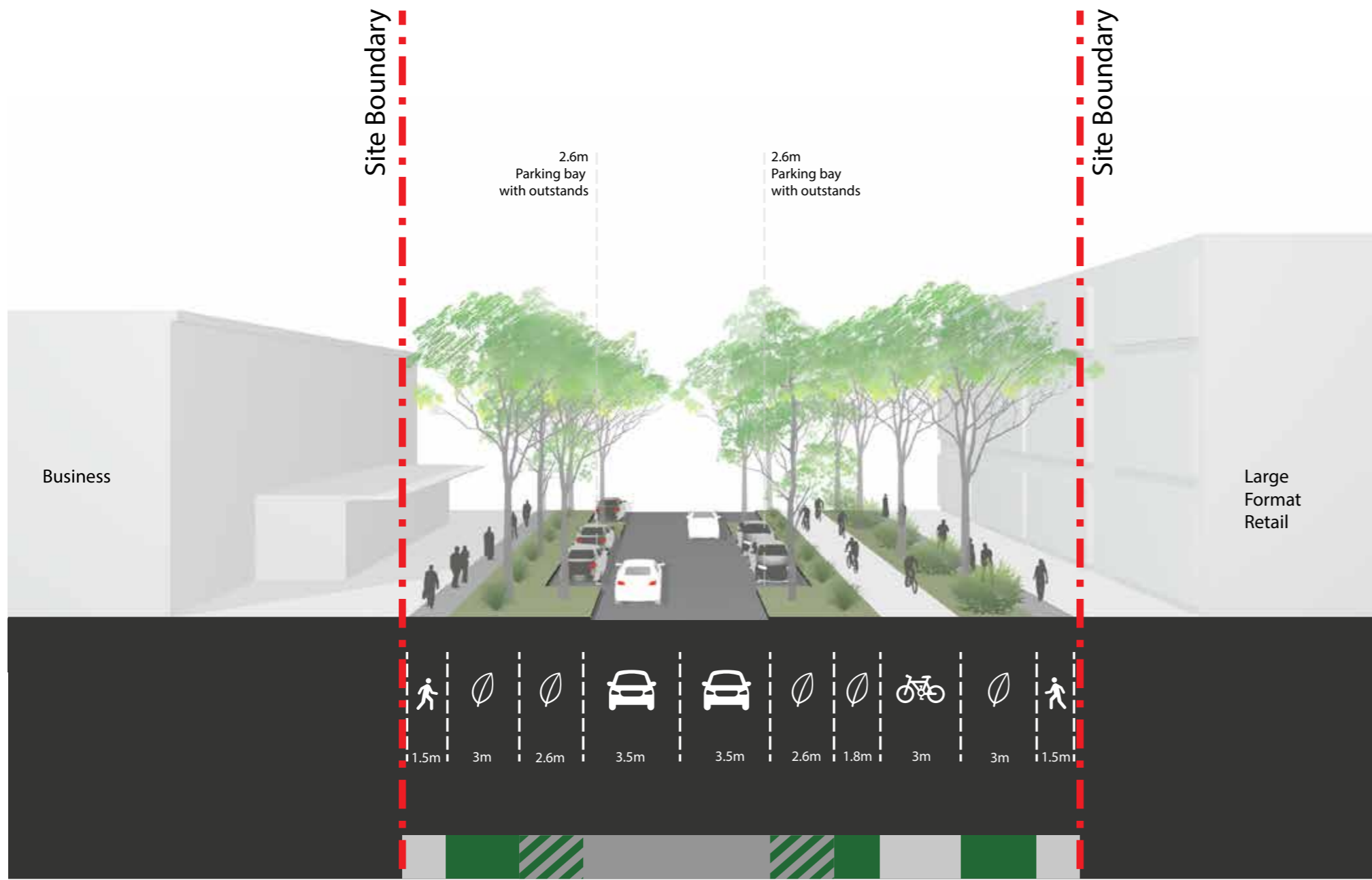
Appendix 1- HRBD UDF Street and Interface Cross Sections

Overall Cross Section



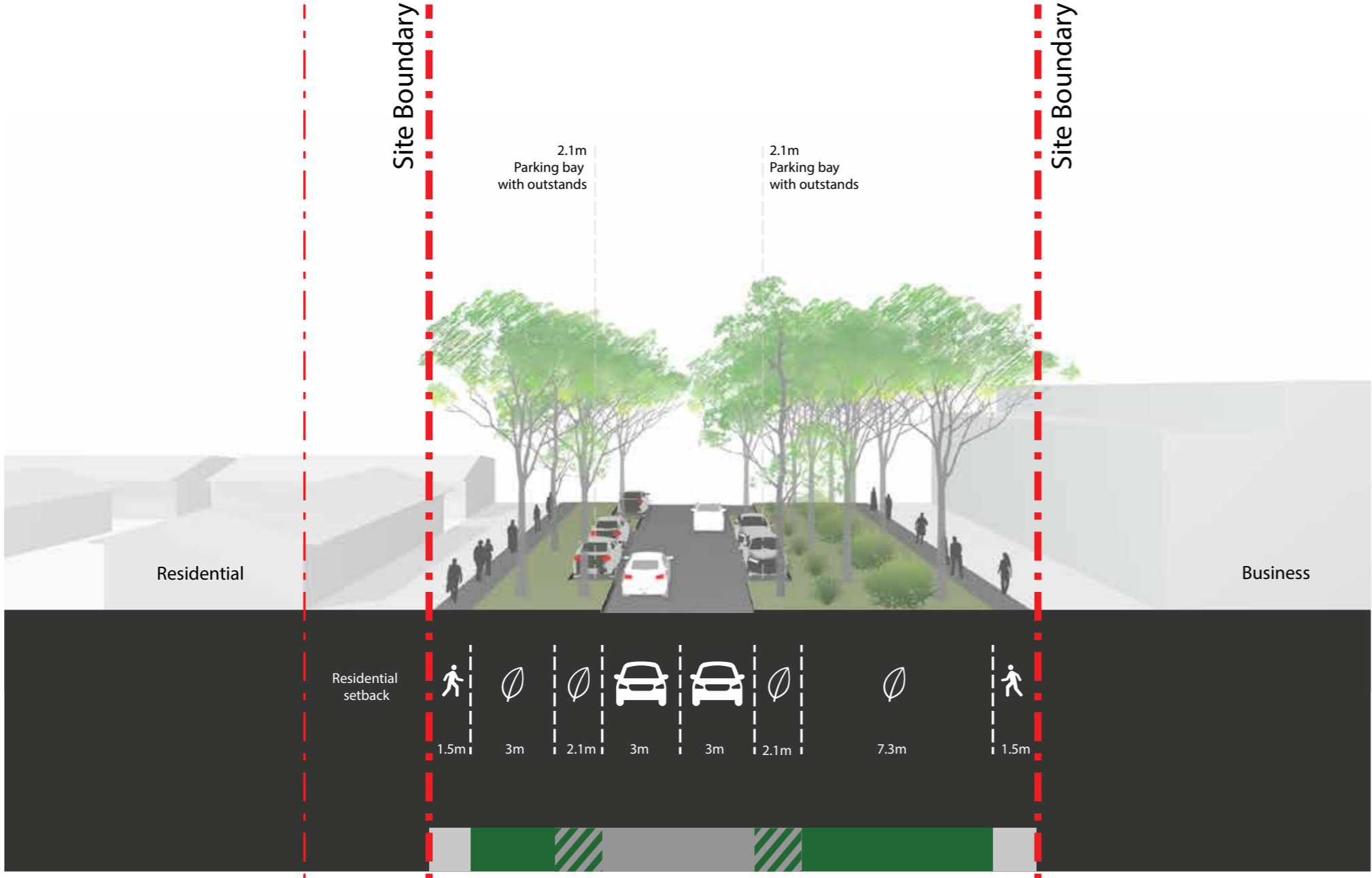
HRBD UDF Street and Interface Cross Sections

A- Strathbogie Drive



HRBD UDF Street and Interface Cross Sections

B - Mckinley Drive Cross Section



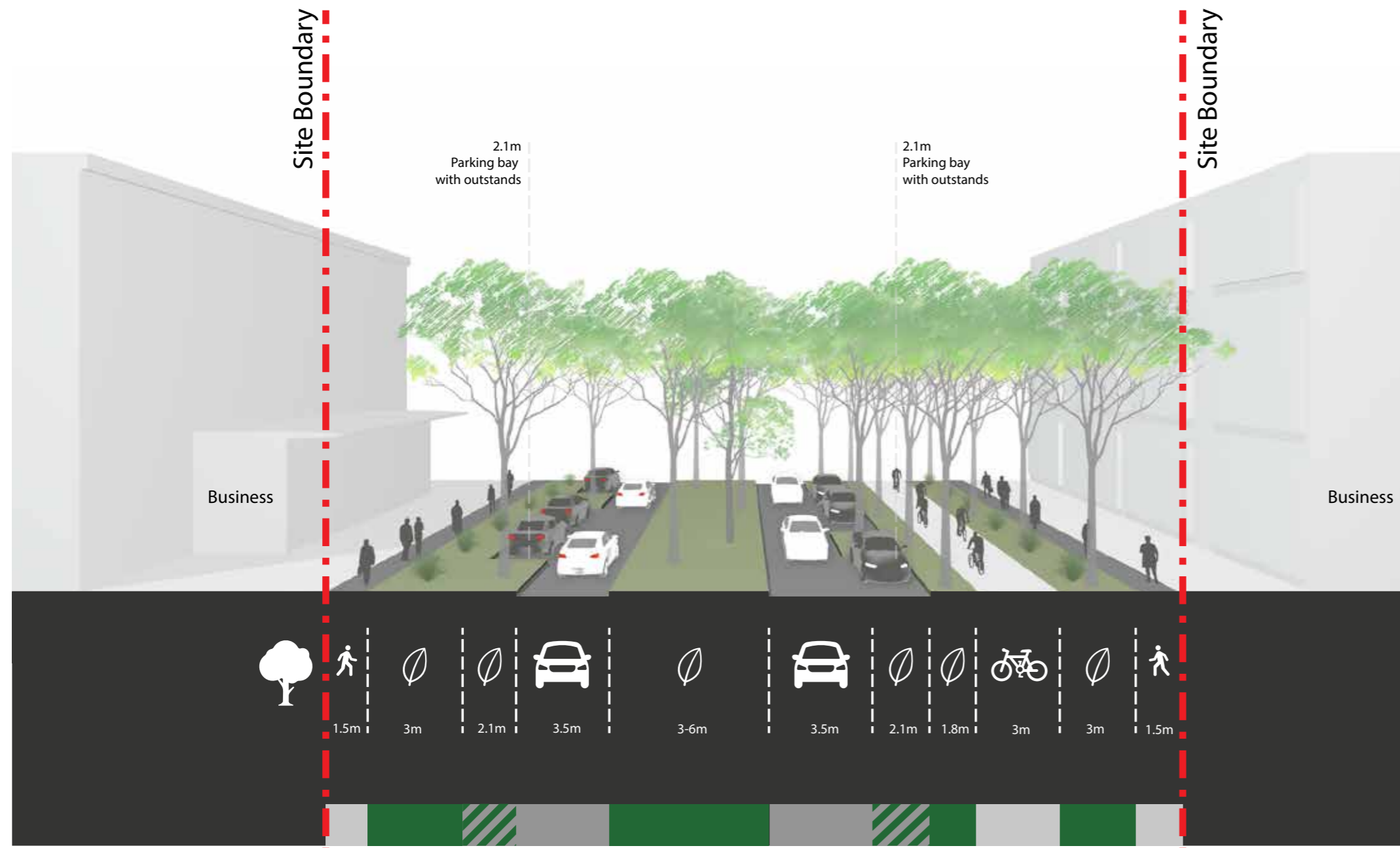
HRBD UDF Street and Interface Cross Sections

C - Grand Boulevard Cross Section



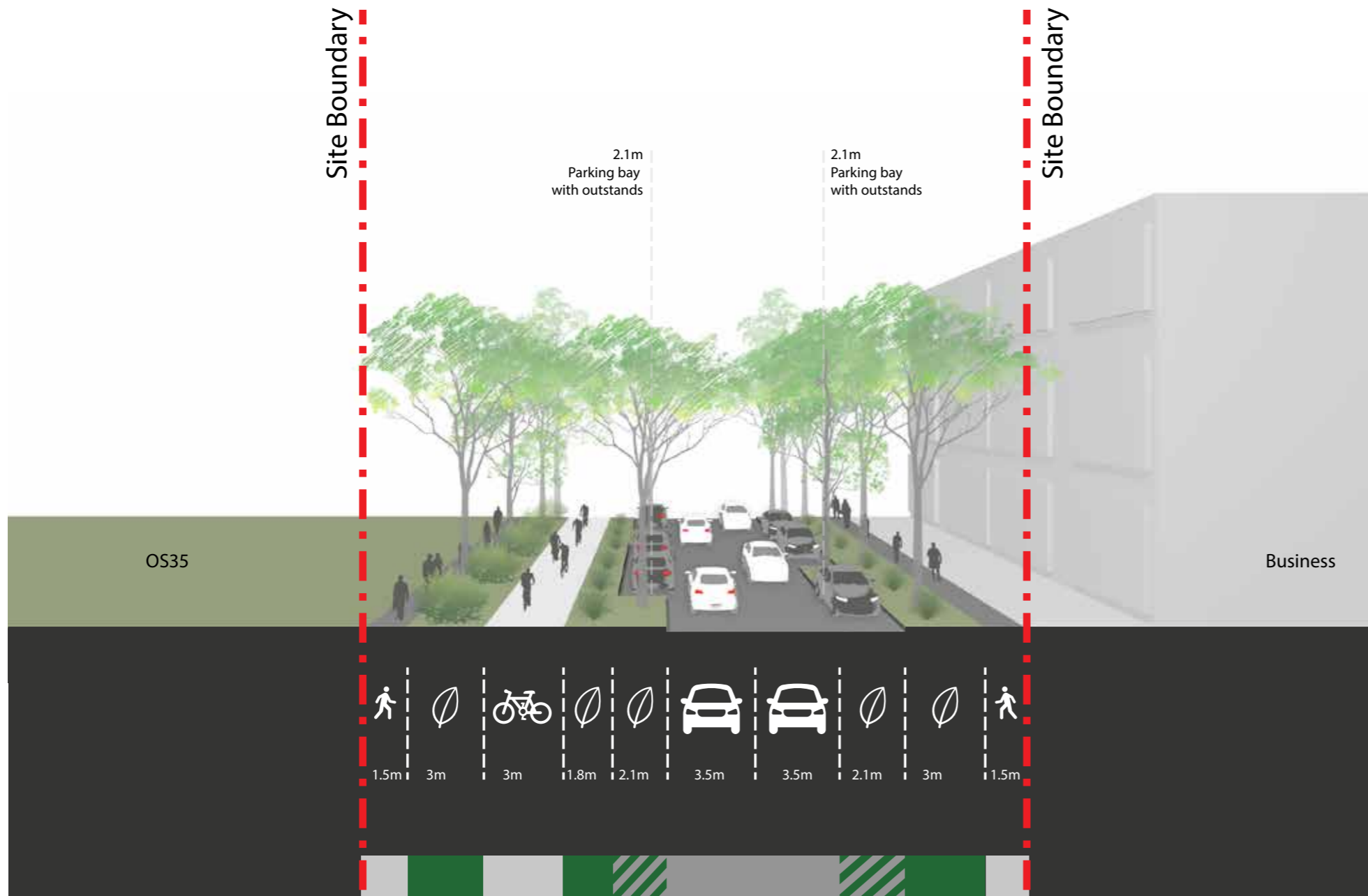
HRBD UDF Street and Interface Cross Sections

D - Kirkpatrick Boulevard Cross Section



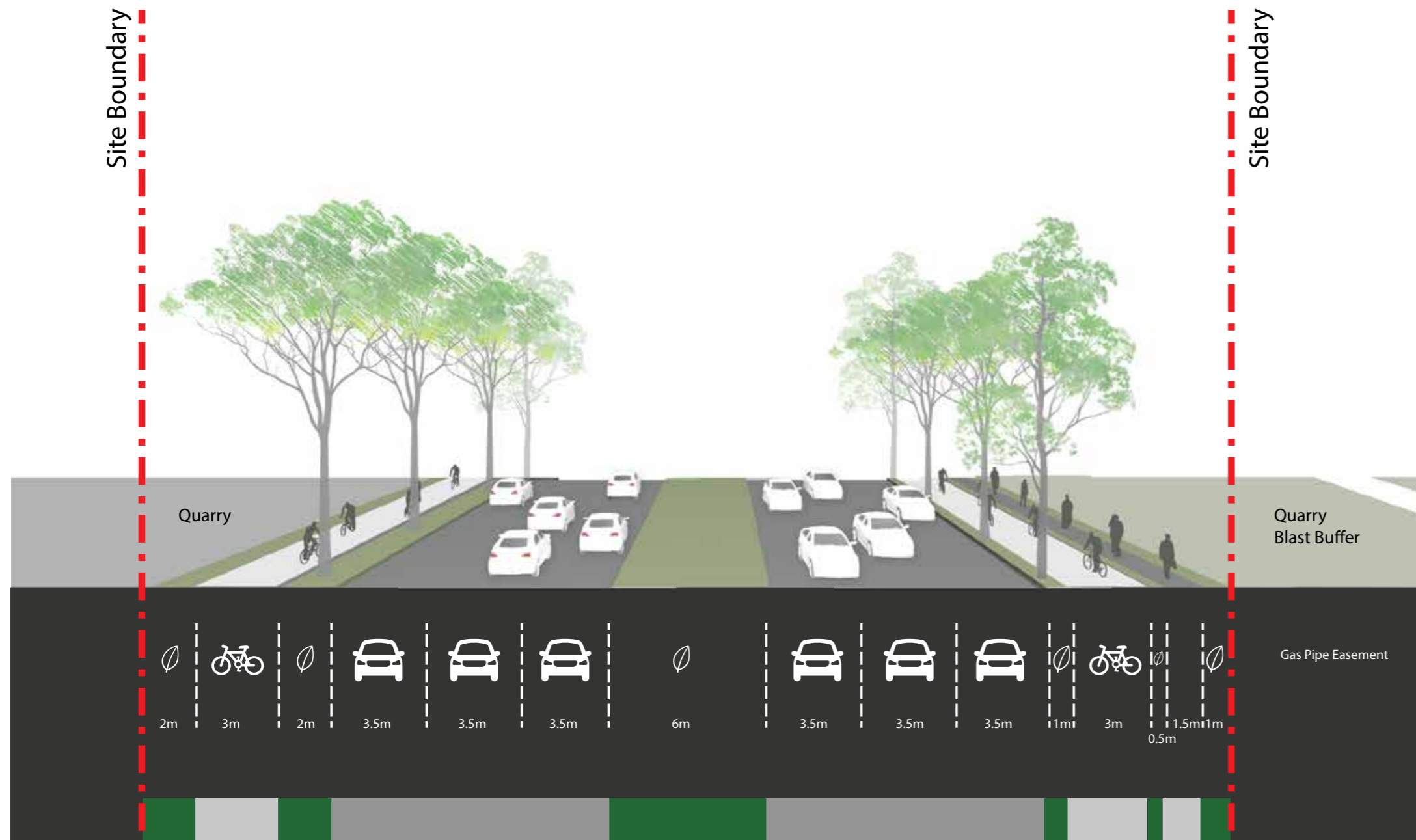
HRBD UDF Street and Interface Cross Sections

E - Conondale Avenue Cross Section



HRBD UDF Street and Interface Cross Sections

F - Hopkins Road Cross Section



Appendix 2 - Statutory Assessment

The Mt Atkinson and Tarneit Plains 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. This list of requirements has been met and detailed throughout Sections 2 and 3 of this report. However, the specific requirements have been itemised and a comment provided for each in the table below.

Requirements R27 – R37

Requirement	Compliance	Comment	Requirement	Compliance	Comment
R27 Location of land uses, building design, and interface treatment in industrial, business or business/ large format retail areas (including the electricity transmission easement) shown on Plan 3 – Future Urban Structure must minimise negative impacts on the amenity of nearby residential areas.	Yes	R5, R34, R35 and R52 all relate to interfaces between the commercial area and the residential development. Requirements R50 and R51 describe the built form within the Commercial Area, highlighting height, articulation and building mass.	R34 Vehicular access to properties fronting primary arterial roads must be from service roads, internal loop roads and/ or rear laneways. Service roads and internal loop roads must provide indented parking unless carriageway widths can cater for on road parking without indented bays.	Yes	R12 addresses this requirement and is further supported in Section 2.5.6 Motor Vehicles.
R28 Development proposals in industrial areas (including the electricity transmission easement) adjacent to residential areas must respond to Figure 5 – Southern Industrial Land Concept Plan, and the City of Melton Industrial Guidelines.	N/A	Not applicable as there is no industrial areas adjacent to residential areas within the UDF precinct.	R35 A separate Urban Design Framework Plan (UDF) must be approved by the responsible authority for each of the Hopkins Road Business Precinct and the Western Freeway Commercial Area within the UDF areas illustrated on Plan 6 – Employment and Town Centres.	Yes	This UDF related to the Hopkins Road Business Precinct area, as defined on Plan 6 of the Mt Atkinson and Tarneit Plains PSP.
R29 Buildings must be located at the front of any site to present an attractive address to the street, other than where the quarry blast buffer applies.	Yes	R37-2, R37-3, R37-5 and R38 address this requirement.	R36 Each UDF must address the following:		
R30 Allocation of land uses, building design and interface treatments must minimise negative impacts on the amenity of adjacent residential areas.	Yes	R5, R34, R35 and R52 all relate to interfaces between the commercial area and the residential development. Requirements R50 and R51 describe the built form within the Commercial Area, highlighting height, articulation and building mass.	<ul style="list-style-type: none"> Relevant design guidelines prepared by the Victorian Government and Melton City Council. 	Yes	The UDF references the relevant design guidelines including the Melton City Council Industrial Design Guidelines 2016, City of Melton Off Street Car Parking Guidelines 2015, and the Crime Prevention through Environmental Design (CEPTED).
R31 Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.	Yes	R20, R45 and G12 all respond to this requirement of consideration of CPTED and Safer Design Guidelines.	<ul style="list-style-type: none"> A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses. 	Yes	Figure 6 is the Urban Design Framework Plan and Figure 7 is a Land Use Plan, which both identify the appropriate location for all supported land uses and considers the relationship between the uses.
R32 Buildings and car parking or other areas along Hopkins Road, Riding Boundary Road and Mt Atkinson Road must be set back a minimum of 5 metres and landscaped to provide an attractive interface to surrounding areas.	Yes	This requirement is implemented through R29 of the UDF.	<ul style="list-style-type: none"> A street network that identifies direct connectivity within, to and from the commercial area, including measures to slow down speed. 	Yes	Figures 9 and 10 identify movement and access across the precinct, with Section 2.5 outlining requirements regarding street network.
R33 Key locations including arterial and connector/arterial intersections, and areas adjacent to local parks, landscaped easements and waterways must incorporate features of interest into the built form and surrounding landscape, including: <ul style="list-style-type: none"> Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements); Articulation of building facades; and Feature colours and materials. 	Yes	This requirement has been addressed through R37-1, R37-6, R37-7, R37-8, R40, R44 of the UDF.	<ul style="list-style-type: none"> Landscaping of the Hopkins Road frontage, to present an attractive frontage while responding to the quarry buffer requirements (Hopkins Road Business Precinct only). 	Yes	This requirement is met through R30.
			<ul style="list-style-type: none"> Landscape planting within 3 metres of the high pressure gas transmission pipeline should be minimised and should not obscure sight-lines between markers. Where vegetation is proposed to be planted within 3 metres of the pipeline alignment, it must be shallow rooted and must not exceed 1.5 metres in height once mature. 	Yes	This requirement is met through R32.
			<ul style="list-style-type: none"> The location of building entries must front away from Hopkins Road (Hopkins Road Business Precinct only) unless an alternative design approach responds to the potential adverse amenity from the Deer Park Quarry. 	Yes	This requirement is met through R37-12 of the UDF. Figure 17 Built Form and Massing also indicates where Council would consider appropriate that building entries are located, by providing potential entrance locations on the plan.

Appendix 2 - Statutory Assessment Continued

Requirement	Compliance	Comment
<ul style="list-style-type: none"> Buildings located at the front (i.e. street-side) of any site to present an attractive address to the street. 	Yes	R37-2, R37-3, R37-5, R37-6, R37-7 and R37-8 all provide requirements to ensure buildings present an attractive address to the street.
<ul style="list-style-type: none"> Measures to prioritise pedestrians along and across the main streets, and provide a continuous path of travel for pedestrians and cyclists to key destinations including the potential future Mt Atkinson train station. 	Yes	This requirement is met by R7, and more broadly by Section 2.5 of the UDF.
<ul style="list-style-type: none"> Locations of public transport services, including bus stops. 	Yes	The UDF appropriately demonstrates bus capable roads. Bus stop locations can be considered during subsequent planning permit applications subject to the requirements of the responsible authority.
<ul style="list-style-type: none"> A diversity of sizes and types of commercial tenancies. 	Yes	Building massing and location plans demonstrate that an appropriate diversity of built form outcomes, and therefore commercial tenancies, can be achieved.
<ul style="list-style-type: none"> Staging and indicative development timing. 	Yes	Staging is discussed in Section 3.1, noting that no formal staging is anticipated.
<ul style="list-style-type: none"> Set out provisions for car parking including the location and design of parking areas, car parking rates and a demonstration of how off-street car parking has been minimised through efficiencies in the shared use of off-street facilities. 	Yes	Sections 2.5.8 and 2.5.9 of the UDF provide requirements and guidelines for the provision of car parking, including location and design.
<ul style="list-style-type: none"> Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of neighbouring residential and/or town centre areas. 	Yes	R13, R34, R52 and R57 all respond to this requirement.
<ul style="list-style-type: none"> Provision of service areas for deliveries and waste disposal including access for larger vehicles, including measures to minimise negative impacts on the amenity of neighbouring residential and/or town centre areas. 	Yes	Requirements R14, R37 and R50 relate to the design of service areas.
<ul style="list-style-type: none"> Design of the interface between large format retail and office uses, the Hopkins Road interface, and surrounding residential and/or town centre uses. 	Yes	Section 2.7.4 Interfaces provides design expectations for each sub precinct, as well as requirements and guidelines.
<ul style="list-style-type: none"> Key views to Mt Atkinson volcanic cone. 	Yes	Requirement R31 requires key views to Mt Atkinson cone to be considered in future applications in accordance with the view lines nominated in the PSP.
<ul style="list-style-type: none"> A public space plan that identifies a hierarchy of public spaces including links to the broader open space network. 	Yes	Section 2.6 – Public Realm and Landscape identifies the open spaces in the precinct and provides context to the broader open space network.

Requirement	Compliance	Comment
<ul style="list-style-type: none"> Location and design of active uses, signage and treatment of ground floor windows (e.g. frosting and advertising should not cover windows where active uses are encouraged, to ensure views in/ out of ground floor tenancies are maintained). 	Yes	R42 responds to this requirement, as the City of Melton Advertising Signage Design Guidelines 2017 stipulate these requirements.
<ul style="list-style-type: none"> Visual interest at the pedestrian scale with active and activated façade treatments, avoiding long expanses of unarticulated façade treatments in key locations. 	Yes	R37-3, R37-7, R37-8 and R38 all address this requirement for visual interest at the pedestrian level.
<ul style="list-style-type: none"> Requirements for a variety of building materials and form. 	Yes	R37-6 and R37-7 both address this requirement.
R37		The interface between employment and residential land opposite must provide a high level of visual amenity, address to the local access road or arterial road, consistent landscaping, and setbacks consistent with the building line in the adjoining residential development.
		Section 2.7.4 discusses the residential interface and provides a number of requirements and guidelines stipulating that a higher level of amenity is required. Relevant requirements are also in 2.7.3 Built Form and massing section.

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.

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.

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.

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, build form and infrastructure.

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, railways).

Infrastructure Contributions Plan (ICP): Infrastructure contributions help fund essential works and services for new communities.

Native Vegetation: Plants that are indigenous to Victoria, including trees, shrubs, herbs, and grasses.

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

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.

Renewable energy: Energy that comes from resources which are naturally replenished on a human timescale such as sunlight, wind, rain, tides, waves, and geothermal heat.

Responsible Authority (RA): The decision maker on planning permit applications – usually the relevant municipal Council but in some situations, could be the VPA.

Setback: The horizontal distance from a boundary or building.

Shared path: An off-road path of cycling and walking.

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 frequent, 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, and the Small lot housing code.

Appendix 4 - Abbreviations

DOT Department of Transport

HRBP Hopkins Road Business Precinct

ICP Infrastructure Contributions Plan

LFR Large Format Retail

PSP Precinct Structure Plan

RA Responsible Authority

UDF Urban Design Framework

WSUD Water-Sensitive Urban Design

CPTED Crime Prevention Through Environmental Design

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