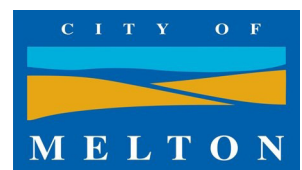




Melton South Structure Plan Stage 1

Consultation Report

Prepared for
Melton City Council



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1 Introduction

The Melton South Structure Plan is intended to set out a clear vision for the Melton South study area to guide its use and future development.

It will include planning and urban design policies and principles that will enable Council to assess future planning permit applications, prioritise public realm and infrastructure works and provide a basis for engagement with State and Local Government.

1.1 Purpose

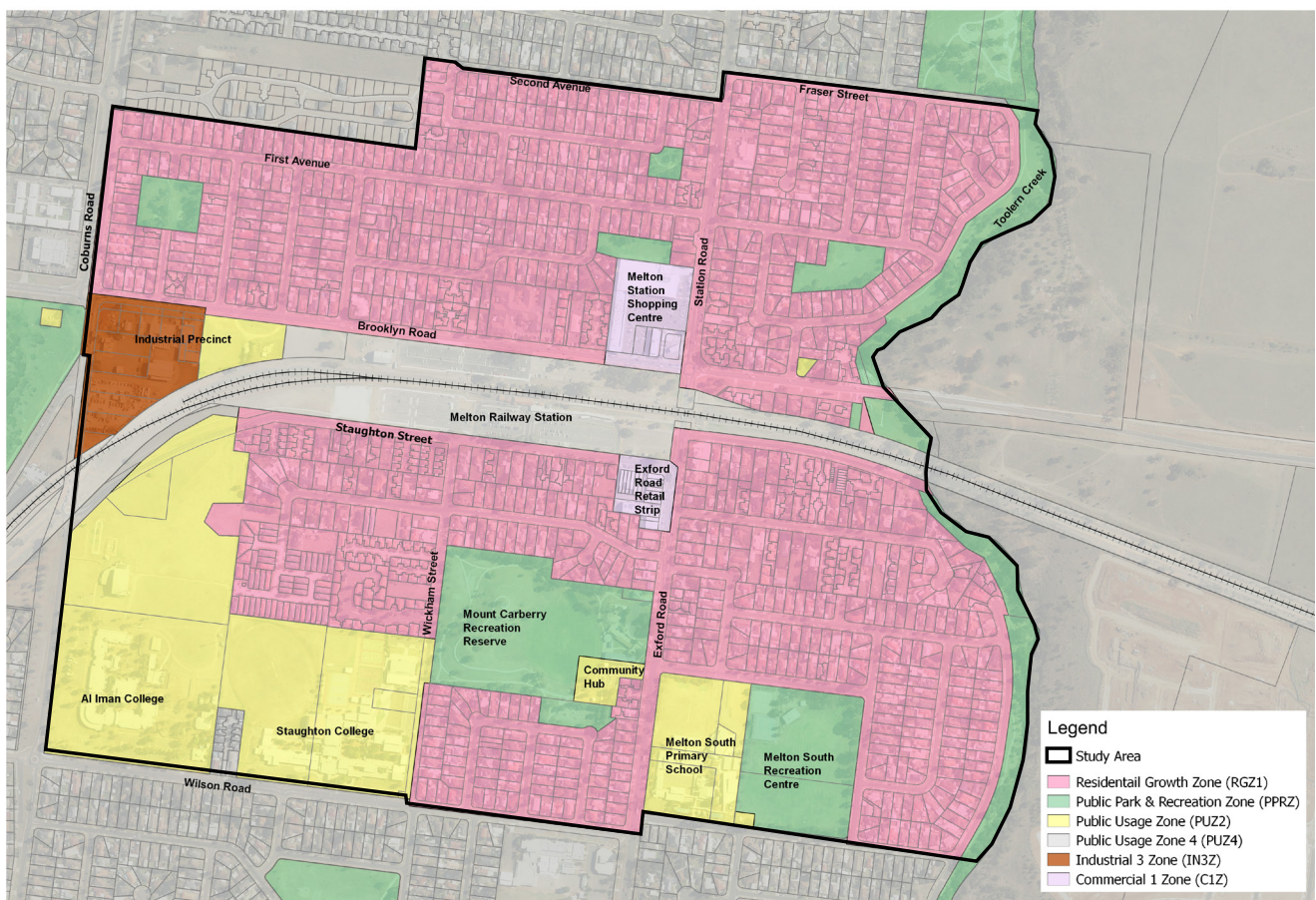
This Consultation Report details feedback received through the first stage of engagement regarding the Melton South Structure Plan. The first stage was focused on the background and technical reports. The technical reports included:

- Social Infrastructure Assessment (prepared by ASR Research Pty Ltd)
- Transport Access and Movement Report (prepared by GTA Consultants)
- Economic Assessment (prepared by Essential Economics)

This report identifies key emerging issues and themes for further consideration.

1.2 Report Structure

This report outlines the consultation strategy (Chapter 2) and provides a summary of the consultation undertaken (Chapter 3). It then presents a summary of the feedback received from both the community (Chapter 4) and targeted stakeholders (Chapter 5). It then summaries how the inputs will be used, common emerging themes and recommendations to address these (Chapter 6). It finally details and identifies potential next steps (Chapter 7).



2 Consultation Strategy

This stage of consultation included targeted sessions with identified key stakeholders, complemented by an open community engagement component.

A comprehensive communication campaign was undertaken to ensure that all local businesses and stakeholders were aware of the consultation opportunities.

2.1 Key Stakeholders

Key project stakeholders were identified as:

- Landowners and residents of the wider Melton South community
- State Government departments, Victorian Planning Authority (VPA), Department of Environment, Land, Water and Planning (DELWP), VicTrack and VicRoads
- Melton City Council (Councillors, Executive team, key internal departments, Project Working Group and Project Control Group)
- Non-government land owners or service providers, e.g. Victorian University (VU)
- Community groups (including local sports clubs etc.).

2.2 Consultation Modes

Consultation varied with each targeted stakeholders including:

- Focused sessions with schools, targeted service and retail providers, local Aboriginal representatives and youth organisations.
- Targeted meetings with transport providers and government agencies.



- A drop in session and the 'Dream Big' Festival to engage the community
- A public written submission opportunity.

2.3 Consultation Period

A month-long consultation period on the draft background report and technical reports was held between 12 November and 10 December 2018. This consultation period included the opportunity for formal submissions to be made.

2.4 Communications

Council ran a wide communications campaign to inform as many residents and stakeholders as possible about the project. People were encouraged to have their say across a number of live and online platforms. One-on-one meetings were also accommodated by request. Key elements of the communication campaign included:

- Newspaper advertisement – this ran at the start of the consultation period and promoted the community drop-in session.
- Letter mail out – letters were sent to around 1,400 properties advising residents and businesses of ways that they could have their say.
- Posters – displayed in key community venues and shop windows around Melton South.
- Website – included information on the community drop-in session, public submission process and Background Documents.
- Social media – promoted the project and consultation opportunity.
- Group emails – sent to community partners for cross posting.
- Targeted emails – sent to key stakeholders to coordinate targeted stakeholder meetings.
- Background documents – these were posted on the project website, as well as made available in hardcopy at Council offices.

How to Have Your Say

We are in the information gathering stage of the process. We want to hear from the community and understand what you like and don't like about the current Melton South in the future.

COMMENTS AND INPUT

All submissions should be made in writing to:
 Manager City Council
 Melton City Council
 PO Box 21
 Melton Vic 3333

If you have any questions, please contact:
 Melton City Council on 9700 0000

A thriving community where everyone has a say

xx xxx 2018

<Name>
 <Company>
 <Address>
 <Suburb> VIC <Poode>



Dear Sir/Madam

Melton City Council – Melton South Structure Plan
 We are writing to advise you that Melton City Council is currently developing a Melton South Structure Plan for an area in the south of Melton.

What is a Structure Plan?
 A Structure Plan is a land use and management plan developed to assist Council in future decision making. It will present directions on land use planning, treatment of public areas and present a Council position on areas it does not control. It will guide future Council decision making, it forms the basis for advocacy work to improve the parts of the area that the State Government owns and controls.

MELTON SOUTH STRUCTURE PLAN

COMMUNITY CONSULTATION INVITATION

About the Project

Melton City Council has recently commenced work on the Melton South Structure Plan.

A Structure Plan is a land use and management plan developed to assist Council in future decision making. It will present directions on land use planning, treatment of public areas and present a Council position on areas it does not control. It will guide future Council decision making, it forms the basis for advocacy work to improve the parts of the area that the State Government owns and controls.

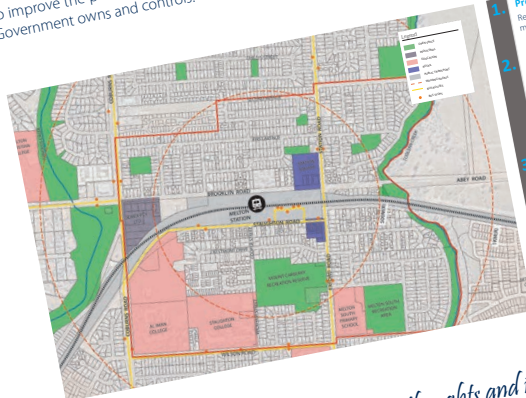
Consultation Session Details

Melton City Council would like your input into the development of this key land use planning document.

Date: Tuesday 27th November 2018

Time: 5-7pm

Location: Northcote Street Pavillion at the Melton South Recreation Reserve (1-7 Northcote Street, Melton South)



1. **Project Management Plan**
Review of all existing background material and Gap Analysis.
2. **Technical and Background Reports**
Analysis and investigating the site constraints, legal, economic, transport, and servicing pressures. Undertake community consultation.
3. **Draft Structure Plan**
Draft version of the Structure Plan utilising all findings to date.
4. **Final Structure Plan**
Review comments from Councilors, key stakeholders and the broader community to help in refining the Final Structure Plan.

Come and share your thoughts and ideas!

MELTON SOUTH STRUCTURE PLAN

3 Consultation Summary

What do you **LOVE** about Melton South?

Close to Station schools, kinders, shops

Parklands

Great St Anthony's School

Can a bus depot be created in Melton

Buses do not run often enough

More affordable housing

Need to park in Melton

24 Hour Medical Clinic of GP

A large public park with water play area !!!

What would you like to see **CHANGE** in Melton South?

Walking paths through park to shops, change of shops, change of shops, change of shops

Can a bus depot be created in Melton

Buses do not run often enough

More affordable housing

Need to park in Melton

24 Hour Medical Clinic of GP

A large public park with water play area !!!

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Buses do not run often enough

More affordable housing

Need to park in Melton

24 Hour Medical Clinic of GP

A large public park with water play area !!!

3.1 Briefing Sessions

An inception meeting with Council Officers was held on 11 April 2018 at the Melton Civic Centre.

A briefing session was held on 6 August 2018. This included sessions with Council officers to present the findings of the background report and technical reports and seek comment.

A Councillor briefing session was held on 19 October 2018, which provided an overview of the project, key future milestones and planned consultation schedule.

3.2 Targeted Stakeholder Meetings

Targeted Stakeholder Meetings were held in Melton South on Tuesday 27 November 2018.

Groups engaged included:

- Headspace Melton South
- Victoria University (VU)
- Staughton College
- Al Iman College
- Mount Carberry Early Learning Centre
- Kirrip Aboriginal Corporation

3.3 Community Drop-in Sessions

A community drop-in session was held on Tuesday 27 November 2018 at the Melton South Community Centre and was open to all members of the broader community. The session was publicly advertised via local print media, posters and social media. A separate community engagement opportunity was offered as part of the Dream Big Festival on 15 September 2015.

3.4 Agency Consultation Sessions

Agency consultation was held during December 2018. This consisted of one-on-one meetings with identified key agencies including:

- Department of Transport (DoT)
- VicTrack
- Victorian Planning Authority (VPA)
- Rail Projects Victoria (RPV)

3.5 Activation Workshop

A half day Activation Workshop was convened by placemaking expert David Engwicht from Creative Communities. This consultancy provides advice to community groups and local government on quick and simple ways to activate and improve public spaces.

The workshop focused on the Structure Plan study area and was well attended by Council Officers and several representatives of the peak community representative body Linking Melton South.

It involved a presentation of examples from Australia and New Zealand where, communities have improved the physical appearance and use of underutilised public spaces at minimal cost.

Participants then walked together around the Melton South study area, identifying public spaces that could be improved.

Some suggestions included:

- Replace fencing around Mt Carberry Reserve with rock placement and simple landscaping
- Improve pedestrian connectivity between either side of the rail line
- Improve the station parking area

Also, the Melton South shopping centre immediately south of the railway line on Exford Road was identified as a short term, cost effective opportunity with potential to create immediate impact.

The shops have an extensive nature strip and road verge area on Exford Road that could be improved and turned into a functional space. Only conceptual ideas were discussed, with agreement to further investigate options for the site.

The outcomes of this Activation Workshop have been considered in making recommendations in this report.



4 Summary of Feedback — Community

This chapter presents a summary of feedback received from the local community.

Many of the responses received by the community during the consultation period raised common issues. These issues have been summarised below.

4.1 Traffic & Transport

4.1.1 Roads & Cars

Traffic congestion on Coburns Road, Station Road, Abey Road and adjoining schools is a major problem, particularly in the late afternoon.

- Replace roundabout at Station and Abey Road (extension of Brooklyn Road) with traffic lights due to increased traffic volumes
- School drop off and pick up arrangements – vehicle circulation and road congestion due to the proximity of multiple schools.
- Remove barriers in Wickham/Cooper Street and First Avenue to allow better traffic flow. This would minimise the current hazards with people driving dangerously and having to do U-turns to get out of dead-end streets.
- Safe pedestrian crossing points on Brooklyn, Coburns, Exford and Wilson Road, particularly for children. Road crossings are considered dangerous at most times.
- General traffic management around schools.
- Management of car parking at Melton Train Station and Station Square carparks – internal congestion and traffic conflicts at entry and exit points.
- Car parking around childcare centre – difficult to access at peak traffic times and conflicts with Train Station carpark traffic.
- Boom gates and school pedestrian crossings cause compounded issues of traffic congestion at peak times (school drop off and pick up).
- Traffic calming devices could be installed to slow traffic along First Avenue (rather than a complete barrier).
- Short cutting through the service station and shopping centre to avoid the Station Road intersection create safety concerns and congestion within the two sites.
- Sky rail option needs to be explored – this could potentially solve existing traffic issues along both Coburns and Exford Roads.
- Brooklyn Road widening needs to be considered plus the signalisation of Brooklyn Road/ Station Road.
- Maplewood Estate traffic concerns at Rees Road nearby Staughton College.



4.1.2 Public Transport

- Buses are unable to run effectively due to traffic congestion, particularly on roads from the station north of the rail line.
- Need a dedicated lane for a bus service (which would or could reduce traffic).
- Bus and train timetabling is an issue – long wait times and a lack of coordination between trains and buses resulting in people opting to drive rather than wait for connecting bus services.
- More frequent services are needed to address long wait times – many services are schedule only every 40 minute. Coupled with not being synchronised with train timetables, this results in significant journey times and discourages patronage.

4.1.3 Pedestrian & Cycle Movement

- Standard of paths is poor.
- Network is disconnected – not all path networks are continuous, and there is a lack of footpaths adjoining Staughton College.
- Paths need to be constructed to a higher standard and require public realm landscaping improvements.
- Improve on and off road cycle paths.
- Provide a shared path connection between the creek paths on both sides of the locality.
- Lighting and safety should be improved across the study area.

4.1.4 Car Parking

- Internal movement within the Train Station carpark – the limited number of entry and exit points onto Brooklyn Road and the internal layout of the car park is restrictive.
- Dust is an issue – notable in summer with the unsealed and overflow carpark.
- Consider a future multi deck carpark.

4.2 Public Realm

- Landscaping, fencing, improvements along Brooklyn Road.
- Public underpass at the station is unsafe and is also a bottle neck at peak times – capacity needs to be increased to handle larger volumes of pedestrians.
- Disabled access an issue.
- The station is in need of an upgrade – other stations along this line have been upgraded recently.

4.2.1 Public Open Space & Sporting Facilities

- Raise awareness of the location of open space, especially at Mount Carberry Reserve.
- Open up Mount Carberry Reserve to Exford Road.
- Potential to improve activation of the open spaces.
- Crime in Mount Carberry Reserve is an issue resulting in a feeling of being unsafe.
- Introduce fitness stations, improvements to parks etc.
- Control illegal motorbike use – develop a strategy to address this issue.
- Melton South Recreation Reserve – the masterplan has not been implemented. Confirm this and implement.
- Random green pocket parks north of the station – underutilised and many are not aware of their existence or how they should be used.
- Open space along the creek is positive, but often poorly maintained and perhaps lacking in facilities.
- Improve landscaping across the locality (in parks but also throughout the residential area).
- Local parks need to be upgraded and maintained to a better standard.

4.2.2 Town Centre (Shopping Centre Precinct)

- New open space / civic space is needed to the south of the Train Station on vacant land.
- There is opportunity for development of retail or services, including opportunities for childcare, laundromat dry cleaners and community café.
- Lacking in a destination – more seating and outdoor dining opportunities will entice people to stay.
- Safety concerns around local shops to south.
- Beautification of the shopping precinct.
- Consistent street tree planting needed.
- Need for public realm improvements including improved pathways, physical appearance, benches and lighting.
- Pedestrian access needs to be improved.
- Maintenance of the station precinct is lacking
- Lack of facilities for people with special needs (Improve disabled access)

4.3 Education

- General community queries as to what is happening with the VU site.
- Al Iman College catchment of students is much broader than the study area.
- Pre-school car parking and better landscaping is needed.
- Local provision of tertiary education is a priority.
- A TAFE or similar training institution should be encouraged in this location to give local people access to higher education – current proximity and transport issues limit people’s ability to access these institutions elsewhere.

4.4 Community Services Delivery

- Adult education facilities opportunities – potential to integrate this into Melton South and provide opportunities for employment and education.
- Need for a larger community facility (similar to the Bridge Road facility).
- More local health services are required.

4.5 Other Issues

- Crime is an ongoing problem in the area. This includes anti-social behaviour in locations such as Mt Carberry Reserve.
- Community consultation for various Council strategic documents but lack of implementation (e.g. Melton South Recreation Reserve).
- Potential contamination issues in industrial area.
- A noise wall along Creek Street is needed.
- Trailer parking along Exford Road near the Bottle Shop is needed.
- The Op Shop is a great conduit into the community.
- The next consultation mode should be less formal.
- People want the chance to show more local pride – Melton South’s image can become an asset.
- Areas need to be activated – food trucks, events, movie nights, pat the dingos, etc.
- The creeks need to be adequately showcased, accessed and connected.
- A new boldly designed community hub would be helpful.
- Utilisation of the VU Site should be improved.
- Water fountains should be provided at the station and nearby to the shopping centre.





5 Summary of Feedback — Stakeholders

This chapter presents a summary of the stakeholder feedback, elicited mostly through targeted one-on-one meetings scheduled throughout December 2018.

Many of the responses received by the community during the consultation period raised common issues. These issues have been summarised below.

5.1 Transport Agencies

5.1.1 Public Transport

Rail Service Improvements

The Department of Transport emphasised the benefits of the duplication of the existing rail line and that this will result in an improvement to the frequency of services. This improvement will require better coordination of bus timetables to rail services and the prospect that bus services will need to be more frequent on some of the routes. It is anticipated that urban growth itself will increase demand. In addition, planning for trains of increased length will need to ensure land is available for the extension of platforms.

In late 2018, the Victorian Government announced the Western Rail Plan as part of its election platform. This will investigate potential future electrification of the rail line to Melton. This potential future increase in services and the need to continue to accommodate V/Line services will potentially have impacts for the station site, including:

- The need to accommodate potentially four distinct rail lines, two electrified, two non-electrified to accommodate the different service requirements.
- Melton station may become an interchange between metro and regional services.
- There is a need to preserve options to accommodate extended rail platforms of 240 metres in length.
- Additional car parking is likely to be required as demand grows and any further provision will need to have regard to other uses within the station site.

At the time of preparing this consultation report there was no definitive position on any of the above points or a plan for future land use within the station precinct. Therefore, no definitive recommendations can be made for the future land use within this area. Regardless of this uncertainty, there is some scope for landscaping, extension of cycle paths, etc. in consultation with VicTrack and the rail authority to improve the station precinct in the interim.

Bus Interchange

Agencies identified a need for improved bus service frequency and as urban growth extends beyond the Structure Plan study area, new bus routes. The existing bus interchange does not have the capacity to accommodate new services when bus timetables become integrated with train scheduling. Key comments on the bus service included:

- There is a need to plan for new bus routes north and south of the station.
- Bus service frequencies should integrate with train services.
- Option to increase the size of the bus interchange needs to be planned for.
- Alternatively, split the interchange to northern routes north of the station and southern routes south.
- Provision of bus interchanges on both sides of the station will require improved pedestrian crossings of the rail line.

5.1.2 Pedestrian / Cycle Movement

Rail Pedestrian Crossing Points

The existing crossings (“at grade” at Station Road and Coburns Road and pedestrian underpass at the train station) need to accommodate the increasing number of users safely. The following key issues were highlighted:

- The Station Road rail crossing point is recognised as needing repair and upgrading, better lighting and improved appearance. This needs to be a high functioning multi-modal crossing point.
- Coburns Road needs to provide wider shared pedestrian/cycle paths and improved visual amenity. If grade separation of this crossing occurs, this should form part of any detailed design.
- The rail underpass improvements or replacement will need to integrate with the ultimate upgrade of the station and platform siting.

Major Road Crossings

It was considered that with such significant traffic volumes on the roads at peak periods (which coincide with school drop off and pick up) current pedestrian crossing arrangements are not adequate, including:

- Abey and Station Road.
- Brooklyn Road - multiple crossing points to access the station
- Wilson Road at multiple points near the schools
- Rees Road at the roundabout locations

There was recognition that a grade separation solution needs to be considered but no final option is yet able to be identified.

Off Road Cycle Trail Network

Agencies generally recognised that the creek paths were of an appropriate standard but that there was no linkage between the two paths, nor any off road path that provided access to the Train Station.

VicTrack was supportive of the need to link the two paths and provide cycling access to the Train Station. This is a broad State Government objective, to integrate all transport modes with stations. Key comments included:

- The need to link the two creek paths.
- Provide an option to have an off road shared path on the perimeter of the VicTrack land to enable a path to be constructed. Any arrangement of leasing and management would need to be developed with Council.
- Incorporate shared paths on the Station Road and Coburns Road “at grade” rail crossings.
- Explore potential for an off road / shared path on Abey Road.

On Road Cycle

It was recognised that the existing road standards and available road reserve provides minimal opportunities to provide on road paths, other than on Staughton Street, Brooklyn Road and potentially Abey Road. Existing roads contain bike lanes, albeit with gaps at roundabouts and some intersections. Agencies recognised the difficulty of upgrading roads within smaller, older road reservations but deferred to Council as the responsible authority.

5.1.3 Roads & Cars

Station Road and Abey Road

Agencies recognised that the existing roads were not designed in anticipation of the growth Melton is experiencing. The extension of Abey Road into the growth area to the east will further increase traffic volumes. Traffic management, including the provision of alternative routes to through traffic is anticipated to ease traffic volumes and movement. There was general agreement that current conditions could be alleviated through:

- Signalisation of the Abey and Station Road intersection.
- Prioritisation of traffic from growth areas to the south to Coburns Road
- Eventual grade separation at Station Road / Coburns Road.
- Improved pedestrian crossings of Station Road (particularly for school children).

Brooklyn Road

Agencies recognised the impact of increased traffic from Abey Road, continuing along Brooklyn Road and the potential for traffic volumes to increase, particularly in response to increased use of the Train Station in response to improved services and the impact of growth from new residential development from outside the study area. There was agency support for:

- Improvements to Brooklyn Road, including better traffic management.
- Provision of improved pedestrian and cycle paths on the south side of Brooklyn Road.
- The need to better manage and formalise pedestrian crossings of Brooklyn Road.

Coburns Road/Rees Road

Coburns Road is recognised as having the best potential to accommodate increased road traffic within the Structure Plan study area. Compared to Station Road with its access to retail and services and the narrow road reservation, options at Coburns Road are less restricted. It should be noted that Coburns Road to the south of the Structure Plan study area is quite narrow which may provide some design and function challenges.

Key points of agreement included:

- Coburns Road has a lesser degree of restrictions to movement, generally through fewer local street intersections and less intensive uses such as retail.
- Coburns Road provides a direct link to the growth area to the south.

5.1.4 Grade Separation of Rail Lines

Options for Grade Separation

The three options for grade separated rail lines within the GTA report were recognised and generally accepted as outlining the key issues. Agencies confirmed that at this stage, there was no committed funding for grade separation and that further investigation was required. No detail on any preferred option is available at this point in time.

5.1.5 Car Parking

Agencies generally accepted that improvements to the rail service will generate demand for increased car parking. There is some potential that the provision of new train stations within the growth areas (particularly Cobblebank) may temporarily attract some commuter traffic away from Melton South but this will probably be offset by general growth within the catchment. Other alternatives for the provision of car parking should also be further explored, including multi storey parking.

5.2 Education

Victoria University

Victoria University (VU) is a significant land holder within the Structure Plan study area, owning the site north east of the Rees Road and Wilson Road intersection. It contains campus buildings in the south with the north of the site being largely vacant.

Currently, buildings are leased to Al Iman College and some community uses. VU does not provide any tertiary education services on the site and has indicated that the site is not likely to be used for this purpose in future. The key comments from VU included:

- No tertiary education services are planned to be provided from its Melton South campus.
- The long term future of the site has not been determined.
- There is no clear direction for the future of the site and any decision will be by VU in consultation with state and local governments.

Schools, University of the Third Age and Early Childhood Education

Staughton College, St Anthony's College, Al Iman College and Melton South Primary were engaged as part of the consultation process. The single, overriding issue raised by the school related to traffic congestion and safety for student pedestrians. Mt Carberry Child Care emphasised a particular car parking problem at the Mt Carberry site. Key points highlighted included:

- Heavy congestion around all schools and on Rees Road and Station Road at school drop off and pick up times, extending for an hour morning and afternoon.
- Traffic management exacerbated by rail crossing boom gate closure.
- A concern that with increased rail services, boom gate closure frequency will worsen.
- Staughton College has local street management issues on Wickham Street with cars 'U-Turning' into oncoming traffic at road closure point and within the street.
- Car parking at Mt Carberry Reserve is often full and a car parking shortage exists during daytime periods.

Other matters raised included:

- Concerns regarding public safety in parks (used by student pedestrians) due to unlawful motor cycle riding in the reserve.
- Pedestrian crossing safety at peak traffic times.

5.3 Kirrip Aboriginal Corporation

Kirrip is a service provider to the local Aboriginal community. Located within the Structure Plan study area on Exford Road, many service users are within the study area or live nearby. The key issues raised by Kirrip related to the public realm and public safety, often outside the main daytime business period. The local traffic congestion at peak times is also a specific concern. Key issues raised included:

- Traffic congestion on Station Road/Exford Road at peak times
- Concerns regarding potential impact on traffic of more frequent train services
- Park safety, particularly in Mt Carberry Reserve. Without good surveillance youth safety is a concern.
- Unlawful motorcycle riding, particularly in Mt Carberry Reserve.
- Public safety in the small shopping precinct south of the railway at night.
- Need to improve the visual amenity of the locality (better street tree planting, landscaping etc.).

5.4 Linking Melton South

Linking Melton South (LMS) is a community action group supported by Djerriwarrh Health Services.

Written feedback from LMS outlined the following issues:

- Increased capacity is required for Community Centre parking and extension of the building (dual levels or land).
- Multi storey car park at the Melton Train Station.
- The need for increased public transport opportunities.
- Walking paths upgrades.
- Creek upgrades.
- Improved/increased park and green spaces facilities and recreational facilities and spaces.
- Restrictions on subdivision / block sizes.
- The need to work on a strategy for the strip shopping area on Staughton Street and Exford Road across from the train station.
- Priorities identified were around beautification, accessibility and walkability – creating a more public and inviting space. The potential of having street art, performance and activities in the space to engage community were highlighted.

6 Consultation Implications

The consultation process was extensive and included engagement with the community, community groups, Council and state agencies.

The uncertainty regarding the future of the rail crossings and any future changes to VicTrack land, coupled with no definitive position on the future of Victoria University's site makes it impractical to proceed with a Structure Plan until these issues are resolved.

Regardless, there were a range of localised and site-specific issues raised through consultation that could be addressed without implicating the broader transport network and larger public land holdings.

The community placed a significant emphasis on the transport network and its function. Congestion on all the main arterial roads and connecting streets in the late afternoon makes movement in and around the Melton South area difficult at peak times. Traffic congestion subsequently impacts on bus access to roads and timetable disruptions.

6.1 Transport Related Matters

Transport, including road congestion, rail crossings, pedestrian movement and the bus service constitute singularly the biggest, most encompassing issue from the consultation. There is risk that the potential impacts from rail duplication and frequency of rail services on level crossing delays may be compounded. The transport related issues are generally inter-related and to put into a context each element can be highlighted as follows:

6.1.1 Station Land

Owned and managed by VicTrack, the rail line reservation is large, containing the Train Station and carpark, with a considerable area of vacant land or land leased for other purposes. VicTrack and the Department of Transport expressed a strong desire to retain future options for the land, primarily due to future electrification, in addition to preserving options for changes to the station platform.

Both agencies recognised the significance of the precinct and supported opportunities to improve aesthetics and pedestrian and cycle access as a short term priority.

6.1.2 Rail Crossing

The "at grade" rail crossings at Station Road and Coburns Road are near or at capacity and in need of grade separation. The traffic congestion that builds at peak times at these crossing points now will only be exacerbated with new urban growth to the south and intensification in the established areas of Melton.

The solution to the grade separation is intrinsically related to future electrification of the rail line.

The interrelationship between all surrounding land uses and the exploration of options for the crossings will require significant planning and cannot be resolved as part of this structure planning process. It will require a fully integrated transport solution and consideration of the whole transport network. Resolution of the rail crossing options will be needed to resolve each of the following issues raised during consultation:

- Abey Road / Station Road intersection – a need to synchronise and be integrated with any rail crossing option.
- Pedestrian crossing options.
- Bus service improvements and bus interchange changes.
- Street landscaping and urban design responses.
- Siting and design of off road cycle paths (within the rail reservation).
- Rail underpass / crossing redesign.
- Car parking improvements, including access.
- Local Street traffic management options..

The scope of work is complex and beyond the remit of this Structure Plan. Council must work with the relevant state government agencies and service providers, which will require considerable time and resources. This impacts the timing of delivery for the Structure Plan, which relies on having a definitive plan for the station precinct.

6.2 Non-Transport Related Matters

Some shorter-term, quick-win actions identified through the consultation phase include:

- Street tree planting and landscape improvement
- Improvements to Mt Carberry and Melton South reserves
- Completing and upgrading the footpath network
- Linking off road cycle paths
- Streetscape improvements around commercial centres.



7 Recommendations

Feedback received through consultation generated a number of important suggestions. These form a basis for future Council actions in the area in the short to medium term.

7.1 Short Term Recommendations

Public Realm

- Identify opportunities for local, place-based activation and improvement projects that creates places for positive social interactions. For example, the corner of Exford Road and Staughton Street.
- Undertake a landscape master plan and street tree project for Station / Exford Road.
- Improve the public realm through landscaping, footpath upgrades, vegetation, signage, public art, pop-up events, seating and lighting.
- Upgrade the public toilet on the corner of Exford Road and Staughton Street, potentially incorporating community artwork.

Parks

- Consider the creation of a temporary green space near the station.
- Undertake a review of the Mt Carberry Reserve Masterplan and develop an implementation plan.

Traffic and Transport

- Provide linkages between off-road cycle paths and the Toolern and Arnolds Creeks.
- Review existing traffic management measures, particularly around schools and the train station.
- Consider future signalisation of intersections along Coburns and Exford Roads to better manage traffic flow.

Access

- Improve accessibility and infrastructure provision for people with limited mobility.
- Improve pedestrian connectivity between both sides of the rail line and advocate for the upgrade of the pedestrian rail crossing.





Melton Civic Centre
232 High Street, Melton
T 9747 7200

Melton Library and Learning Hub
31 McKenzie Street, Melton
T 9747 7200

Caroline Springs Library and Learning Hub
193 Caroline Springs Boulevard, Caroline Springs
T 9747 7200

melton.vic.gov.au

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