



NH

Mt. Atkinson Hopkins Road Business Precinct
Urban Design Framework

Prepared by Mt Atkinson Holdings, NH Architecture &
Contour for the City of Melton

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Quality Assurance

Mt Atkinson Hopkins Road Business Precinct Urban Design Framework

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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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1. Introduction

1.0 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 parts of the suburbs of Rockbank, Mount Cottrell and Truganina.

The HRBP includes land which is identified as State Significant Industrial Land in the Melbourne Industrial and Commercial Land Use Plan 2020.

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 exclusively 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;
- Clearly delineate the Large Format Retail, Commercial, Light Industrial and Industrial uses within the HRBP UDF;
- Guide the use and development of the HRBP through design principles 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;
- Establish a process for monitoring and review; and
- 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.

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 the Urban Growth 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)
The 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.

1.0 Introduction

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 on 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.

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. Residential development has commenced on McKinley Drive with many residents already occupying homes to the west of the HRBP UDF area.

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 to guide the development of the HRBP UDF.

- Key
- Hopkins Road Business Precinct UDF extent (revised boundary)
 - Hopkins Road Business Precinct (HRBP)
 - Mt Atkinson Major Town Centre UDF extent
 - Open space
 - Existing open space
 - School
 - Pedestrian link
 - Railway reserve
 - Quarry sensitive use buffer extent
 - Quarry blast buffer extent
 - Gas pipeline measurement length
 - Electrical easement
 - Council approved road
 - Proposed road



Figure 1. HRBP UDF Area Plan

1.0 Introduction

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.

Key

Precinct Boundary

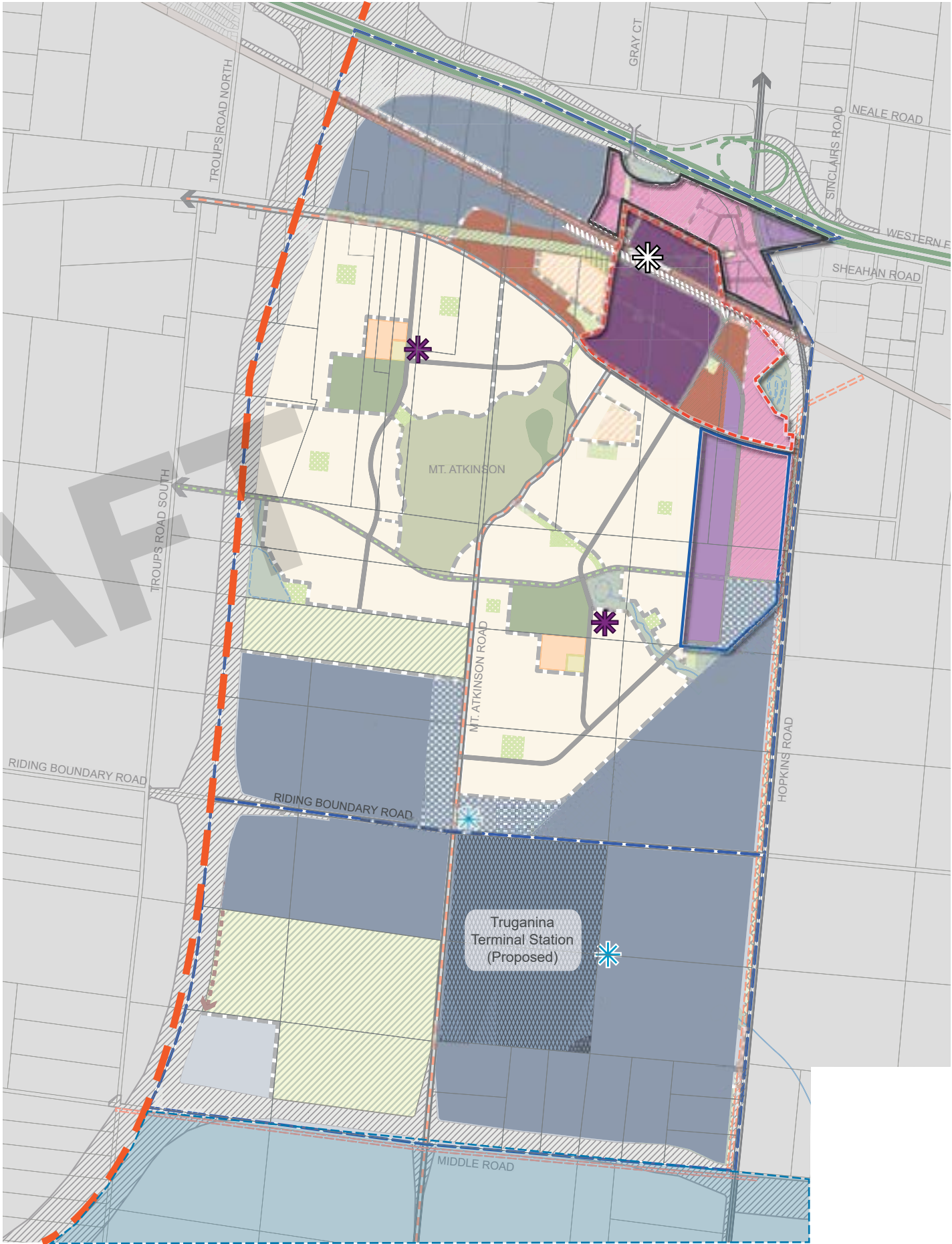
 Mt. Atkinson major town centre UDF extent

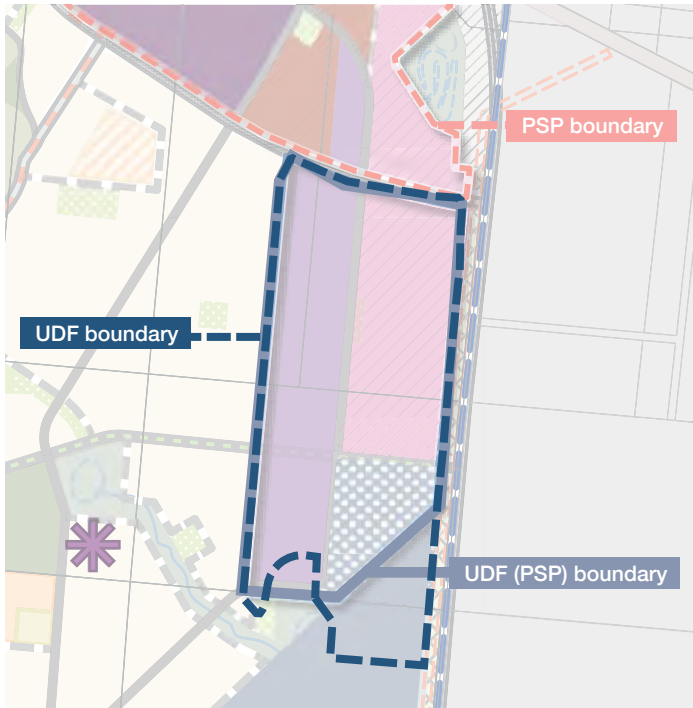
Figure 2. Excerpt of the Mt Atkinson and Tarneit Plains PSP

1.0 Introduction

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.

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



Comparison between PSP boundary and UDF boundary



Figure 3. Mt Atkinson Aerial image looking east towards Melbourne CBD



2. Urban Design Framework

2.0 Urban Design Framework

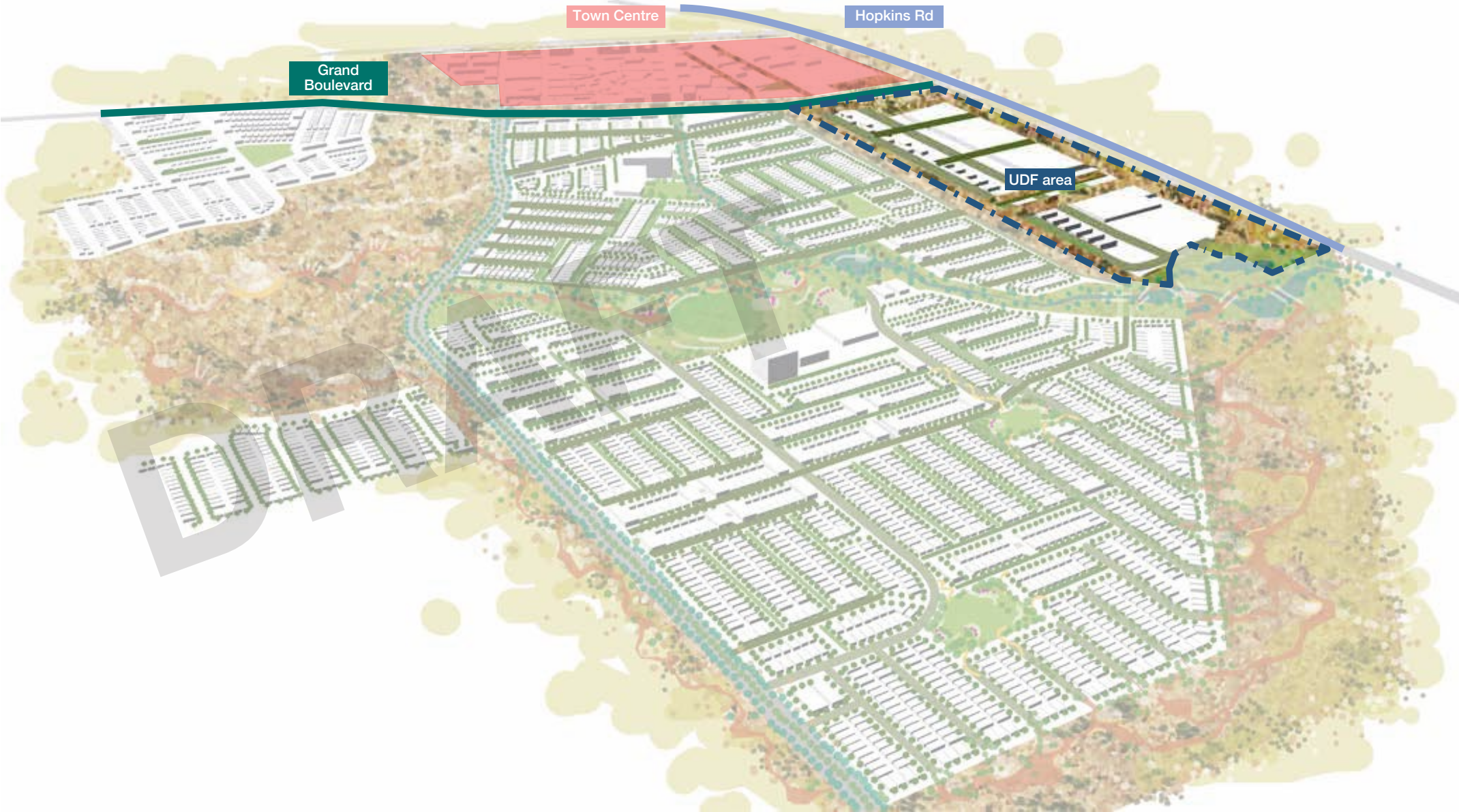
2.1 Vision

The vision for the HRBP is set out below:

The Hopkins Road Business Precinct is strategically located to contribute to the achievement of greater diversity of employment opportunities in the West Growth corridor.

Jobs will be located close to where the new communities of Melton live, and an attractive interface between residential and employment areas will be provided.

The built form in the Hopkins Road Business Precinct will be of a good quality urban design.

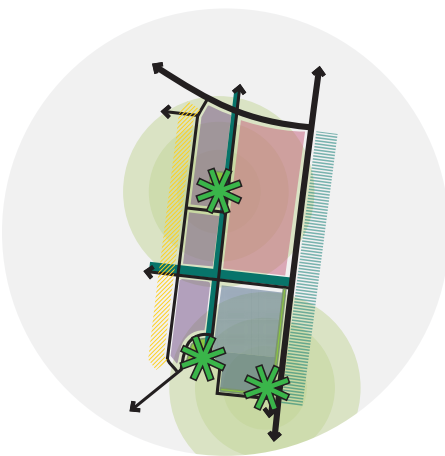


- Key
- UDF Boundary
 - Hopkins Road
 - Grand Boulevard
 - Town Centre

2.0 Urban Design Framework

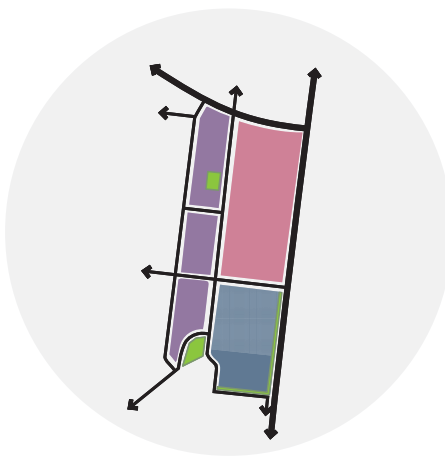
2.2 Urban Design Principles

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



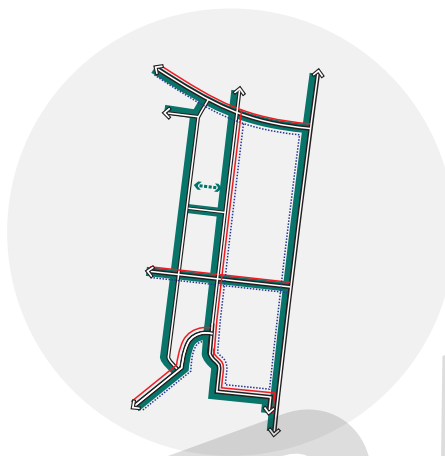
1. Urban Structure

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.



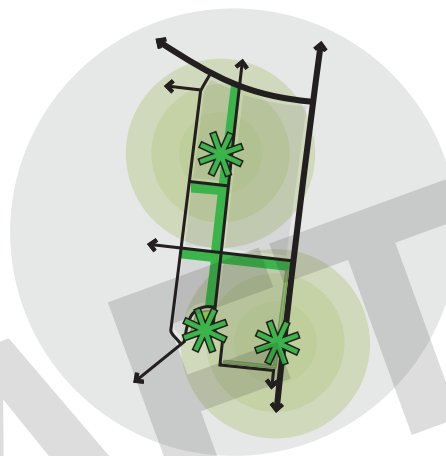
2. Land Use

Facilitate a diversity of employment generating land use and business types. Consider and provide a framework for industrial and light industry that protects and enhances the large format retail, business park and health and emergency uses.



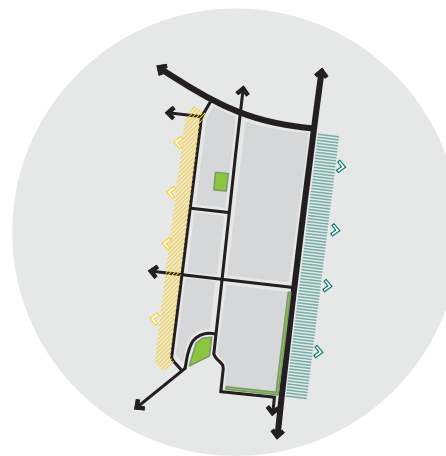
3. Movement and Access

Facilitate a high quality and efficient road network and a network of pedestrian paths, cycle paths and a local bus network to ensure highly accessible and well-connected precincts. Provide a street network that identifies direct connectivity within, to and from the commercial area, including measures to slow down speed where applicable.



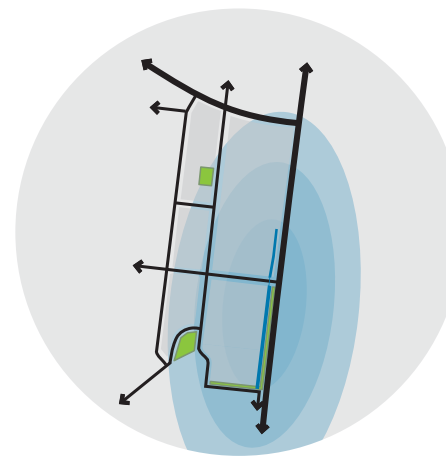
4. Public Realm and Landscape

Feature the local park and linear park as part of a wider open space network that connects 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.



5. Built Form, Massing, Density and Interface

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 interfaces between the industrial and light industrial areas, the business / commercial area and the nearby residential areas. Encourage built form in the precinct which has a strong character consistent with its commercial and industrial/ light industrial purposes, softened by integrated landscaping enhancing the local sense of place.

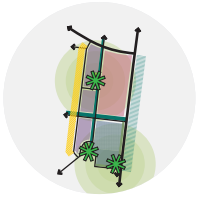


6. Sustainability and Environment

Encourage sustainability through energy efficient building design appropriate to the function of the building, 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.

2.0 Urban Design Framework

2.3 Urban Structure



The PSP identifies that the urban form of the HRBP is delineated by Hopkins Road to the east and is framed to the north by Grand Boulevard (Greigs Road), new internal roads to the west (McKinley Drive) and south (Conondale Avenue).

The PSP contemplates 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.

Buildings will be given a clear sense of address to the primary street frontage and a legible pedestrian entry. The use of glazing is encouraged to denote pedestrian entry and a sense of address.

To ensure appropriate interfaces between the industrial, light

- Key**
- Hopkins Road Business Precinct UDF extent (revised boundary)
 - Large format retail
 - Light industrial employment
 - Industrial employment
 - Commercial
 - Open space
 - Existing open space
 - School
 - Overland flow
 - Arrival experience
 - Potential left in/left out (*access from Hopkins road subject to approval by the responsible authority)
 - Council approved road
 - Proposed road
 - Quarry sensitive use buffer extent
 - Quarry blast buffer extent
 - Gas pipeline measurement length
 - Electrical easement

industrial, commercial / business area, the large format retail area and the surrounding residential areas, less intrusive uses such as business and commercial are to be located proximate to areas suitable for dwellings and industrial uses are to be prohibited from the commercial/business and large format retail areas.

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 Hopkins Road and the nearest residential uses will be sensitively designed to limit potential conflicts and encourage allowable uses.

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.



Arrival Experience Example



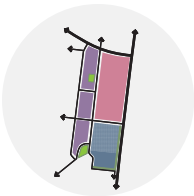
Arrival Experience Example



Figure 4. Urban Design Framework Plan

2.0 Urban Design Framework

2.4 Land Use



The HRBP area is zoned Clause 37.07 - Urban Growth Zone - Schedule 9 – Mt Atkinson & 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.

Table 1.

Business Employment (Applied Zone – Commercial 2 Zone)	Trade supplies
Education centre	Light Industrial Employment (Applied Zone – Industrial 3 Zone)
Food and drink premises	Industry
Office	Restricted retail premises
Place of assembly	Service industry
Residential hotel	Service station
Retail premises	Take away food premises
Shop	
Store	
Warehouse	
Business / Large Format Retail Employment (Applied Zone Commercial 2 Zone)	

Key

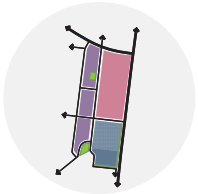
- Hopkins Road Business Precinct UDF extent (revised boundary)
- Large format retail
- Light industrial employment
- Industrial employment
- Commercial
- Open space
- Existing open space
- School
- Overland flow
- Quarry sensitive use buffer extent
- Quarry blast buffer extent
- Gas pipeline measurement length
- Electrical easement



Figure 5. Land Use Plan

2.0 Urban Design Framework

2.4 Land Use



2.4.1 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.

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 & 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 & 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 & 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 & Tarneit Plains Precinct Structure Plan is prohibited.

2.4.2 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 & Tarneit Plains Precinct Structure Plan.

2.4.3 Supported Land Uses

The HRBP will support a range of land uses as permitted by the relevant applied zones. The Commercial 2 Zone, Industrial 1 Zone and Industrial 3 Zone contemplate Section 1 uses and a significant range of Section 2 uses. Materials recycling, transfer station and industry are not suitable uses in the Commercial 2 Zone on lots fronting McKinley Drive and where Large Format Retail has been designated under the PSP and UDF. Material recycling and transfer stations are not suitable and prohibited uses for the Industrial 3 zoned land. Industrial uses are not permitted on the Large Format Retail or Commercial 2 Zone land.

Key

- Hopkins Road Business Precinct UDF extent (revised boundary)
- Open space
- Existing open space
- School
- Overland flow
- Quarry sensitive use buffer extent
- Quarry blast buffer extent
- Gas pipeline measurement length
- Electrical easement

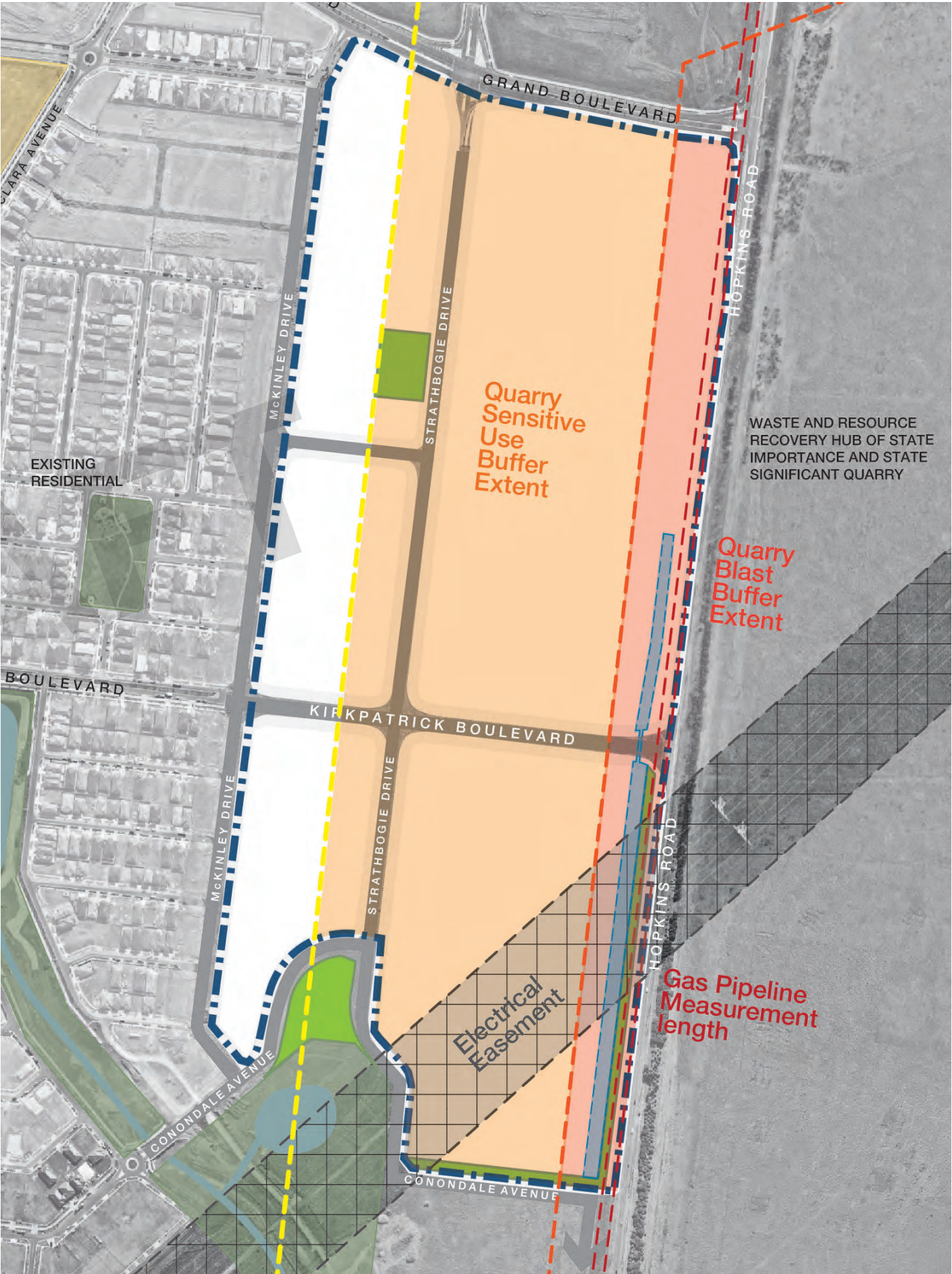
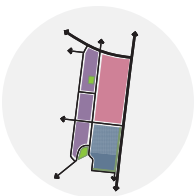


Figure 6. Land Use Buffer Plan

2.0 Urban Design Framework

2.4 Land Use



2.4.4 Land Use Requirements & Guidelines

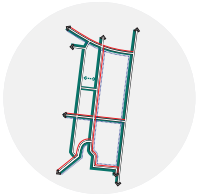
R1	The use of land within the Quarry Sensitive Use Buffer must be consistent with the specific provisions contained at Section 2.3 of Schedule 9 to the Urban Growth Zone.
R2	The use of land within the High Pressure Gas Transmission Pipeline Measurement Length must be consistent with the specific provisions 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 other than those already permitted must ensure adequate mitigation and attenuation measures are provided for potential amenity impacts with existing industrial uses.
R5	Diversity of sizes and types of buildings must be accommodated within the HRBP area to facilitate flexibility of land uses, business types and commercial tenancies, where possible.
R6	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
G1	Land uses should be generally in accordance with the Urban Design Framework (Figure 4) and the relevant applied zone, noting Table 2.3 Supported Land Uses within this UDF document. Industrial uses are not permitted on the Large Format Retail or Commercial 2 land.
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.



Figure 7. View of Mt Atkinson from Hopkins Road

2.0 Urban Design Framework

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.

Key

Hopkins Road Business Precinct UDF extent (revised boundary)

Pedestrian path

Shared path

Off road two way bicycle path

On road bicycle lane

Bus capable road

Council approved road

Proposed road

Traffic light

Roundabout

*

Potential left in/left out (*access from Hopkins road subject to approval by the responsible authority)

Open space

Existing open space

School

Overland flow

Wetlands Footpath

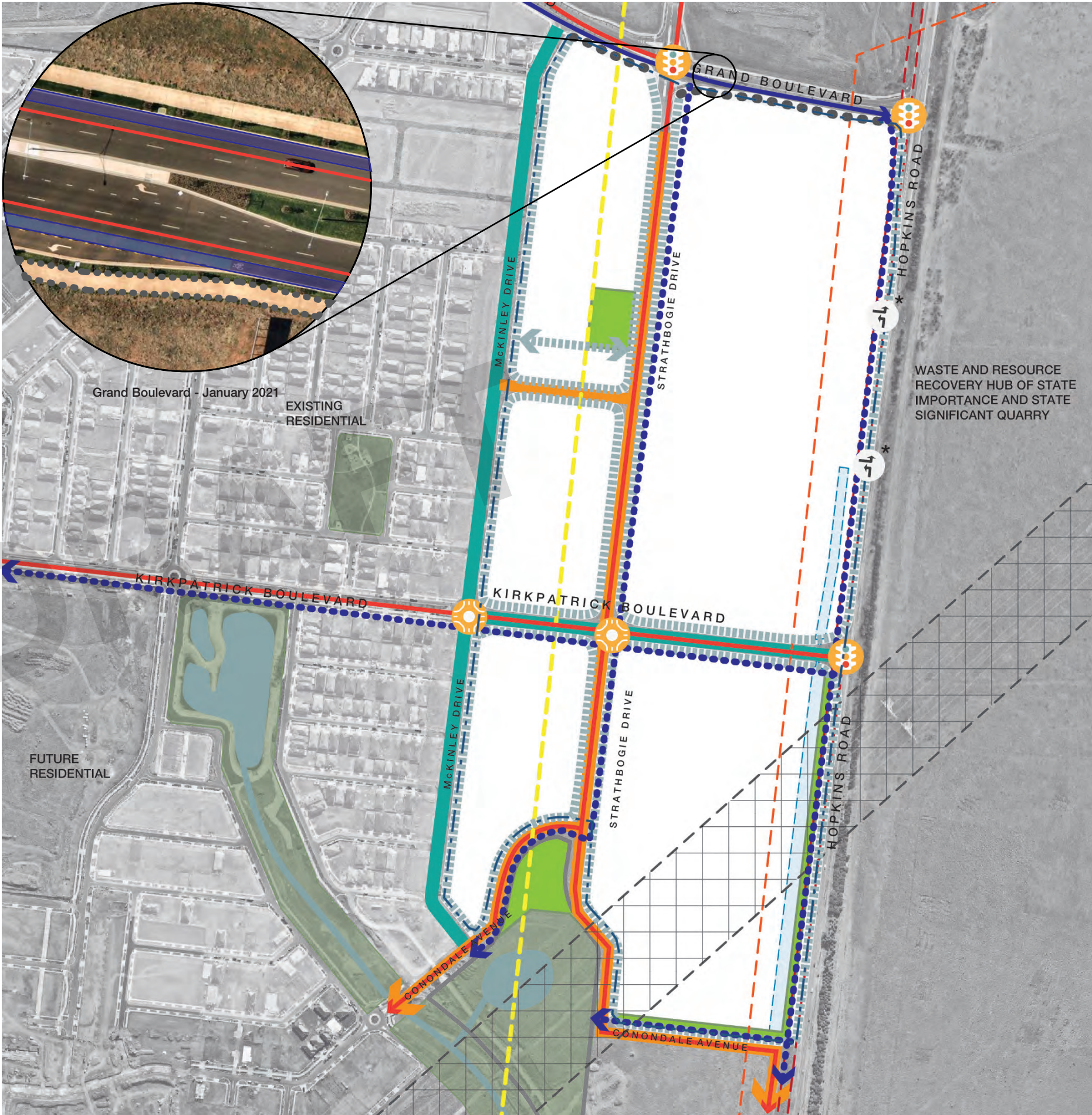
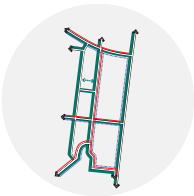


Figure 8. Movement and Access Plan

2.0 Urban Design Framework

2.5 Movement and Access



2.5.2 Benchmarking - Road & Car Park Buffer Zones



1

Example.Main intersection with connector streets



2

Example.Landscaped carpark



3

Example.Landscaped carpark adjacent connector streets



4

Example.Bus capable road

The images above reflect examples of successful design outcomes

Key

Connector Streets



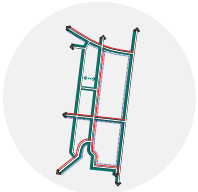
5. Strathbogie Drive Frontage Example (indicative only)



6. Hopkins Road Frontage Example (indicative only)

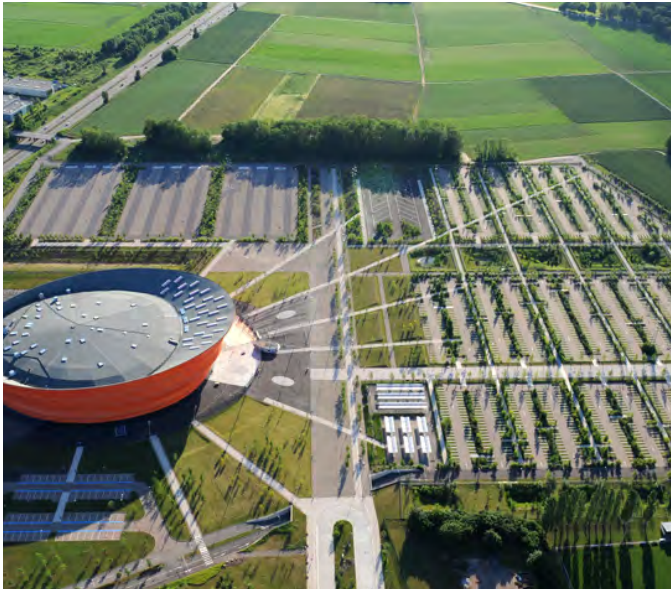
2.0 Urban Design Framework

2.5 Movement and Access



The images below reflect examples of successful design outcomes

2.5.2 Benchmarking - Road & Car Park Buffer Zones



1 Example.Connector streets with carparking and buffer zones



2 Example.Landscape buffer zone



3 Example.Landscape buffer zone



4 Example.Landscape buffer zone and carpark

Key

Orange Road & Car Park Buffer Zones



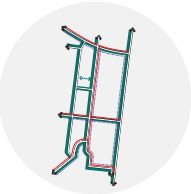
5. Strathbogrie Drive Frontage Example (indicative only)



6. Hopkins Road Frontage Example (indicative only)

2.0 Urban Design Framework

2.5 Movement and Access



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

R7 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

- R8 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. Priority must be given to pedestrians and cyclists throughout the HRBP
- R9 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.
- R10 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.
- R11 Bicycle parking must be co-located and integrated with other street furniture.
- R12 All pedestrian routes must be designed as DDA compliant.
- R13 Vehicle intersections and crossovers should be minimised in locations adjacent to off road cycle paths and shared paths to ensure pedestrian and cycling priority and safety.

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 6 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) and the City of Melton support two left turn entrances and two left turn exits along this frontage to Hopkins Road. 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.

2.5.7 Motor Vehicle Requirements

- R14 The road network must be designed generally in accordance with Figure 8. Movement and Access Plan and the relevant approved PSP Road cross sections as per Appendix 1
- R15 Service areas and truck loading and deliveries must be designed and managed to minimise impact on street frontages, where possible.

2.5.8 Car Parking

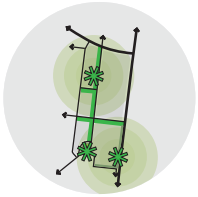
On-street car parking is incorporated into several street typologies, although parking will largely be contained within individual sites and developments. Where internal car parking does interact with the street, it will be predominantly screened from view where possible through landscape treatments 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

- R16 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
- R17 Car parks must include water sensitive urban design elements to the satisfaction of the Responsible Authority.
- R18 Multi-level car parks must be appropriately screened through incorporation of landscaping and / or architectural treatments.
- R19 Vehicle entrances must be located to minimise pedestrian/ footpath conflicts.
- R20 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.
- G5 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.
- G6 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.

2.0 Urban Design Framework
2.6 Public Realm and Landscape



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

Key

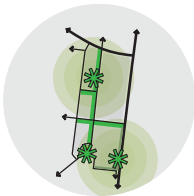
- Hopkins Road Business Precinct UDF extent (revised boundary)
- Open space
- Existing open space
- School
- Green streetscapes (ensure passive irrigation to all trees encouraging tree growth and maximum shade coverage. Provide strong pedestrian links to town centre and skeleton creek)
- Overland flow
- Overland flow path (investigate overland flow paths as opportunity to support endemic planting in suitable locations)
- Hopkins Road frontage (integrated with at-grade car parking with a sense of place with western plains grassland inspired frontage and key entrance landscaping)
- Town centre interface (ensure landscaping leverages grand boulevard schematic, providing a consistent sense of identity and generosity of landscaping.)
- Residential interface (provide high quality streetscapes supported by passive irrigation to provide strong visual buffers and pedestrian-focused aesthetic)
- Arrival experience & main entry to HRBP
- Quarry sensitive use buffer extent
- Quarry blast buffer extent
- Gas pipeline measurement length
- Electrical easement
- Refer to following page. Images reflect successful design outcomes.



Figure 9. Public Realm and Landscape Plan

2.0 Urban Design Framework

2.6 Public Realm and Landscape



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 previous page for locations



1. Example.Hopkins Road - Eastern perimeter endemic, iconic



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



2. Example.Grand Boulevard - Northern perimeter Civic, welcoming



5. Example.McKinley Drive - Western perimeter Integrated residential buffer



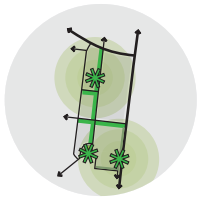
3. Example.Strathbogie Drive - North/south link practical green link



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

2.0 Urban Design Framework

2.6 Public Realm and Landscape



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 7. 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.

Key



Indicative OS19 Opportunities



1. Lawns



2. Active public realm



3. Passive irrigation to all street trees



4. Simple Geometry and Amenity

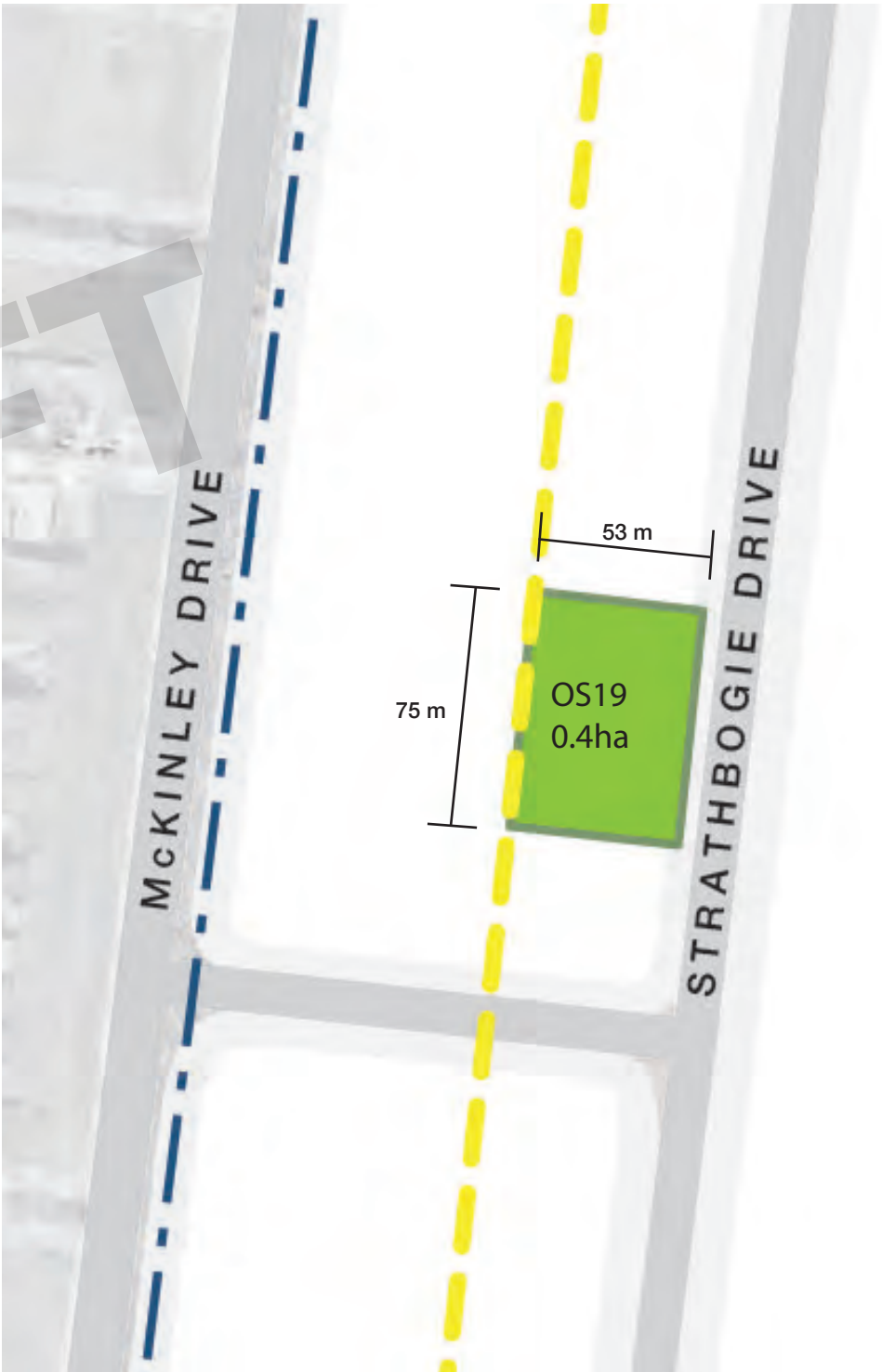
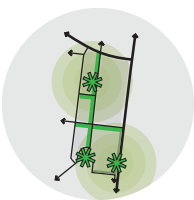


Figure 10: Alternative location for local park, positioned on the west side of Strathbogie Drive
Dimensions are indicative only

2.0 Urban Design Framework

2.6 Public Realm and Landscape



2.6.1 Unencumbered Passive Open Space

Linear park (OS35)

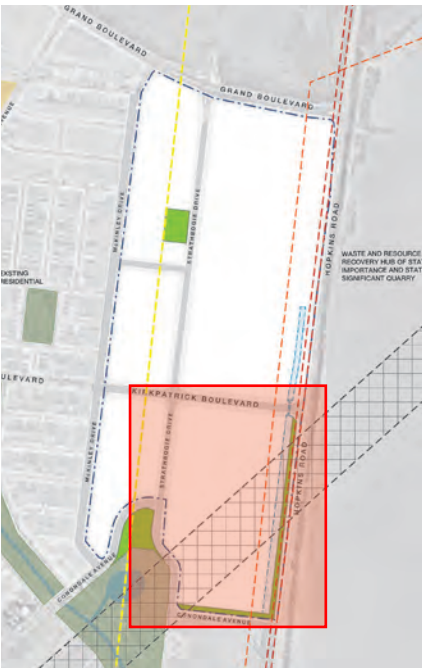
The PSP identifies part of linear park (OS35) being located along the north-west side of the SP Ausnet easement. An alternative alignment for this part of linear park (OS35) is along the west side of Hopkins Road and the north side of Conondale Avenue as shown in Figure 7.

The provision of canopy trees generally along the north west side of the electricity easement ensures that planting will be provided along this alignment. Figure 8 demonstrates how this outcome may be achieved through the provision of canopy tree planting within the car park with breaks for vehicle permeability to facilitate appropriate vehicle access and flow within the Industrial and Light Industrial area car park which is envisaged to be located underneath the Transmission Easement

The 10m wide linear open space will run parallel to Hopkins Road, and will provide passive recreation such as hardstand or flat area for market/community space, local open space, dog off leash area, or community gardens.

Active recreation options for the linear park include a BMX or mountain bike tracks, or a fitness circuit.

Key



Indicative OS35 Opportunities



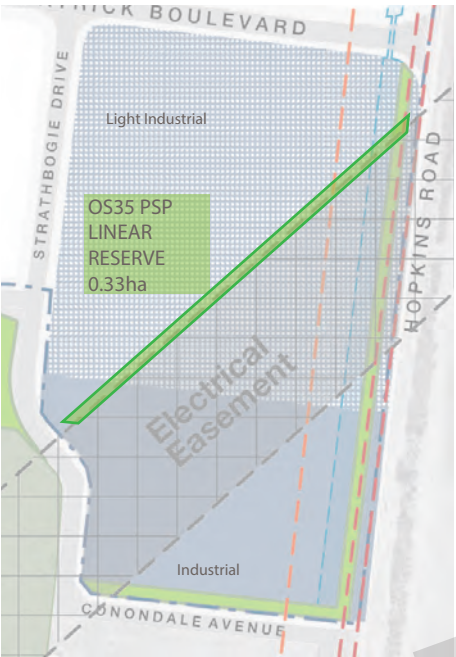
1. WSUD Integration



2. Harness overland flow path to create naturalistic edges



3. Public landscape nodes supported by passive irrigation



4. PSP OS35 Linear Reserve location

Size: 3300m2 (0.33ha)
Condition: unencumbered with large canopy trees)



5. As a result of some portions of OS35 linear reserve unable to support large tree canopy cover due to being partially situated within the electrical easement, 3300m2 of large tree canopy cover is to be integrated into the car park landscape treatments.

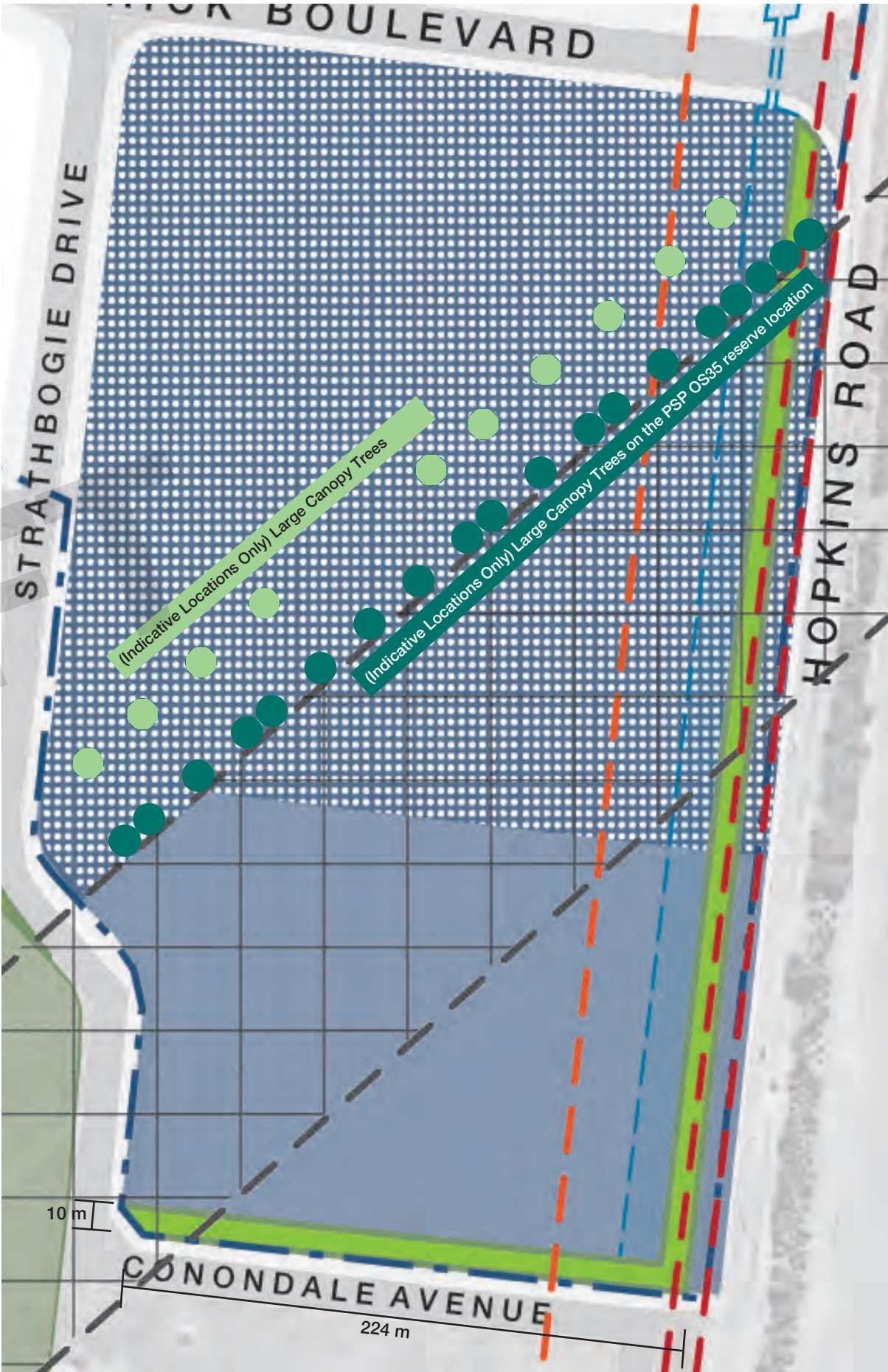
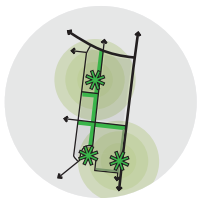


Figure 11. Example of Tree Planting OS35
Dimensions are indicative only

2.0 Urban Design Framework

2.6 Public Realm and Landscape



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



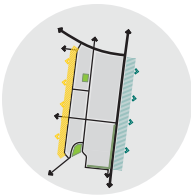
4. Example.Pedestrian Experience and Safety in car parks

2.6.3 Public Realm and Landscape Requirements and Guidelines

R21	Public spaces must be designed for a range of uses that support a variety of experiences that are expected to occur.	R28	Street planting must accord with the requirements of Council's Tree Planting and Removal Policy.	R35	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;	G9	Landscaping should strengthen and frame key view lines where possible, particularly to Mt Atkinson volcanic cone as denoted on plan xx and in accordance with the Mt Atkinson and Tarneit Plans PSP must be addressed in future planning applications.
R22	OS 19 must: <ul style="list-style-type: none">No back fence treatments permitted on the park edges	R29	Landscaping must be generally in accordance with the Melton City Council Landscape Guidelines and of a high quality.	R36	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	G10	Landscaping should reinforce the hierarchy of streets and pathway networks and be consistent with adjacent residential cross sections.
R23	CPTED principles must be implemented in the design of all public realm areas.	R30	The placement of street trees must take into account sight lines to ensure pedestrian, cyclists and motorist safety is not compromised	R37	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.	G11	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.
R24	Streetscapes and shared pathway networks must incorporate lighting that illuminates footpaths and pathways to ensure amenity and safety for users at night.	R31	Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority.	G7	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.	G12	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.
R25	All streets and open space areas must include canopy trees and other forms of landscaping.	R32	Buildings and 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	G8	Landscaping should reinforce a sense of arrival at key gateways as noted on Figure 9.	G13	Existing native vegetation, as defined within the Mt Atkinson and Tarneit Plans PSP should be retained where possible in public spaces.
R26	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.	R33	Landscaping of the Hopkins Road frontage must present an attractive frontage while responding to the quarry buffer requirements.			G14	The design and construction of public realm areas should be in accordance with Council Policy, Guidelines and Standards.
R27	Species selection must be in accordance with Council's Landscape Policy.	R34	Key views to Mt Atkinson volcanic cone, as denoted on Figure 9 and in accordance with the Mt Atkinson and Tarneit Plans PSP must be addressed in future planning applications				

2.0 Urban Design Framework

2.7 Built Form, Massing, Density & 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 where appropriate and the public realm, and the built form should denote a contemporary style having regard to the function and use of the building. 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.

Buildings should respond to prominent corner locations where possible subject to external utilities or land use constraints.

2.7.2 Character Areas

The UDF area is divided into three character areas based on the land use nominations in the Mt Atkinson and Tarneit Plains PSP as follows:

Character Area 1 – Large Format Retail

Character Area 2 – Industrial/Light Industrial

Character Area 3 - Commercial

Key

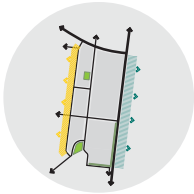
- Hopkins Road Business Precinct UDF extent (revised boundary)
- Character Area 1 – Large Format Retail
- Character Area 2 – Industrial/Light Industrial
- Character Area 3 – Commercial
- Open space
- Existing open space
- School
- Overland flow
- * Potential left in/left out (*access from Hopkins road subject to approval by the responsible authority)
- Quarry sensitive use buffer extent
- Quarry blast buffer extent
- Gas pipeline measurement length
- Electrical easement



Figure 12. Character Area Plan

2.0 Urban Design Framework

2.7 Built Form, Massing, Density & Interface

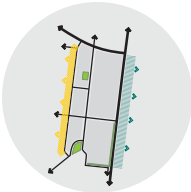


2.7.3 Built Form and Massing Requirements and Guidelines

R38	The City of Melton Industrial Design Guidelines apply to any application within the area covered by the applied zones of Industrial 1 and Industrial 3 as identified in Fig. 12 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.	Character Area 1 Large Format Retail	R46	The following design principles must be addressed for built form within this character area: <ul style="list-style-type: none">– Built form must be of a high quality, contemporary design with appropriate articulation, including loading and pedestrian entrance– Buildings must be orientated where possible to address the street and public realm, other than where the quarry blast buffer applies.– Buildings and entrances must be sited to provide appropriate passive surveillance to adjoining streets and public realm,– Buildings on corner sites must address and activate both primary and secondary frontages– Large buildings must be designed to reduce their visual bulk through the use of appropriate building articulation, massing variety and landscape treatment– 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.– Business identification signage must be incorporated in the building façade and shown within proposal plans for the new building,– 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. Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings.– Where buildings front Hopkins Road, building entries must front away from Hopkins Road (HRBP UDF area only) to respond to the potential adverse amenity from the Deer Park Quarry. Fixtures such as an air lock at building entries will be used to avoid the entry facing the Deer Park Entry.	Character Area 2 Industrial/Light Industrial	R47	The City of Melton Industrial Design Guidelines apply to any application within the area where the applied zone is Industrial 3 Zone. 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.
R39	Buildings must be orientated to and address the street and public realm in accordance with Fig. 13 or as otherwise agreed to by the City of Melton at the permit application stage.				Character Area 3 Commercial	G41	The following design principles must be addressed for built form within this character area: <ul style="list-style-type: none">– Built form must be of a high quality, contemporary design reflecting the function of the proposed use including loading and pedestrian entrance. Buildings must be orientated where possible to address the street and public realm.– Blank facades must be avoided where possible and where building size permits by providing sufficient building articulation through the provision of window glazing and / or a variation of material finishes and colours.– 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.– Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings .Sites identified as key built form sites on plan x must be well defined through architectural design
R40	All facades along Hopkins Road and Strathbogie Drive must be of high quality, articulated with various materials and treatments to provide activation.						
R41	The height and massing of buildings immediately adjacent (i.e not separated by a road) to the HRBP area must generally be consistent with the height and massing of buildings within the HRBP.						
R42	Sites identified as key built form sites, on plan x, must be well defined through architectural design.						
R43	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						
R44	Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton ‘Advertising Signage Design Guidelines’, 2017.						
R45	Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings.						
R46	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.						

2.0 Urban Design Framework

2.7 Built Form, Massing, Density & Interface



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.

Residential Interface

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.

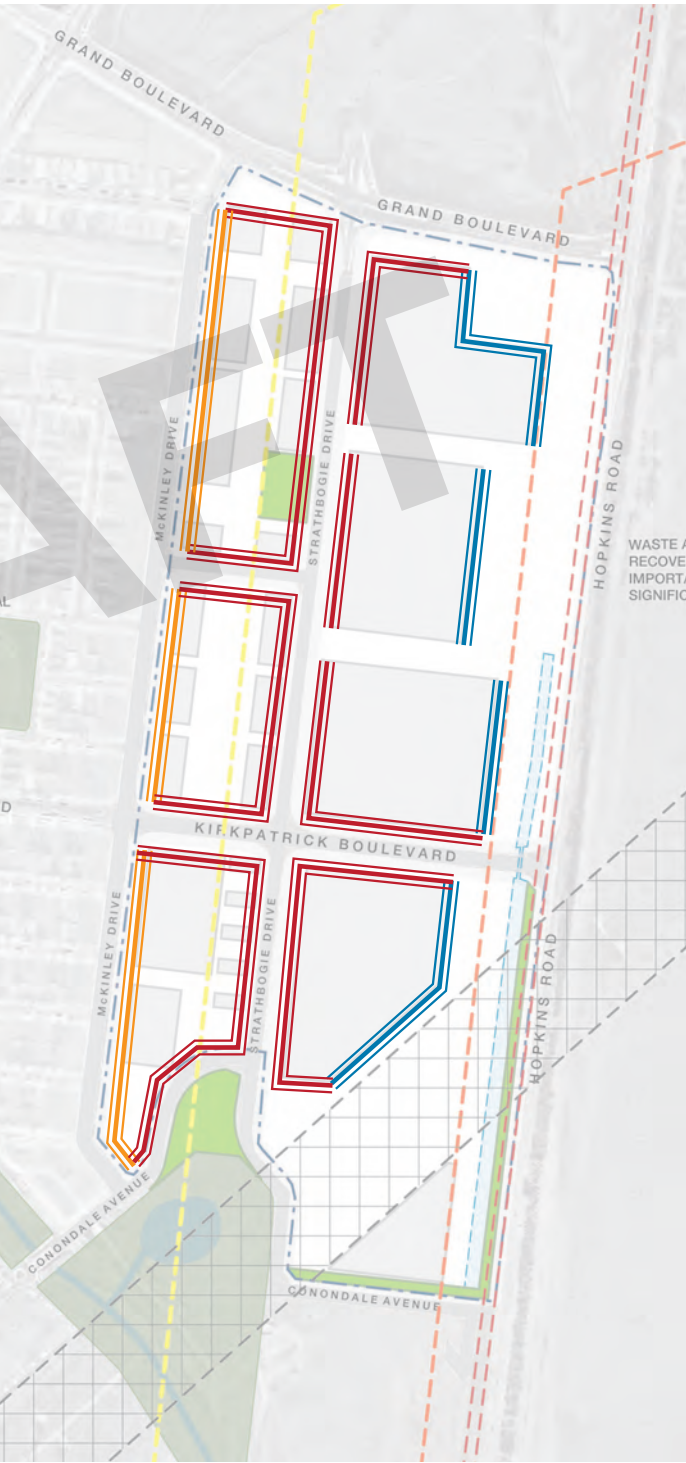
- Key
- Hopkins Road Business Precinct UDF extent (revised boundary)
 - High amenity interface
 - Residential Interface
 - Hopkins Road interface
 - Potential left in/left out (*access from Hopkins road subject to approval by the responsible authority)
 - Quarry sensitive use buffer extent
 - Quarry blast buffer extent
 - Gas pipeline measurement length
 - Electrical easement



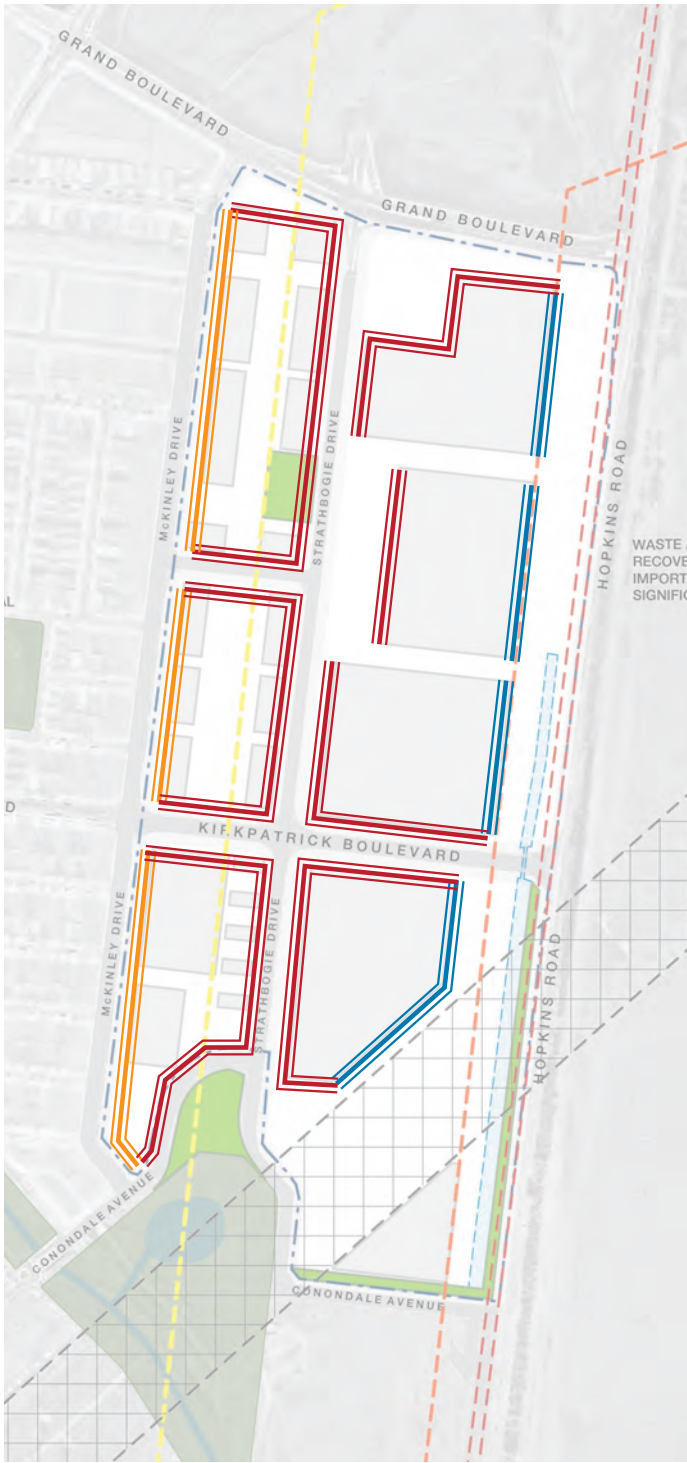
1 & 2. Example.Retail Frontages with Airlock
Strathbogie Drive Frontage Large Format Retail



3 & 4. Example.Retail Frontages with Airlock
Hopkins Road Frontage - Large Format Retail with side facing entry



Strathbogie Drive Frontage Example (indicative only)

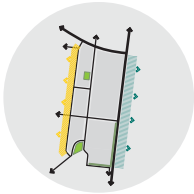


Hopkins Road Frontage Example (indicative only)

Figure 13. Interfaces Plan (Indicative Building Footprints)

2.0 Urban Design Framework

2.7 Built Form, Massing, Density & Interface



2.7.5 Interface Requirements and Guidelines

- R49

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.
- R50

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.



1. High Amenity Interface

- Transparency
- Layered facade treatment
- Human scale
- Articulated finer grain



2. Residential Interface

- Compliments the commercial interface with residential
- Transparency
- Articulated finer grain
- Human scale

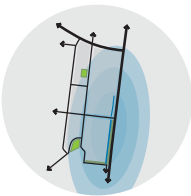


3. Hopkins Road Interface

- Visual interesting facade treatments
- Avoids blank walls
- Expressed roof forms
- Layered modulated facades

2.0 Urban Design Framework

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 to reduce greenhouse gas emissions by 20% on 2015/16 levels by 2020/2021, and 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

R51	Road layout and lot design must minimise and aim to balance cut and fill and respond to the site’s existing drainage patterns.
R52	Rainwater run-off from buildings must be harvested for re-use or recycling to the extent possible
R53	Water sensitive urban design principles must be included to manage stormwater and passively irrigate trees and other vegetation.
R54	Buildings must incorporate high quality, sustainable materials and methods where possible to the satisfaction of the Responsible Authority.
G15	Buildings should be designed in accordance with any relevant Council sustainability design policies.
G16	Building materials used for streetscape elements should be of high quality and be durable.
G17	Overland flow paths should be considered as part of street design to optimise efficient water use and long-term viability of vegetation.
G18	Infrastructure should be designed with consideration of climate change risks and adaptation methods.
G19	Installation of renewable energy systems should be considered as part of all new buildings.
G20	The re-use of materials and utilisation of local materials should be considered.
G21	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.
G22	“Green” roofs, walls or facades should be considered to cool a building, help reduce stormwater runoff, increase biodiversity and provide more greenery.
G23	Reduction of impervious surfaces and inclusion of permeable pavement should be considered.



An architectural rendering of a modern building with a prominent green roof. In the foreground, a paved walkway with a metal railing runs horizontally across the frame. Several people are walking along the path, and a group of bicycles is parked nearby. The background is filled with lush green trees and a clear blue sky with a few white clouds. The overall scene depicts a serene, park-like environment integrated with modern architecture.

3. Implementation and Staging

3.0 Implementation and Staging

3.1 Staging

Based on the relatively small area of the HRBP, concurrent development on multiple fronts is anticipated. No formal staging is anticipated 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)

4. Review

4.0 Review

4.1 Review

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.

DRAFT

An architectural rendering of a modern building with a prominent green wall, set within a lush, tree-filled landscape. A paved walkway with a metal railing runs across the middle ground, where several figures are walking and pushing a stroller. The foreground is filled with dense, low-lying vegetation. The sky is blue with scattered white clouds. The word "Appendices" is centered in the middle of the image in a white, sans-serif font.

Appendices

Appendix 1
HRBD UDF Street and Interface Cross Sections

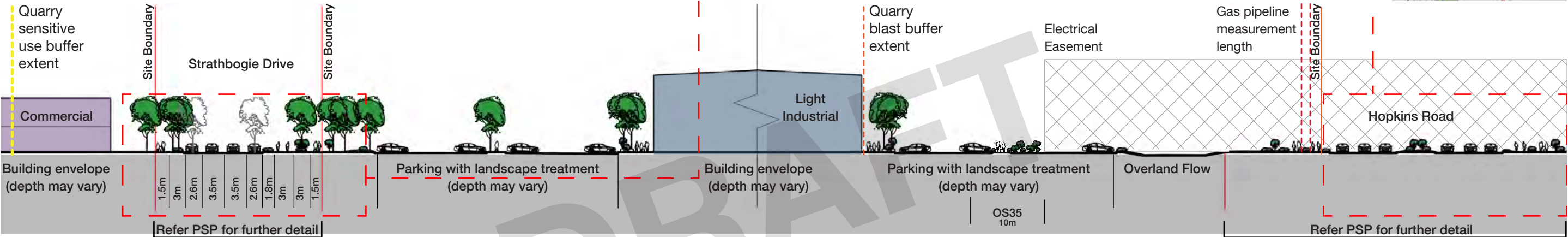
A- Strathbogie Drive & Hopkins Road Cross Section Facing North
(south of Kilpatrick Boulevard)



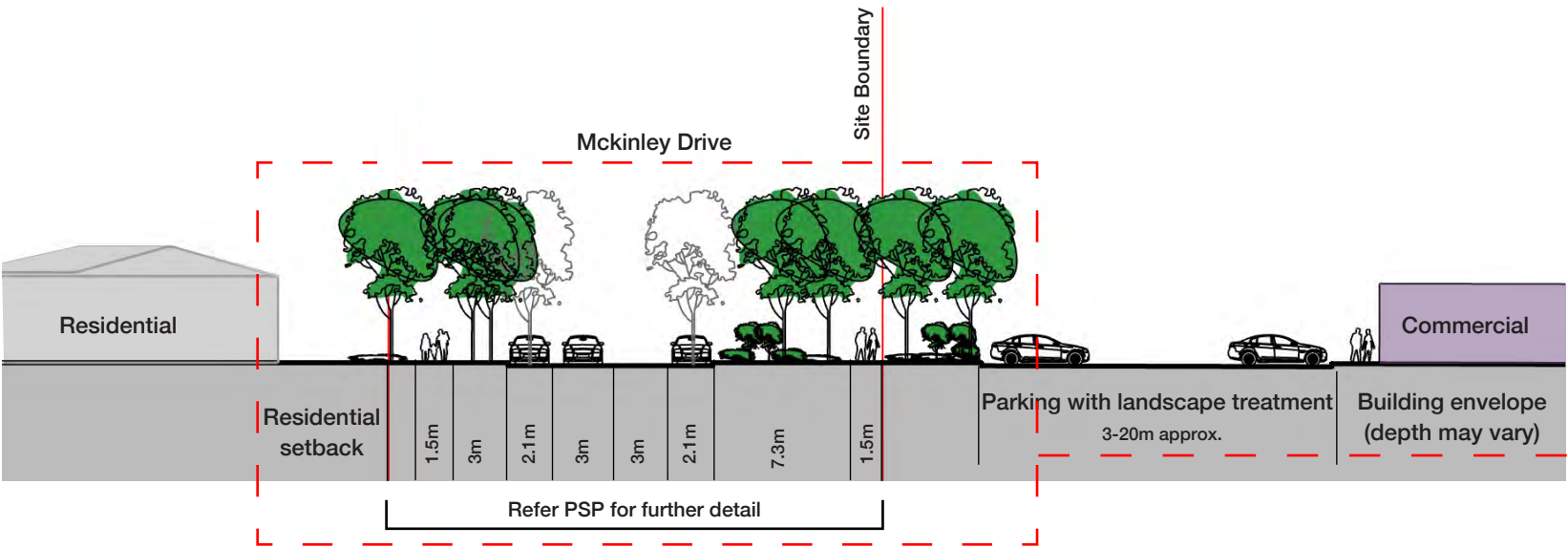
Strathbogie Drive - August 2021



Hopkins Road - Ratio Traffic Report



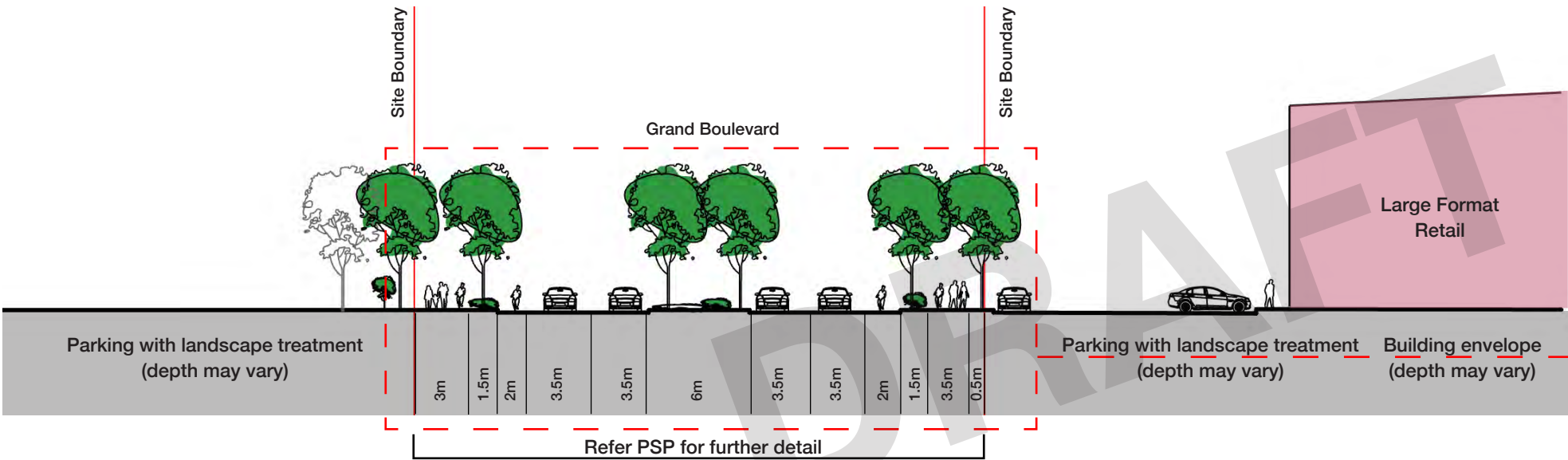
B - Mckinley Drive Cross Section Facing North



Mckinley Drive - August 2021

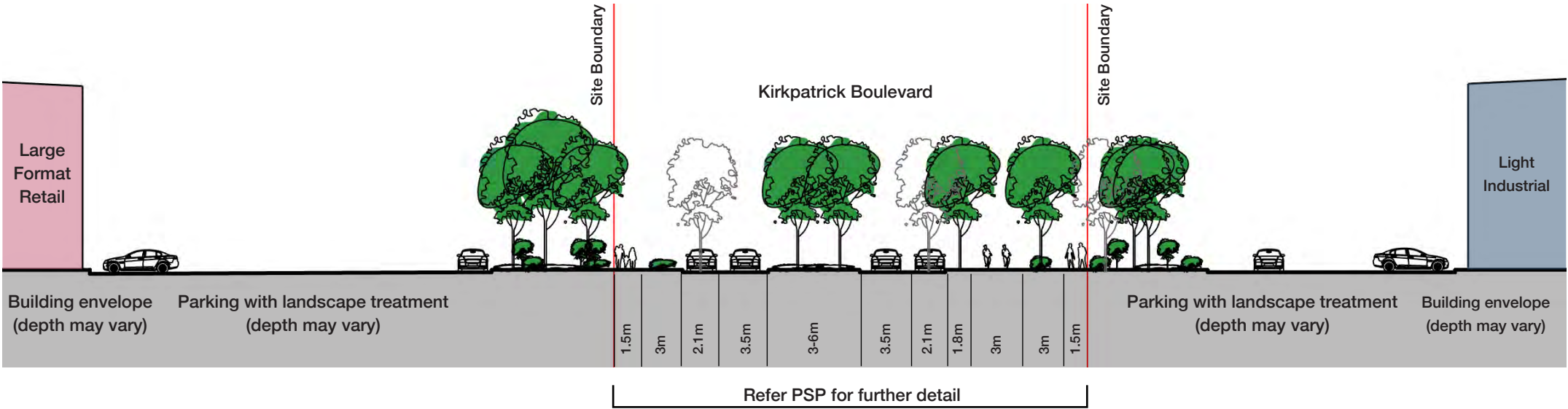
Appendix 1
HRBD UDF Street and Interface Cross Sections

C - Grand Boulevard Cross Section Facing East



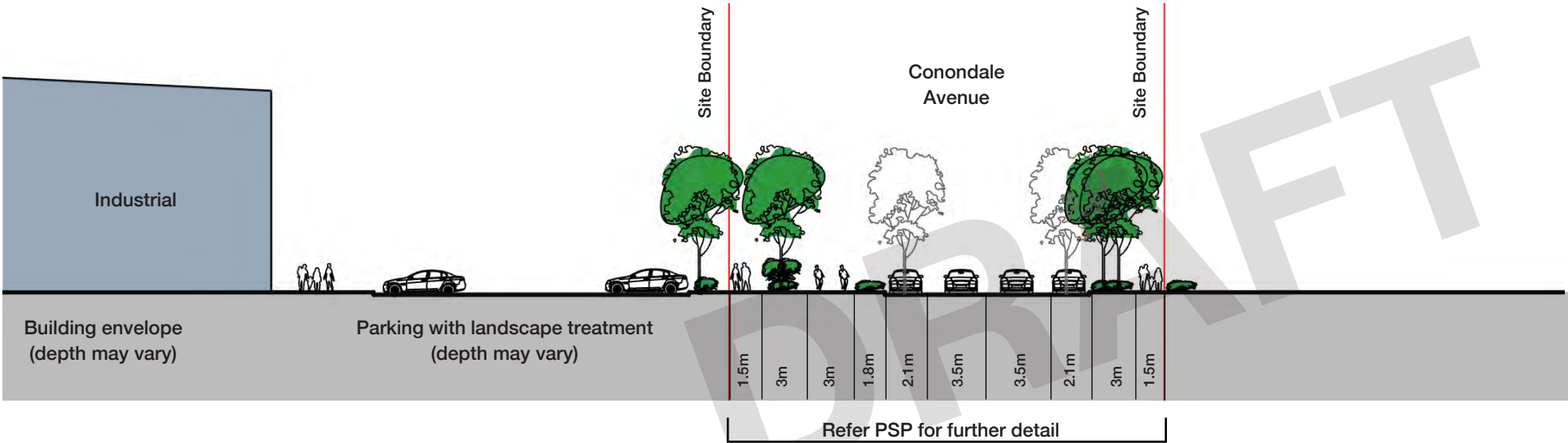
Grand Boulevard - August 2021

D - Kirkpatrick Boulevard Cross Section Facing East

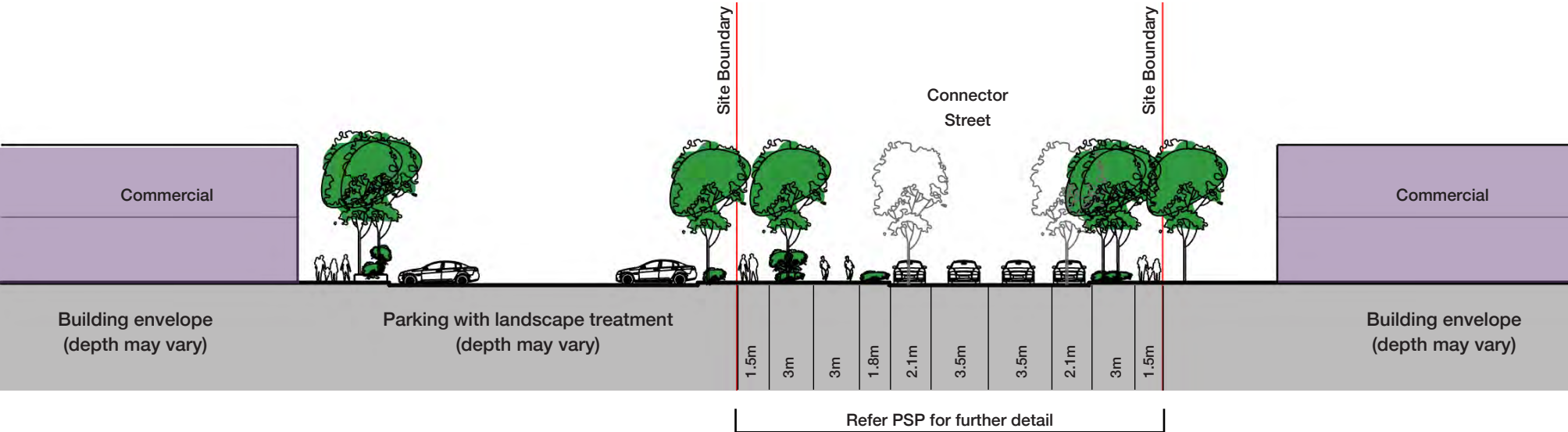


Appendix 1
HRBD UDF Street and Interface Cross Sections

E - Conondale Avenue Cross Section Facing East



F - Connector Street Cross Section Facing East



Appendix 2

Statutory Assessment

The Mt Atkinson & 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
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	Requirements R3 and R4 of this UDF relate to amenity considerations and Requirement R49 relates to the interface between commercial / retail premises and residential uses. These requirements seek to minimise negative impacts on the amenity of nearby residential areas.
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	The land identified as light industrial employment in the HRBP is not located adjacent to residential areas.
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	Requirements R46, R47 and R48 relate to the location of built form and presentation to the street.
R30 Allocation of land uses, building design and interface treatments must minimise negative impacts on the amenity of adjacent residential areas.	Yes	Requirements R3 and R4 of this UDF relate to amenity considerations and Requirement R49 relates to the interface between commercial / retail premises and residential uses. These requirements seek to minimise negative impacts on the amenity of adjacent residential areas.
R31 Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.	Yes	Requirement R23 of this UDF requires development proposals to consider the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines.
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	Requirement R32 of this UDF requires buildings and car parking to be setback a minimum of 5 metres to Hopkins Road and this area is required to be landscaped.
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; andFeature colours and materials.	Yes	Requirement R42 of this UDF relates to key built form sites and Requirements R46, R47 and R48 outline design principles for built form.

Requirement	Compliance	Comment
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	Requirement R13 of this UDF relates to the road network and Figure 8 indicates the provision of a service road adjacent to Hopkins Road.
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 relates to the Hopkins Road Business Precinct as depicted on Plan 6 – Employment and Town Centres of the PSP.
R36 Each UDF must address the following: <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 prepared by the Victorian Government and Melton City Council including the Crime Prevention Through Environmental Design (CPTED), Safer Design Guidelines, the City of Melton Industrial Design Guidelines March 2016 and the City of Melton Off Street Car Parking Guidelines February 2015.
<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 5 contains a Land Use Plan, noting that Plan 3 of the PSP nominates the future urban structure and the land uses supported in this area are those permitted by the relevant applied zones.
<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	Figure 8 – Movement and Access outlines the street network and connectivity within the HRBP, including the provision of traffic management infrastructure.
<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	Requirement R33 and Figure 9 – Public Realm and Landscaping relate to the provision of a landscape treatment along the frontage to Hopkins Road.
<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	Yes – refer to Section 2.7.1 – Built Form and Massing

Appendix 2

Statutory Assessment

Requirement	Compliance	Comment
<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	Requirement R46 outlines design principles for Character Area 1 – Large Format Retail including the location of building entries.
<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	Requirements R46, R47 and R48 relate to the location of built form and presentation 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	Requirements R8 – R10 relate to pedestrian and bicycle access within the UDF and access to nearby key destinations. Figure 6 – Movement and Access depicts pedestrian and bicycle paths.
<ul style="list-style-type: none">Locations of public transport services, including bus stops.	Yes	Figure 6 – Movement and Access indicates a potential future bus route through the UDF, noting that the location of bus stops will be determined when a future bus network is proposed.
<ul style="list-style-type: none">A diversity of sizes and types of commercial tenancies.	Yes	Requirement R5 relates to the provision of a diversity of size and types of buildings within the UDF area.
<ul style="list-style-type: none">Staging and indicative development timing.	Yes	Section 3.1 relates to development timing, 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	Requirements R15 – R19 and Guidelines G5 and G6 relate to car parking and reference Clause 52.06 of the Melton Planning Scheme, the City of Melton’s Industrial Design Guidelines and the City of Melton’s Off Street Car Parking Guidelines.
<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 R49 relate to the design of service areas.
<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 R49 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	Requirements R46 and R48 include design principles for Character Area 1 – Large Format Retail and Character Area 3 – Commercial.

Requirement	Compliance	Comment
<ul style="list-style-type: none">Key views to Mt Atkinson volcanic cone.	Yes	Requirement R34 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	Requirement R36 requires the inclusion of a public space plan in future development applications.
<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	Requirements R40 and R44 relate to the activation of building facades and signage.
<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	Requirements R40 and R44 relate to the activation of building facades and signage.
<ul style="list-style-type: none">Requirements for a variety of building materials and form.	Yes	Requirements R46, R47 and R48 include design principles and guidelines for built form.
The UDF should be a concise document that expands on the material already contained within the PSP. It must set out clear and specific guidelines for the future development of the UDF area, responding to the PSP, which can be readily used as an assessment tool for future development applications within each UDF area.		
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 relates to Interfaces and includes this requirement under ‘Residential Interface’.

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 frequents, safe and attractive paths that connect common trip origins and destinations.

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

Source: Glossary of terms sourced from the VPA Glossary of Commonly Used Planning Terms, which references, Plan Melbourne 2017-2050, Arden Glossary, Clause 72 of the Victorian Planning Provisions, PSP guidelines, Planning Victoria Glossary, Oxford Dictionary, 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

DRAFT

NH Architecture

Prepared by Mt Atkinson Holdings, NH Architecture & Contour
for Melton City Council

Level 7 Cannons House
12-20 Flinders Lane
Melbourne, VIC 3000
+61 3 9654 4955

info@nharchitecture.net

nharchitecture.net