

DRAFT KURUNJANG

NEIGHBOURHOOD ACTIVITY CENTRE
URBAN DESIGN FRAMEWORK

1.1.1 Document Register

Revision	Date	Purpose	Reviewer	Pages Updated
1.0	28/06/24	UDF Submission	-	-
2.0	15/09/25	UDF Submission	B.A	All.
3.0	xx/09/25	UDF Submission		All.

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i2C Architects and Insight Planning have prepared the Urban Design Framework (UDF) on behalf of Coles Property Group for the land at 490-528 Coburns Road, Kurunjang. The site is referred to as Property 6 within the Melton North Precinct Structure Plan (PSP) and represents the location of the Neighborhood Activity Centre (NAC).



1.1 Purpose for this Document

The intention for this Urban Design Framework (UDF) is to set out an overarching vision and intent for the Kurunjang Neighbourhood Activity Centre (NAC) area; guiding the local community, Melton City Council and future stakeholders on a clear strategy for future development within the UDF area.

This document outlines these objectives and intentions that achieve an integrated urban design outcome throughout the Kurunjang NAC and one that ensures a uniform design ideology and positive public realm for the experience of the community.

1.2 How to use this Document

The Kurunjang NAC UDF is arranged into six sections; each providing context, guidance and implementation strategies for the future development of the Kurunjang NAC

Introduction:

» Section 1 provides background and the overall intent for the UDF, outlining its usage and implementation. Each succeeding section within the UDF outlines in detail the strategies and intentions of the UDF

Site Context:

» Section 2 outlines the immediate and regional context, outlining key site considerations as outlined in the PSP

Strategic Context:

» Section 3 will address the strategic and planning background context which influenced the creation of the implementation strategy as outlined in this UDF, citing framework principles

Urban Design Framework:

» Section 4 will outline the vision and urban design and master planning principles. These principles are divided into the following:
- 4.1 Vision
- 4.2 Requirements of the PSP
- 4.3 Major Elements of the Urban Design Framework
- 4.4 Integration
- 4.5 Land Use
- 4.6 Built Form
- 4.7 Movement and Access
- 4.8 Landscaping and Public Realm
- 4.9 Sustainability

» Each subsection provides further detail, guidelines and requirements expected within the Kurunjang NAC.

Implementation and Staging:

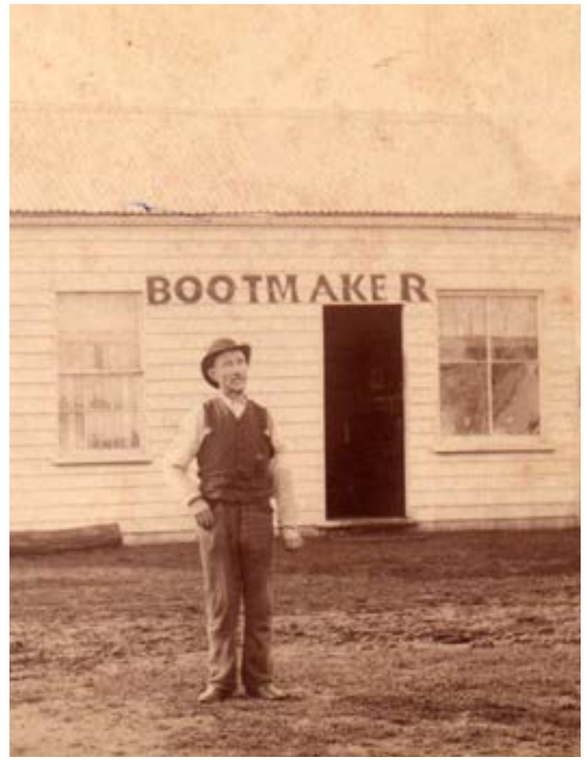
» Section 5 outlines the proposed staging strategy for the implementation of the UDF, outlining the key development drivers

Conclusion

» Section 6 summarises the intent of the UDF and how it connects to the PSP and the Melton Planning Scheme.



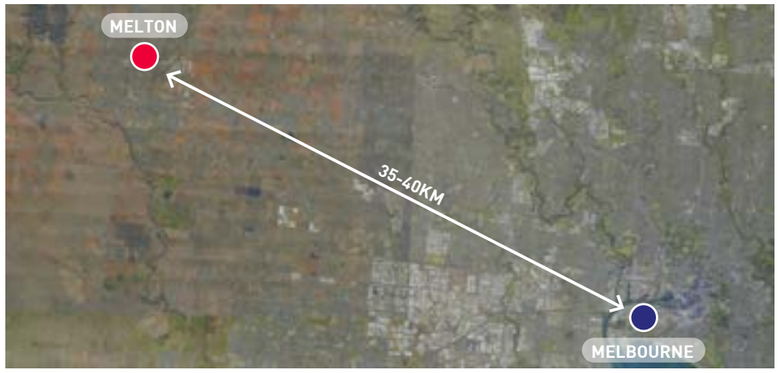



BOOTMAKER


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The NAC will be centrally located within the Melton North PSP area. This PSP is situated 3.5 km north of the Melton Town Centre, 5.5km from the Melton Railway Station and 33km west of the Melbourne CBD.

The precinct is situated between semi-rural land to the north and the existing urban area of the suburb of Kurunjang to the south. Land uses in the surrounding area include small farm holdings, residential development, public sporting fields and open space and the Lerderderg State Park. The site has distant views towards the Pyrete Ranges within the Lerderderg State Park.

The precinct comprises of land parcels to the east and west of Coburns Road. This local arterial road forms the central thoroughfare through the PSP, with all key local amenity and residential areas being serviced by this, and provides a direct connection to major nearby Activity Centres comprising Melton Town Centre, and Woodgrove Shopping Centre, Melton Highway, the Western Freeway and Melton Railway Station, all to the south of the precinct.

2.1 Site Analysis



Heritage and Built Form:

- The traditional owners of the land are the people of the Wurundjeri
- Local built heritage is predominated by rural architecture including farm houses and agricultural sheds, reflective of a deep ceded agricultural heritage. The Kurunjang region has primarily been used for dry land grazing and cropping since post-colonial settlement from the 1830s. The surrounding landscape within and north of the PSP site consist of small rural landholdings, and subsequent residential development allotments



Accessibility:

- Five key road entry points facilitate access to the PSP site, three provide access to established residential developments to the south; with two additional road networks serving as the central arterial to the northern semi-rural district beyond
- Public transport is facilitated by a bus network running to Melton Railway Station, 6km (20min journey) to the south of the PSP area



Open Space:

- To the north of the PSP area is the expansive sport and recreational facility of MacPherson Park, a major regional public space. This parkland hosts the Melton and District Pony Club, Melton District Adult Riding Club, Melton Greyhound Racing Club and St Domenics Tennis Club. MacPherson Park also has a range of facilities including AFL, cricket, baseball, soccer, rugby union and cycling



Community Facilities:

- Nearby existing community facilities outside of the PSP area include:
  - Melton Waves
  - Kurunjang Primary School
  - Kurunjang Secondary School



Natural Features:

- The PSP site area is relatively flat, with a slight fall from north to south, converging around the NAC site. The consideration and management of these overland flows at early conceptual phases will be integral to the success and feasibility of future NAC development. The location and dimensions of any required easements are to be engineered to cater for adequate rain water runoff and flood events within the area



- Vegetation includes scattered trees planted as windrows and are generally along site boundaries and constitute a mix of native and exotic species. Introduced pasture and grassland is the dominant vegetation type
- Distant views are afforded toward the Pyrete Range in the Lerderderg State Park to the north, the predominate landscape feature 10km to the north

As detailed below, this Urban Design Framework is informed by a strategic basis that is articulated through relevant planning policy.

3.1 Planning Policy Framework

The Melton Planning Scheme sets out overarching policy and guidance in relation to the development of growth areas, with particular regard to Clauses 11 (Settlement), 15 (Built Environment and Heritage), 17 (Economic Development), 18 (Transport) and 19 (Infrastructure).

Specific direction is provided within local policy at Clause 11.03-1L – Activity Centres on the hierarchy of retail and other commercial activities within the municipality consistent with the City of Melton Retail and Activity Centres Strategy (2014). The Kurunjang centre is designated as a Neighbourhood Activity Centre.

The requirements and guidelines for the Kurunjang Neighbourhood Activity Centre outlined in the PSP are consistent with the policy objectives and strategies within the Planning Policy Framework.

3.2 Regional Context

The Kurunjang Neighbourhood Activity Centre is located within the Melton North PSP, approximately 33 kilometres west of the Melbourne CBD, and forms part of the Western Growth Corridor.

The Melton North PSP area is located to the north of the Western Freeway and Melton Highway, which provide convenient access to the Melton Township and broader Melbourne metropolitan road network.

The precinct is located approximately 3.6 kilometres to the north of the existing Melton Town Centre, a Major Activity Centre and the major commercial, retail and employment centre in the Melton Township.

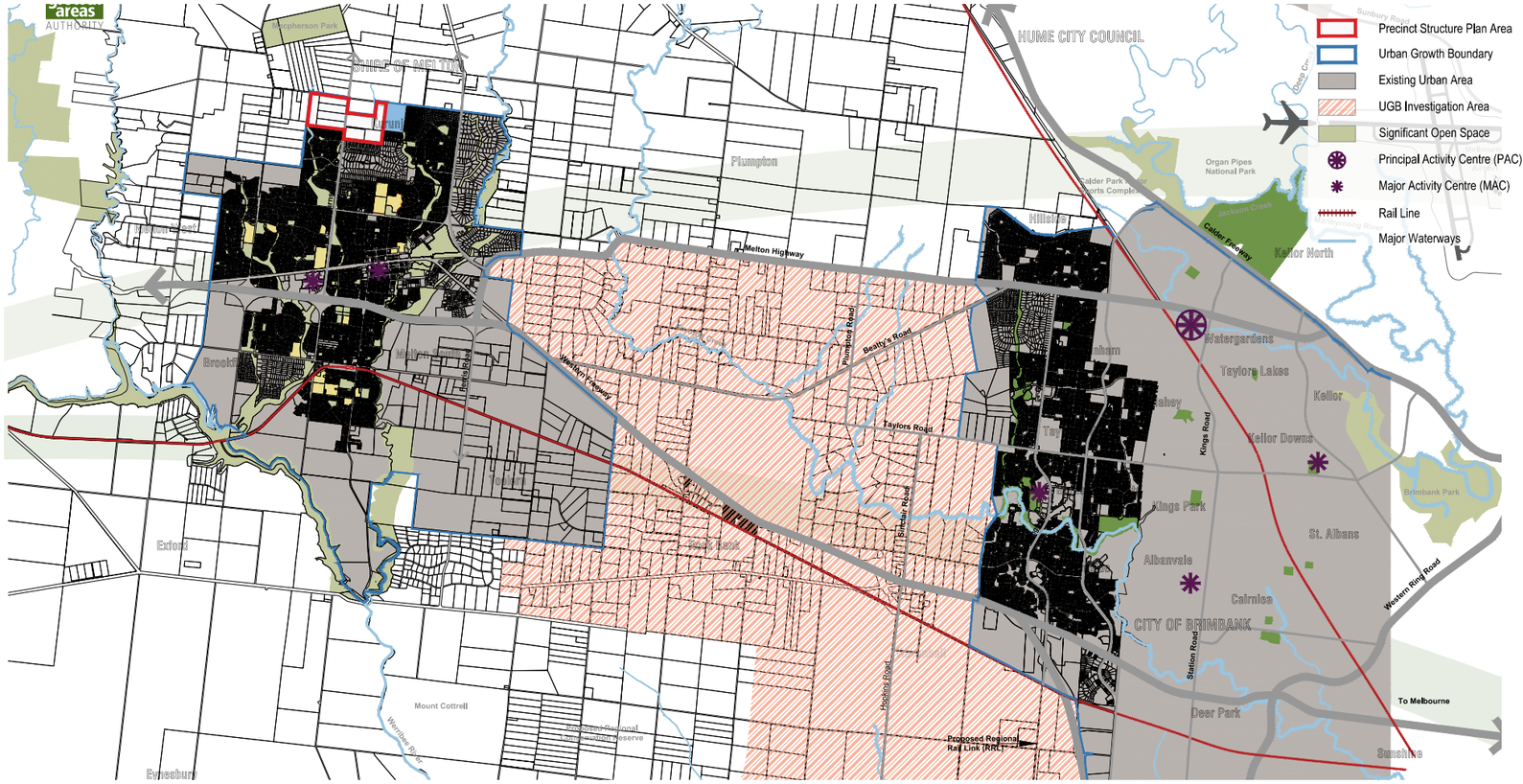


Figure 1

Regional Context - Precinct Structure Plan

3.3 Melton North Precinct Structure Plan

The Kurunjang Neighbourhood Activity Centre UDF responds to the objectives and vision of the Melton North PSP. It is an integral step in implementing the vision for the centre, which is articulated in the PSP as follows:

Kurunjang is an extension of the existing and growing Melton township. New shops, services and community facilities that serve both the new community and the local area will form the centre of the new community.

The Kurunjang NAC will be well connected to both existing and future residential catchments that it serves through the proposed road and active transport networks. The NAC utilises a traditional 'Main Street' form and is designed to ensure a high degree of permeability for pedestrians and cyclists to connect into surrounding residential areas, and educational and community facilities.

A town square will provide a central focus for activity within the NAC. This space is strategically located adjacent to key retail anchors and destinations to ensure a vibrant and activated public space for the community.

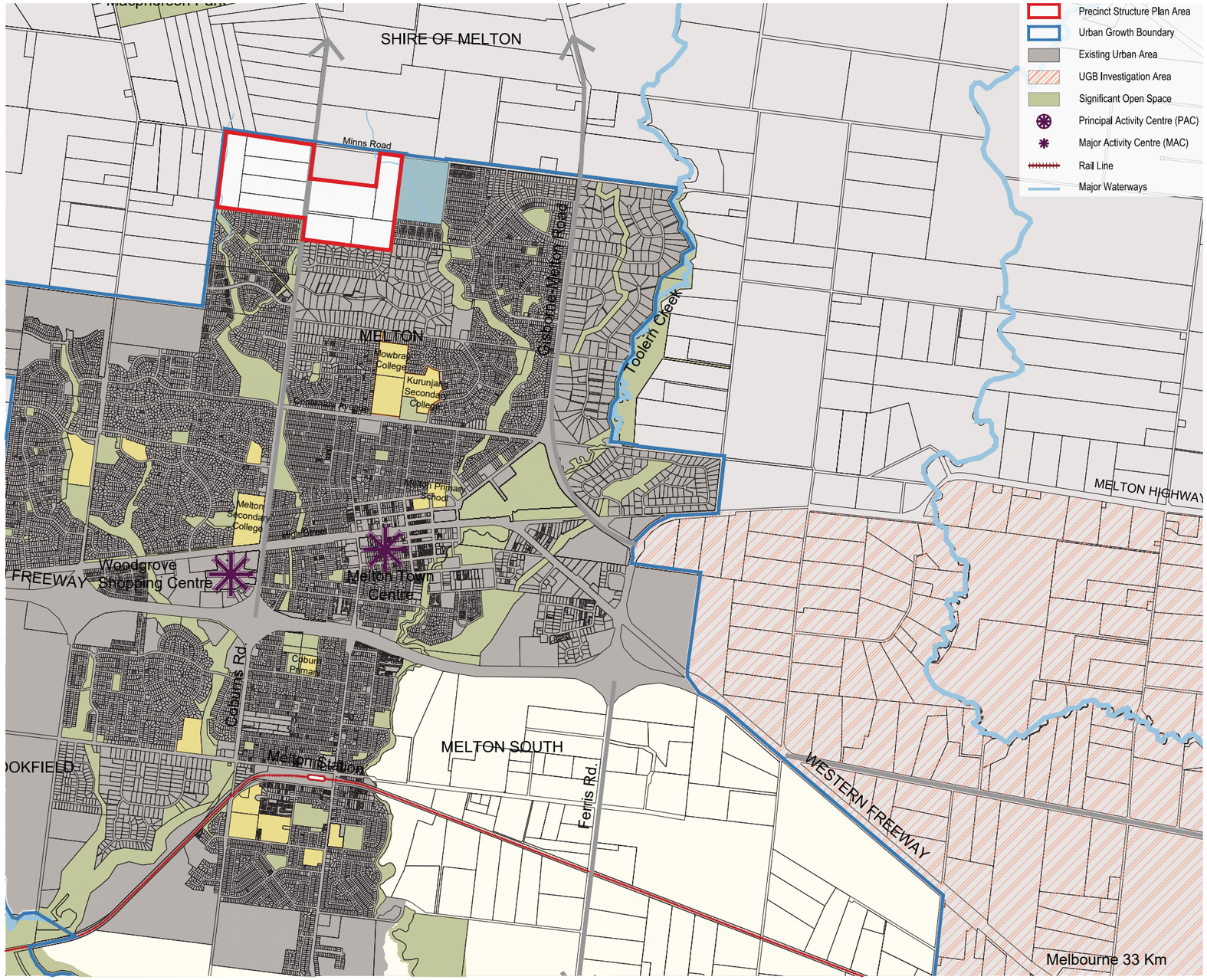


Figure 2

Local Context - Precinct Structure Plan

Figure 3

Future Urban Structure - Precinct Structure Plan



3.4 Local NAC Principles

In support of the 20-minute Neighborhood concept, The Victorian Planning Authority (VPA) has developed 10 key principles for the location, design and development of Local Town Centers within Melbourne's Growth Areas as outlined below. These principles have been applied to the development of the Kurunjang NAC and are further outlined in the development of a Framework Plan in Section 4: Urban Design Framework.



Principle 1:

Provide every neighbourhood with a local NAC as a focus of the community with a fine grain, closely spaced distribution pattern.



Principle 2:

Locate the local NAC on a connector street intersection with access to an arterial road and transit stop.



Principle 3:

Locate the local NAC in an attractive setting so that most people live within a walkable catchment of the local NAC and relate to the centre as the focus of the neighbourhood.



Principle 4:

Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.



Principle 5:

Focus on a public space as the centre of community life.



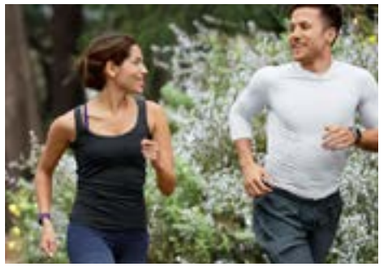
Principle 6:

Integrate local employment and service opportunities in a business friendly environment.



Principle 7:

Include a range of medium and high density housing and other forms of residential uses within and surrounding the local NAC.



Principle 8:

Design the local NAC to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.



Principle 9:

Create a sense of place with high quality engaging urban design outcomes.



Principle 10:

Promote localisation, sustainability and adaptability.

3.5 Local Planning Policy Framework

The Melton Planning Scheme gives effect to the PSP through the application of zones, overlays and policy requirements. The Melton Planning Scheme identifies the neighbourhood activity centre in the Urban Growth Zone, Schedule 2. The UGZ Schedule sets out the requirements for use and development of land within the Kurunjang NAC.

The UDF addresses the requirements set out at Clause 3.0 of the Schedule, as follows:

Neighbourhood Activity Centre urban design framework

If land to the east of Coburns Road is shown as, or in the immediate vicinity of, a neighbourhood activity centre on Plan 1, a permit must not be granted to use or subdivide land, or to construct a building or construct and carry out works until an Urban Design Framework for the activity centre has been prepared to the satisfaction of the responsible authority.

A permit may be granted to subdivide land or to construct a building or construct and carry out works prior to the approval of an Urban Design Framework if, in the opinion of the responsible authority, the grant of the permit will not prejudice the achievement of the objectives and planning and design guidelines for the activity centre set out in the incorporated precinct structure plan.

The responsible authority may allow an Urban Design Framework to be prepared in stages.

The Urban Design Framework may be amended to the satisfaction of the responsible authority.

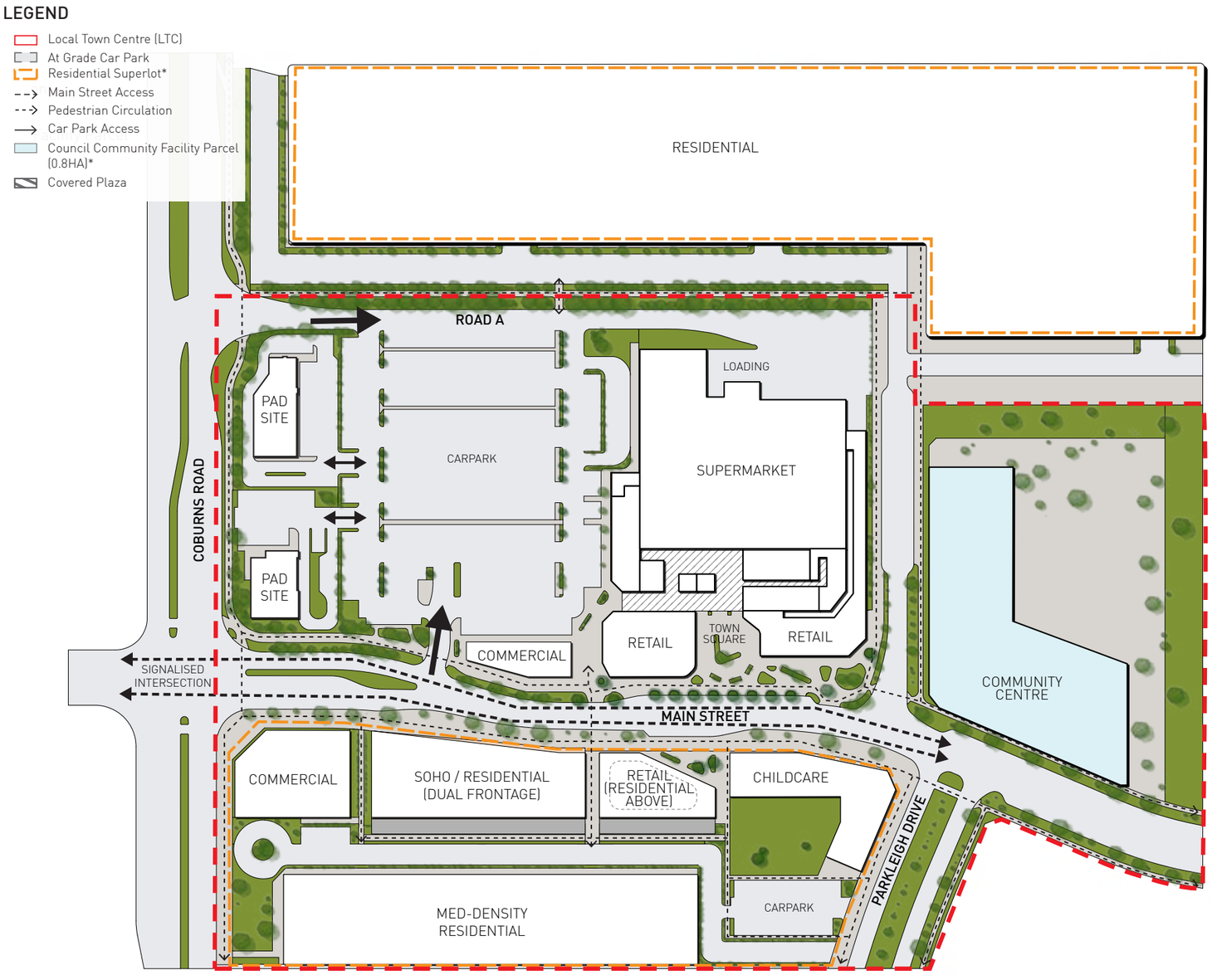


Figure 4
Concept Plan













4.1 Vision

The Kurunjang local NAC will be a vibrant and healthy heart of the local community, with a focus on quality outdoor space that supports community vitality and the promotion of neighbourhood values.

Focused around a vibrant Main Street, the local NAC will provide a unique village atmosphere that prioritises a quality public realm where the local community can come together to live, work and play.

The community will benefit from a diverse mix of retail and service-based offerings throughout the precinct. Anchored by a full-line supermarket, the core retail zone located on the northern side of Main Street will provide for everyday convenient shopping with a range of specialty retail shops, complimented by fresh food, recreation, and medical offerings.

A vibrant Town Square will support an outdoor casual dining offering with space for the community to congregate. Located within walkable proximity to the future community facilities and active open space to the east, the plaza will be the heart of the NAC with a diverse mix of cafes and casual food offerings.

Shopfronts and adaptive activation will interface each side of the Main Street, encouraging a village feel throughout and connecting the NAC to the wider Melton region.

4.2 Requirements of the PSP

The Melton North PSP (Section 5.3 Employment and Activity Centres) sets out Objectives (Section 5.3.1) and Planning and Design Guidelines (Section 5.3.3) for the UDF. In accordance with this, the Urban Design Framework required under the Schedule to the Urban Growth Zone must:

4.2.1 Be consistent with the role and function of the activity centre

In meeting the day-to-day convenience and service needs of the new community and established residential areas beyond the precinct, the UDF provides the principles and controls to establish a centrally located NAC.

4.2.2 Show a 'Main Street' design based on the east-west connector road

The UDF illustrates a 'Main Street' that will run east-west through the activity centre, and will be the vibrant heart of the community. Finer grain shops will activate into it and pedestrianisation prioritised.

4.2.3 Show how the centre relates to and integrates with community facilities

Directly adjacent the NAC on the eastern side, the community facilities play an important role in the overall masterplan for the Kurunjang precinct. In this location, the town square, community facilities and active open space are integrated together and easily accessible to the local community.

4.2.4 Show potential for future expansion of commercial floor space, dwellings and employment opportunities in the centre

The UDF demonstrates where practical commercial expansions may be developed to meet the growing employment needs as the community matures over time. Key retail and service based expansions are strategically located along the Main Street in the form of upper level extensions, prioritising activation at street level. The southern side of Main Street offers a mix of residential, SOHO (Small Office Home Office), commercial, and retail uses that offer flexibility to respond to growing employment and housing requirements as the community matures.

4.2.5 Include building design guidelines that support the 'Main Street' function of the centre

The Kurunjang NAC is to foster a sense of place and community whereby a traditional 'Main Street' strip will generate a critical mass of activity at street level. Section 4.3 illustrates the key elements and principles for the development of the Main Street. Section 4.6 (Built Form) further outlines the specifics around image and character to be incorporated in supporting the function of Main Street as the vibrant heart of the precinct.

4.2.6 Set out the design of streets including design measures that encourage walking and cycling through links to the wider trail network

The Main Street which runs through the NAC serves as a connector between Arnolds Creek in the west and Little Blind Creek in the east.

At the connection with Coburns Road and Main Street, the community will be able to continue west along Willandra Blvd and join the Arnold Creek trail.

Main Street will continue east toward the Active Open Space where cyclists and walkers will have an opportunity to connect directly into the off-road path network that joins the Little Blind Creek trail.

4.2.7 Show the overall landscape concept for the centre.

A Landscape Master Plan is included in the UDF at Section 4.8 (Landscaping and Public Realm). It provides details of tree planting that will contribute to the village feel of Main Street as well as the overall character and amenity of the neighbourhood. The locations indicated help to create sightlines and frame significant views. The landscape plan also provides further detail on paving and other hard and soft landscape elements.

4.2.8 Provide details of street lighting, street furniture, and public signage

The UDF provides details on the appropriate street lighting to provide for a safe, attractive and inviting public realm throughout the Kurunjang NAC. Street furniture is located throughout Main Street, the town square and along pedestrian routes to provide the community with moments of respite as well as contributing to the overall village feel of the precinct. Further detail are included in Section 4.8 (Landscaping and Public Realm) of the UDF.

4.2.9 Set out arrangements for access to the centre from Coburns Road

There are two separate access points into the NAC via Coburns Road. The community will access Main Street as the key entry gateway to the centre, providing direct access into the main carpark and a central access through the precinct travelling east toward the community facilities, active open space and peripheral residential zones.

A separate 'laneway' access is provided in the furthest north-west corner of the site also, for allowing direct access for service vehicles, and safer movement out of larger trucks away from the general public.

4.2.10 Include guidelines to support environmental sustainability including water sensitive urban design and energy conservation. (Section 4.9)

Several opportunities to incorporate WSUD strategies should be considered in the development of the NAC. These may include elements such as rain gardens; bioswales; buffer strips and tree pits. These features will form part of the future detailed design phase and should be considered in the context of the existing retarding basin to the south of the subject site.

4.2.11 Set out design guidelines for advertising signs.

The Advertising Guidelines in Section 5.3.7 of the UDF should be read in conjunction with the requirements of Clause 52.05 'Advertising Signs' and the 'City of Melton Outdoor Advertising Policy and Guidelines' (March, 2010). This establishes the level of advertising signage control required for the NAC and prescribes

the form, placement, and style of advertising signs within the NAC to ensure the signage contributes to the overall design vision and visual aesthetic of the precinct.

4.2.12 Set out arrangements for service areas for deliveries, waste disposal, emergency services that will not generate material impact on adjacent residential areas.

Section 4.7 of the UDF (Movement and Access) provides the specific details to ensure the servicing of commercial buildings within the NAC are designed to minimise impacts on the surrounding uses and discourage the use of 'Main Street' as a path of travel for service vehicles.

The UDF illustrates the design measures required to minimise the visual impact of loading and back-of-house areas and ensure any interface with adjoining residential zones or public space is designed appropriately to respect the character of the NAC and surrounding areas.

The secondary 'laneway' access from Coburns Road allows for direct service vehicle access and convenience retail access to utilise the movement network while minimising truck movements on the Main Street.

4.2.13 Set out how public transport will be integrated with the centre.

Main Street has been designed to accommodate public transport movement, delivering locals into the heart of the NAC. Bus stops are proposed centrally within Main Street, providing locals with convenient access to the main retail precinct, and within close proximity to the proposed medical and commercial uses. There is no public transport servicing the NAC, but this allows for future routes which will connect the NAC to the wider Major Activity Area and metropolitan transport links south of the Melton North PSP.

4.2.14 Set out the extent of land to be included in the Business 1 Zone.

The areas for retail and non-retail uses within the NAC to be included in the applied Commercial 1 Zone are clearly defined within the UDF. This has been identified through a number of supporting reports which determine the size of the area required to service the forecasted population of the Melton North PSP catchment area identified. The NAC is proposed to be 4.178 hectares and will provide a number of retail and non-retail services.

4.2.15 The activity centre should provide a range of private facilities and services including medical, child care, banking, offices, and cafes.

The Masterplan Concept included in Section 3.5 of the UDF illustrates the indicative range of uses that include provisions for full -line supermarket, specialty retail, medical, food and beverage and fresh food locations. A flexible mix of residential and commercial office space is included in the southern portion of the site, with community facilities to the east. Directly interfacing Coburns Road, two pad sites have been indicated.

4.2.16 Main Street

The Kurunjang NAC is to foster a sense of place and community whereby a traditional 'Main Street' strip will generate a critical mass of activity at street level.

Main Street is a connector road running east-west between Coburns Road (west) and secondary road networks (east), designed to support increased retail and residential densification.

Main Street is designed to slow traffic and promote a pedestrian friendly environment.

Pedestrian safety on Main Street is prioritised. The movement of service vehicles is discouraged from utilising Main Street in lieu of secondary access roads.

North-south pedestrian movements across Main Street are to be located at key entry points to the retail precinct and Town Square.

Traffic signals are to be located at the intersection of Main Street and Coburns Road.

Landscaping, including mature tree planting within Main Street median strip to provide shade and encourage a boulevard feel.

Built form on Main Street is to activate onto the street and encourage pedestrian activity and movement.

Designed to encourage patronage into the heart of the NAC, Main Street will integrate public transport access and conveniently located bus stops and waiting areas adjoining key areas of public activity.

4.3 Major Elements of the Urban Design Framework

The Urban Design Framework includes the following major elements and principles:

4.3.1 Public Realm

The Town Square is the heart of the Kurunjang local NAC linking the core retail precinct to the community centre and active open space to the east.

The Town Square will be activated by food and beverage offerings, encouraging outdoor dining and community congregation.

Direct natural light will be encouraged into the Town Square through appropriate canopy treatment.

The Town Square will be the gateway focal point for the NAC on the eastern side.

Landscaping and feature urban design elements will be encouraged to provide a sense of intimacy for the community throughout the public realm.

Finer grain shops, including retail, cafes, food and beverage and fresh food will activate the pedestrian life along the north side of the Main Street and the Town Square.

Safe and efficient pedestrian and cycling links will connect the NAC east-west, providing good connection north and south of Main Street. Sustainable transport initiatives will be encouraged with appropriately located bike parking and end of trip facilities in the NAC.

4.3.2 Car Parking

Shopper convenience is a fundamental component of the NAC. At grade parking is provided on the western side of the retail precinct, accessed via Main Street as you enter in via Coburns Road. A secondary access point is located via the laneway off Coburns Road to the north.

Visual and physical connection to the at-grade carpark from the Main Street core is discouraged. Built form is located along the southern edge of the carpark to ensure the pedestrian priority of shoppers on Main Street.

Parallel on-street parking is located along Main Street to ensure convenient access to externally fronting shops and increased activation of the public realm.

4.3.3 Legibility, Built Form and Use

Feature gateway buildings are nominated along Main Street, bookending the core pedestrian zone east and west and providing appropriate wayfinding for the NAC from the wider area.

Where shopfronts activate out into the public realm, high visibility into stores is encouraged through glazing. Solid elements will contribute to façade articulation and architectural variation. Solid walls are discouraged from dominating the streetscape.

Built form along Main Street will be predominantly made up of single and multi storey built form and constructed largely to the property boundary line. Canopies will be appropriately located to provide weather coverage for shoppers.

The supermarket will be recessed back from the Main Street to provide an appropriately scaled built form and use to key public realm frontages.

Local identity and pride will be enhanced through high quality design of public spaces with consistent landscape themes and considered urban design features.

4.3.4 Supporting Development Principles

The Kurunjang NAC UDF incorporates the vision, principles, objectives and planning and design guidelines as set out in the Melton North PSP.

The UDF develops upon these major elements and principles and includes more detailed guidelines around the following main elements:

- Integration
- Land Use
- Built Form
- Movement and Access
- Landscape and Public Realm
- Signage

4.4 Integration

The Kurunjang Neighbourhood Activity Centre is located centrally within the Melton North PSP area along Coburns Road which connects back into the existing Melton Township. The layout of the NAC is designed to be integrated with its surrounds including existing and emerging residential development to the south and west and future residential development to the east and north.

The extension of Willandra Boulevard on the western side of Coburns Road through the site will serve as the main entry for vehicles into the centre, while loading and service vehicles will utilise a separate access point from Coburns Road to minimise conflict with customer traffic.

The Kurunjang precinct is located approximately 33km west of the Melbourne Central Activity Centre. The Melton Township and Melbourne metropolitan road network are accessed via the Western Freeway and Melton Highway located to the south.

The NAC subject site is located within the Urban Growth Zone approximately 3.6km to the north of the Melton Town Centre , which is the Major Activity Centre and the major commercial, retail and employment centre in the Melton Township.

There are multiple entry points into the subject site. Running north-south along the western boundary of the subject site, Coburns Road provides a direct connection into Main Street, which serves as the central pedestrian spine through the NAC. Main Street runs east-west, connecting the NAC with the residential communities, community facilities and open space to the east.

The existing residential communities to the south of the site are connected via Parkleigh Drive which run north-south to create a pivotal intersection at the south-east corner of Main Street, directly adjacent the proposed Town Square.

Overall, the Melton North Precinct Structure Plan supports access to the recreation, community and commercial facilities for residents outside of the precinct.

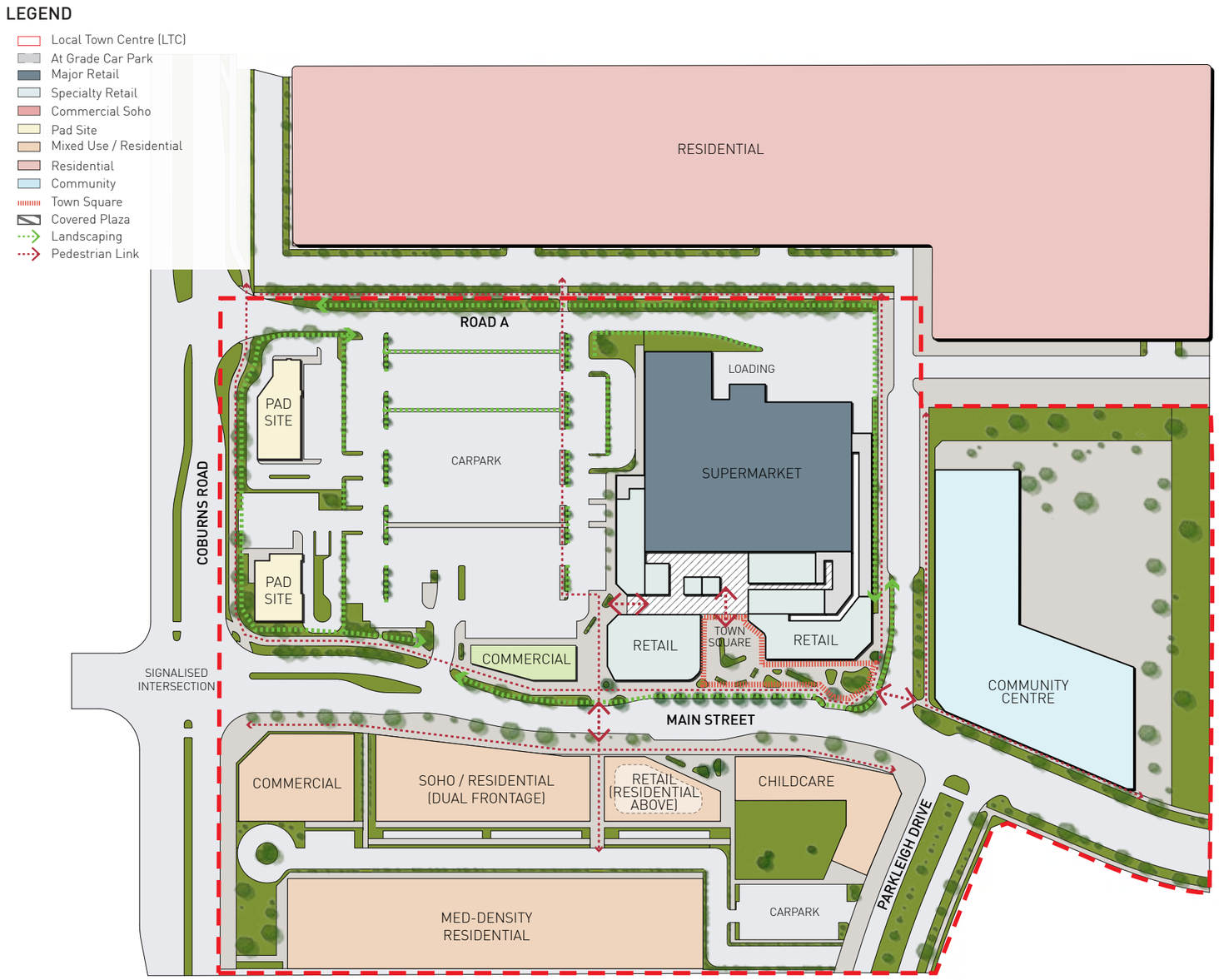


Figure 5
Land Use

4.5 Land Use

The UDF demonstrates that the proposed land uses are generally in accordance with the Future Urban Structure Plan (refer to Figure 3) as indicated in the Melton North PSP. Through consultation with Melton City Council, the overall composition of uses have been refined, however the overall location of which remain generally consistent with the PSP. The core retail precinct is located on the northern side of Main Street, with a residential/commercial flexible use located on the southern side. As indicated in the PSP, medium density residential is proposed to the periphery of the NAC, and the location of community facilities and public open space adjoins the site to the east.

4.5.1 Composition

The key uses on the site include:

- A full line supermarket
- Specialty retail
- Fresh food
- Food and beverage (cafes/restaurants)
- Medical facility
- Gymnasium
- Commercial (upper level expansion zone)
- Car parking
- Convenient Restaurants (Coburns Road)
- Medium density housing
- Community facility
- Unencumbered Passive Public Open Space
- Childcare centre
- Soho/Residential

4.5.2 Precincts

The Kurunjang NAC consists of four land use precincts as identified in Figure 5. These include (Northern Business; Southern Residential/ Mixed Use; Residential; Community). The location of precincts are in accordance with the Melton North PSP, and promote an increased densification that supports greater walkability and convenience for the local community.

The NAC is strategically designed to enable the expansion of uses over time to support the growing population of Kurunjang

and provide greater adequate employment opportunities as the community matures over time.

Retail, commercial/ employment and community uses will be located on Main Street with close proximity to public transport. These uses will be anchored by a full-line supermarket within the northern business precinct, driving patronage past the supporting retail and commercial shops and encouraging the activation of Main Street through north-south pedestrian movement between precincts. The community precinct is located directly adjacent the town square to the east and will help in anchoring the NAC at the eastern end of Main Street and support increased movement into key community gathering areas.

Northern Business Precinct

The town square represents the civic 'heart' of the Kurunjang NAC and serves as the primary gathering space for the community with a prominent casual outdoor dining focus. It is located at the eastern end of Main Street and creates a connective tissue between the Northern Business Precinct and the Community Precinct to the east.

The Northern Business Precinct is anticipated to achieve a retail floor space area of approximately 5770sqm.This is made up of a full-line supermarket (3450sqm), complimentary retail/fresh food/ food and beverage (1480sqm) and medical and gymnasium (840sqm).

There are two significant 'gateway' areas within the Northern Business Precinct that serve to bookend the Main Street east and west and provide for strong visual focal points within the overall context of the NAC. Both areas play important roles in creating a sense of arrival for the community entering the NAC from the east and west and demarking the primary pedestrian zone of Main Street.

The town square represents the primary gateway site on the eastern side of the NAC and plays an important function in driving pedestrian movement further east and greater activation of Main Street. It is the civic heart of the NAC and a key corner site that will include a mix of café and restaurants that compliment the Community Facility Precinct directly adjacent. The scale of built form within the town square will be an important instrument in highlighting the importance of this space within the overall hierarchy of the streetscape.

The primary gateway site to the west is located at the entrance to the main carpark on Main Street and serves as an important nodal point to earmark the entrance into the core retail component of Main Street for pedestrians and motorists arriving from Coburns Road. This site proposes a multi level feature gateway building suited to a medical/gymnasium offering and will serve an important role in providing a visual barrier to the main carpark from the core pedestrian movement in Main Street to the east. The introduction of a gymnasium use in this location, (likely to trade later than the core retail uses) helps provide passive surveillance to the carpark and Main Street, particularly in the off-peak retail hours.

Further to this, pad sites have been strategically located on the western interface with Coburns Road and play an important role in providing both built form to the site edge, as well as screening the body of the main carpark from the west.

The main at-grade car park is located on the western side of the core retail centre and offers convenient access for shoppers to the anchor supermarket and smaller retailers, medical and gymnasium. It is accessed from Coburns Road in two locations (north and south) whereby motorists entering into the NAC via Main Street are then provided direct entry into the carpark, avoiding increased vehicle movement through the central pedestrian zone of Main Street. A separate entry to the northern laneway is located to the north, and this serves as the primary movement for service vehicles, as well as an efficient point of entry for patrons arriving from the north along Coburns Road. Medical, gymnasium, food and beverage tenants interface directly with the carpark, thereby softening the arrival for patrons moving into the retail core from the car park.

Southern Residential/Business Precinct

The Kurunjang NAC will deliver a range of housing choices. Within the southern precinct, the northern interface with Main Street will play in important role in establishing the overall character of the NAC. A medium density SOHO (Small Office Home Office) housing typology (adaptive dwellings) is proposed to front Main Street. The SOHO housing product features dual frontage, with vehicle access provided from the rear street and an adaptive office/home business space fronting Main Street, in order to create the critical retail pattern needed to generate authentic pedestrian movement on both sides of the street and an overall pedestrianisation of the central heart of the NAC. With the increase in Work From Home and remote working arrangements, the adaptive SOHO product provides flexibility to support a range of home based businesses and other professional activities. The scale will be complimentary to that exhibited on the northern side and aid in encouraging a village feel throughout.

Traditional medium density housing typologies are encouraged to be setback from Main Street and form the main body of the southern precinct.





Community Precinct

The council community facility located on the eastern side of the NAC plays a significant role in the context of the northern and southern precincts. The community facility will provide the built form on the southern end of Main Street that will be an important architectural piece in creating a sense of closure within the town square.

The future facility should be designed in a way that it sits harmoniously within the context of the NAC in both mass and materiality, playing a complimentary role within the overall rhythm of the streetscape.

The location of built form and carparking within this parcel are for guidance only, however, should be considered with respect to the relationship this precinct plays in bookending the Main Street and maintaining the village feel of Kurunjang NAC overall. The location of entry points, and outdoor space should be considered in their relation to the town square and the ability for pedestrians to travel east from the retail zones. Establishing a strong corner statement adjacent to the town square will be an important feature to consider when creating complimentary gateway forms and providing a sense of arrival into the NAC from the southern and eastern residential communities.

Residential Precinct

A diverse range of housing choices are provided within the Kurunjang NAC. These include models of mixed-use retail and commercial typologies that will encourage densification around key areas of the public realm and the development of a true mixed-use NAC.

Medium density residential models are designated north and south of the NAC and will aid in providing an appropriate built form scale and language that compliments the Northern Retail Precinct. This will enable a gradual stepping down of massing from the core retail area into the mixed-use / residential precincts, and then toward the traditional single level residential allotments surrounding the NAC beyond. The form and scale of the developments will provide a continuity of scale to that of the retail core and enable a passive surveillance of Main Street, community precinct and the peripheral local access streets.

4.5.3 Land Use Requirements

R1: Land uses must be generally in accordance with Figure 5 and Composition Table in the Land Use section.

R2: A mix of core retail, specialty retail, mixed use, restaurants, medical uses and medium density housing must be provided within the Centre generally in accordance with Figure 5.

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

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

R5: Future retail within the Centre must not exceed 10,000 square metres unless a permit application is accompanied by an economic report prepared by a suitably qualified professional (where appropriate) to the satisfaction of the Responsible Authority.

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

R7: Community/Civic, Educational and Health facilities must provide a high-quality street presentation with primary entrances located along primary street(s) with secondary entrances only from car parking areas.

4.5.4 Land Use Guidelines

G1: A mixture of residential land uses is encouraged towards both the north and south of the neighbourhood activity centre area in accordance with Figure 5.

G2: Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with Aboriginal cultural heritage values, should liaise with the designated Registered Aboriginal Party (or Aboriginal Victoria and Traditional Owner Groups in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.

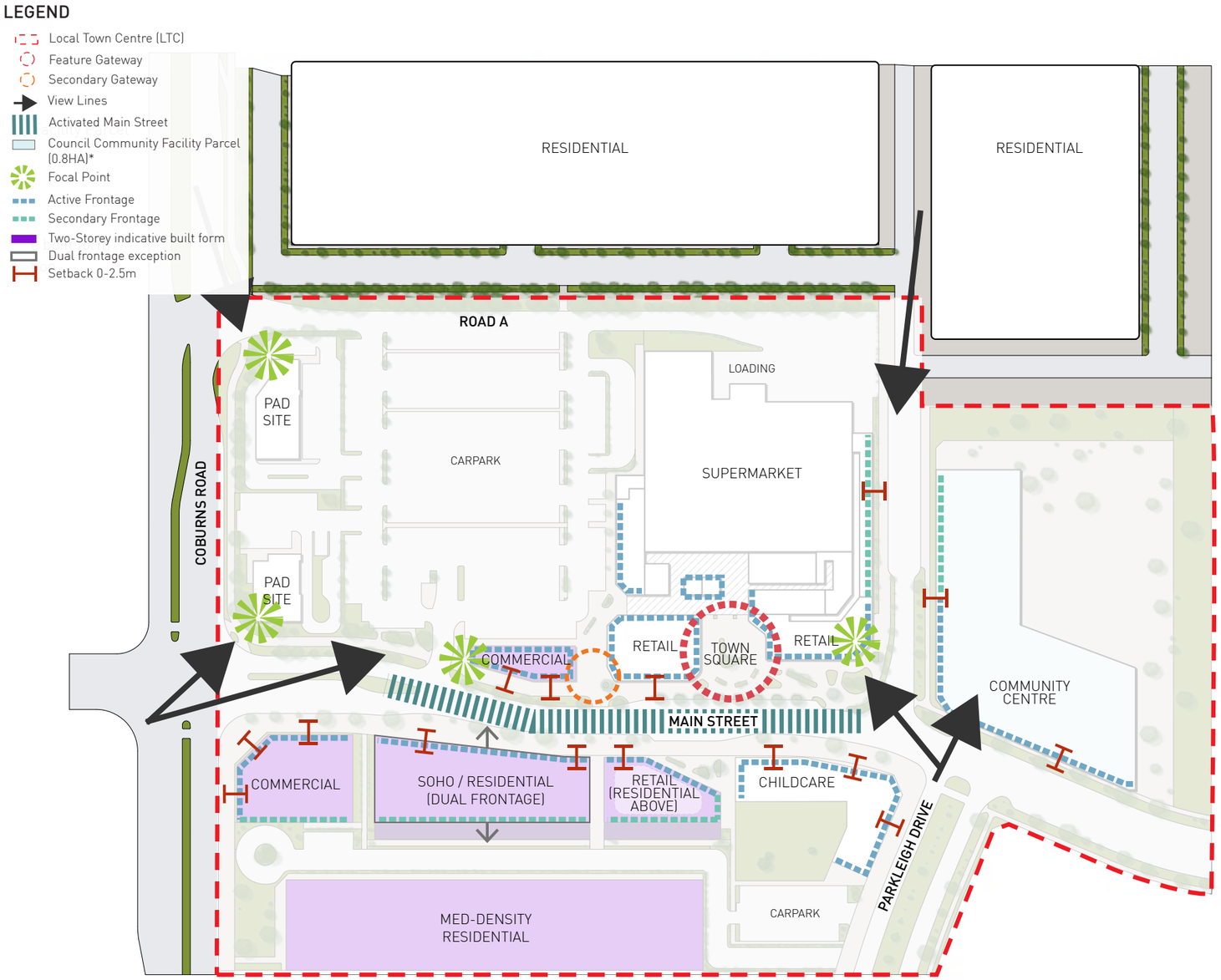


Figure 6
Built Form

4.6 Built Form

The built form within the Kurunjang NAC will play an integral part in establishing the overall look and feel of the activity centre and foster a village feel throughout the precinct. The overall scale of buildings and the articulation of facades will foster a sense of cohesion that will aid in encouraging the local community to come together within the public realm and enjoy the diverse range of uses throughout the NAC.

The position and scale of buildings along the Main Street will play a significant role in establishing the intimacy necessary to foster comfortable pedestrian movement and interaction. Key nodal points have been indicated in the north and south of Main Street that will bookend the central spine create a sense of arrival from both Coburns Road and the residential communities entering from the east. The multi level medical/gymnasium building will play dual roles in both creating a gateway entry node into the Main Street from the west, as well as visually screening the bulk of the main car park from within the core Main Street zone. The built form that frames the town square will be of a scale that helps define the western edge of Main Street and create a gateway statement, particularly when read in conjunction with the future community facility on the adjacent side.

The built form will support a range of housing types which respond appropriately to the land use and overall community vision for Kurunjang. The adaptive dwelling housing typology proposed to the southern side of Main Street will provide a complimentary scale to the fine grain shops interfacing Main Street on the north and reinforce the village feel of the area. The articulation of the facades will be of an appropriate nature to define the street edge and promote the cross-movement of pedestrians north-south on Main Street.

Form, material and character of the built form throughout the NAC will be an integral part of delivering a quality design outcome that will contribute to achieving a vibrant and attractive centre. The built form will compliment the public realm and promote a feeling of comfortability that will encourage the community to live, work and play.

4.6.1 Massing, Interface and Setbacks Requirements

R8: Long, blank walls must not be located within streets designated as requiring Town Centre Interface or Secondary Interface conditions.

R9: All future built form located on the identified Activated Main Street in Figure 6 must set a benchmark for design quality. Built form must provide active building frontages using transparent and permeable

building facade treatments such as windows and operable building openings positioned to allow occupants to overlook and provide passive surveillance.

R10: Built form must deliver a site responsive design outcome.

R11: Built form must have consideration of the sensitive use of the building envelope, and the relationship to adjoining sites.

R12: Built form must encourage high quality, architecturally detailed and visually distinct building design.

R13: The primary entry and frontage of buildings must address the Town Centre plaza or primary streets.

R14: Service and loading docks, driveways and car park access must be located at the rear or side of a building or where least impact will occur on the public realm and be suitably screened from view.

R15: All built form identified as a Secondary Interface in [Figure 6] must provide semi-active building frontages using semi-transparent and permeable building facade treatments.

R16: All built form identified as a Secondary Interface in [Figure 6] must use high quality architectural detailing.

R17: Buildings on corner sites must address and activate both primary and secondary frontages and provide a gateway experience.

R19: Buildings must be sited and oriented to maximise opportunities for solar access to both indoor and outdoor amenity areas.

R20: Buildings must be sited to front the street and provide appropriate passive surveillance of the surrounding public realm.

R21: Where residential lots provide dual frontages within the local town centre, buildings must provide entrances to both frontages and appropriate passive surveillance and activation to both frontages.

R22: Building setbacks must generally be in accordance with the setbacks outlined within [Figure 6].

R23: Building height must be a minimum of two storeys at the street frontage outlined as Two-Storey indicative built form within Figure 6. Upper levels above the second floor must be setback 5 metres from the building frontage unless otherwise negotiated during the permit process.

R24: Service areas for large deliveries, loading docks, and waste disposal must be located away from the primary frontage of buildings or internalised. Where internalised service areas cannot be provided, they must be screened from public view through landscaping or articulated built form measures to minimise impact on amenity and adjoining neighbourhoods. This does not apply to loading zones designed for small vehicles such as vans that service specialty retail areas.

4.6.2 Massing, Interface and Setbacks Guidelines

G3: Ground floor frontages should adopt a fine grain tenancy.

G4: A consistent built form approach should be provided with a mix of materials and finishes within an appropriate colour palette.

G5: Dual frontage lots are generally discouraged except where indicated on Figure 6.

G6: Activating and providing passive surveillance from lots with dual frontages can be provided by upper level balconies, building entrances on both frontages, ground floor windows, landscape setbacks, low fencing heights, clear delineation of space, and avoiding dominance of garage doors.

G7: Residential or mixed use rooftops should be activated through habitable space, including rooftop gardens where appropriate.

G8: Blank walls should be minimised throughout the Centre. When development within a block is staged, exposed blank walls should incorporate a visually interesting design in the interim, until adjacent sites develop.

G9: Development should consider the provision of solar access to public spaces, parks and key pedestrian streets.

G10: Vehicle access points to residential development should be located away from primary street frontages, shared vehicle and cycle environments and open space areas to minimise disruption to the streetscape.

G11: A high level of visual permeability, particularly on the ground floor, should provide the opportunity for visual connection between building occupants and pedestrians especially when interfacing public space.

G12: Landmark buildings should be of an appropriate scale and use architectural elements to act as a visual wayfinding device.

G17: A mixture of housing typologies and densities is encouraged as outlined in figure 6.

4.6.3 Articulation, Materials and Detailing Requirements

R25: All future built form located on the identified Activated Main Street [Figure 6] must demonstrate the use of contemporary, high quality materiality and finishes.

R26: Built form located on a corner must address and provide visual interest to both frontages using architectural treatments and articulation.

R27: Development must use a colour palette that complements the surrounding context.

R28: Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017.

R29: Prevention of graffiti must be considered when detailing materials for sides and rears of buildings, car park and servicing areas.

R30: Commercial and retail, civic, transport, health, justice and educational buildings must provide canopies to the street and over pedestrian walkways to ensure continuous weather protection.

R31: All facades along the Main Street must provide texture-rich materials and/or clear glazed windows to facilitate passive surveillance and visual interest.

R32: All shop fronts must have direct street access as their primary frontage with any secondary entry access from adjoining car parks.

4.6.4 Articulation, Materials and Detailing Guidelines

G13: Buildings should be constructed of durable, robust materials that require minimal maintenance.

G14: Building articulation and detailing should contribute to activation of the public realm at street level.

G15: Building detailing should consider opportunities for informal seating and weather protection.

G16: Solid fencing that prevents views from a building to the surrounding open space should be avoided.

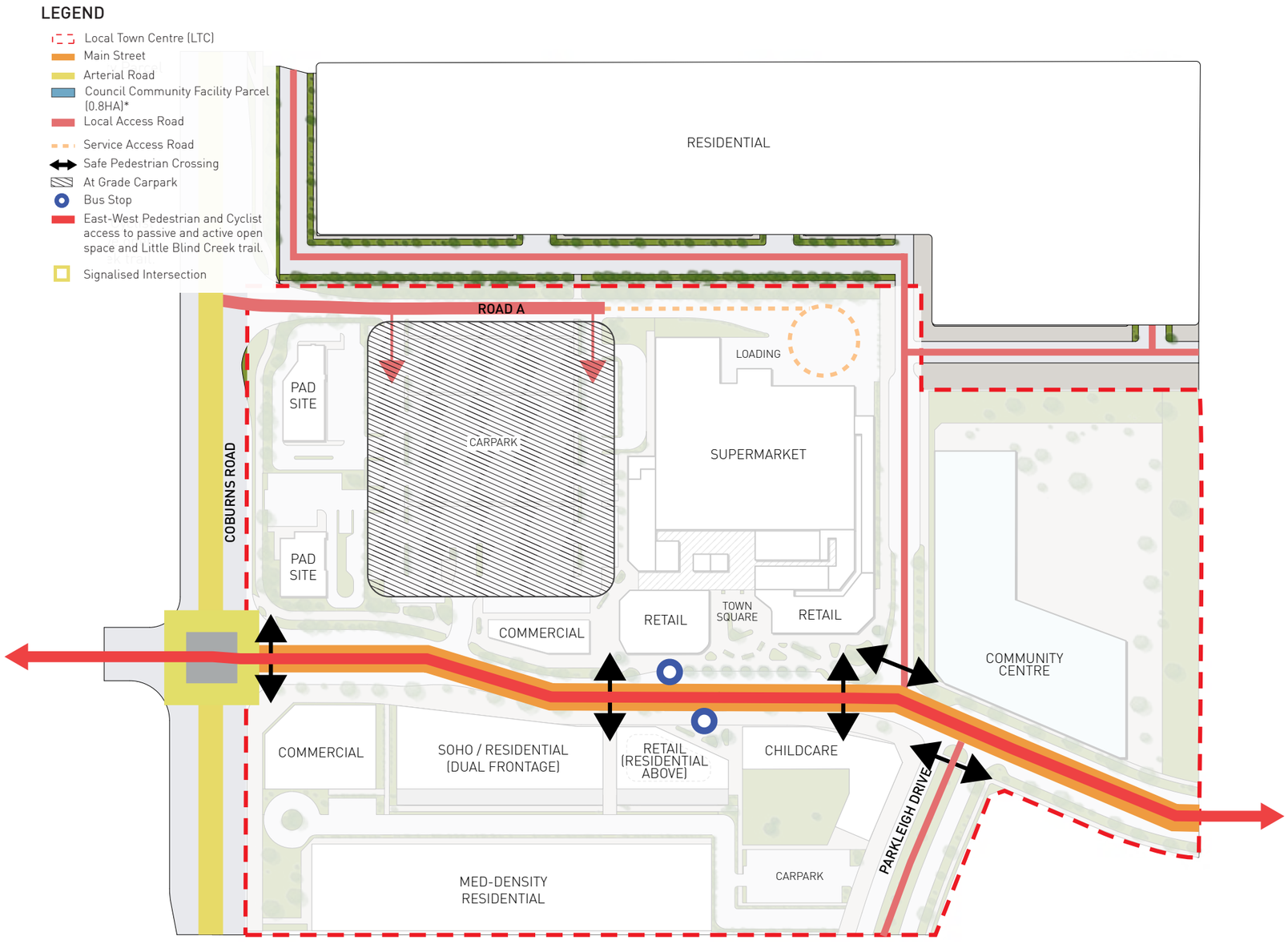


Figure 7

Access Network

4.7 Movement and Access

4.7.1 Pedestrian and Cycle Requirements

R33: Publicly accessible bicycle parking and self-maintenance bike hubs must be provided in convenient locations close to the main entrance points of the retail core and community centre.

R34: To allow for comfortable, legible and safe pedestrian movement through the Centre, street blocks and site layout must be permeable.

R35: CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all streets, including pedestrian connections within the centre.

R36: 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 of at least 3.0 metres in width along Coburns Road as shown on the relevant cross sections illustrated in Appendix 1.
- On road bicycle lanes of 1.7 metres of width on both sides of the east-west 'Main Street' as shown on the relevant cross sections illustrated in Appendix 1.
- Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines.
- Pedestrian and cyclist priority crossings on all slip lanes.
- Safe and convenient transition between on and off-road bicycle networks

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

4.7.2 Pedestrian and Cycle Guidelines

G18: Bicycle parking should be co-located and integrated with other street furniture.

G19: Early delivery of Main Street should be prioritised to promote pedestrian movement and active participation with the streetscape.

G20: Employee bicycle storage, change room and locker facilities

should be located in new businesses where practical, in order to improve end of trip facilities for cyclists.

G21: Where pedestrian priority is required, all footpaths traversing non-signalised intersections should utilise alternative road construction treatments such as raised pavements or alternative materials to visually highlight pedestrian priority.

G22: Vehicle intersections and cross-overs should be minimised in locations adjacent to off road cycle paths and shared paths to ensure pedestrian and cycling priority and safety.

4.7.3 Public Transport Requirements

R37: All bus stops must include amenities such as seats, shelter and bus route information.

4.7.4 Street Typologies

The PSP nominates the intended road cross sections for these two key roads outlined:

Coburns Road - Local Arterial Road

The Melton North PSP nominates Coburns Road as a 4-lane local arterial road, with a typical cross section as shown at Figure 8.

Coburns Road is ultimately to be delivered within a 34-metre road reservation.

It is expected that the shared path will be provided on each side of Coburns Road and located within the 5-metre verge.

East-West Road Connector Road

The Melton North PSP nominates two cross sections for this road. The cross section through the NAC is shown at Figure 9.

This Local NAC cross section for the east-west connector road should be implemented where:

- Pedestrian accessibility and safety is the primary transport objective
- It will not impact on public transport services
- It will not carry more than three services per hour in each direction
- The posted speed limit is less than 40 km/hr
- It is provided for less than 250 metres
- There isn't any use nearby (without an alternate route) that would generate significant bicycle numbers

Figure 8

Coburns Road Cross Section A-A

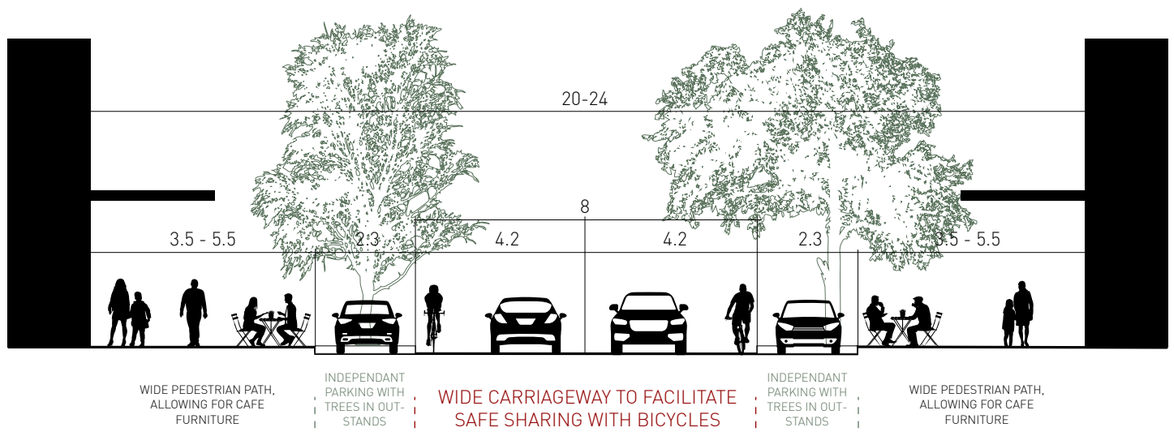


Figure 9

East-West Connector Road Cross Section B-B through NAC

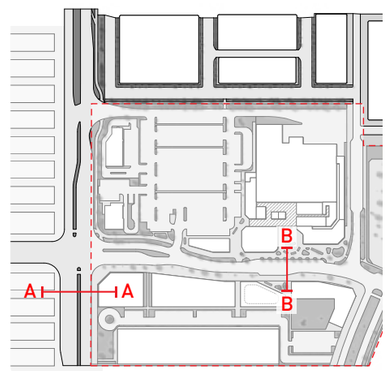


Figure 10

Key

4.7.5 Vehicle Requirements

R37: In the Centre and on all local access streets, development must provide a slow-speed environment that is self-enforcing

R38: The road network must be designed generally in accordance with Figure 7 and applicable street cross sections in Appendix 1.

R39: Service and loading areas must be located to the rear or side of the property away from the future Main Street and Coburns Road and, where possible, consolidated with adjoining land uses.

R40: All access for uses along Coburns Road must be from side streets or rear lanes to ensure there are no vehicle crossovers unless otherwise agreed by the Responsible Authority/DTP.

R41: Provide adequate lighting and opportunities for passive surveillance to ensure customer safety.

R42: Development must provide for landscaping of roads and streets to create key public spaces, landscape corridors and contribute to an attractive and green urban environment.

R43: Appropriate street lighting must be provided on all streets to reinforce the preferred movement network hierarchy.

R44: All streets, including pedestrian connections where vehicle access is provided, must accommodate deliveries and waste disposal services.

4.7.6 Vehicle Guidelines

G22: Drive-throughs should not be located in front of buildings adjacent to Coburns Road unless appropriately screened with landscaping

G23: On street loading bays should be time restricted and located at the end of street blocks.

G24: Electric car charging points should be provided on-site in a consolidated location.

4.7.7 Carparking Requirements

R45: Car park and site servicing access must be designed to minimise potential conflict between vehicles, building occupants, pedestrians and cyclists.

R46: Off-street car parking must be screened from view via built form or landscape elements.

R47: At grade parking must use low level perimeter planting to provide a visual buffer, and where possible, canopy trees to provide shade and delineate a clear pedestrian path through the car park.

R48: Where multi-level car parks are proposed, appropriate sleeving with active frontages, high levels of architectural detail or landscaping elements must be included.

R49: Cars parked on the roof of multi-level car parks or on podiums must use suitable contemporary materials and screening techniques to create visual interest.

R50: Car parks must include water sensitive urban design elements to the satisfaction of the Responsible Authority.

R51: Car parking areas must be appropriately landscaped to the satisfaction of the Responsible Authority in accordance with Council's Off-Street Car Parking Guidelines.

R52: Vehicle access points to buildings (excluding consolidated car park entry) must be located away from key pedestrian streets to minimise streetscape disruption.

R53: Direct pedestrian access to public streets must be provided from car parking areas to generate foot traffic for retail uses and slow down traffic along the main thoroughfares.

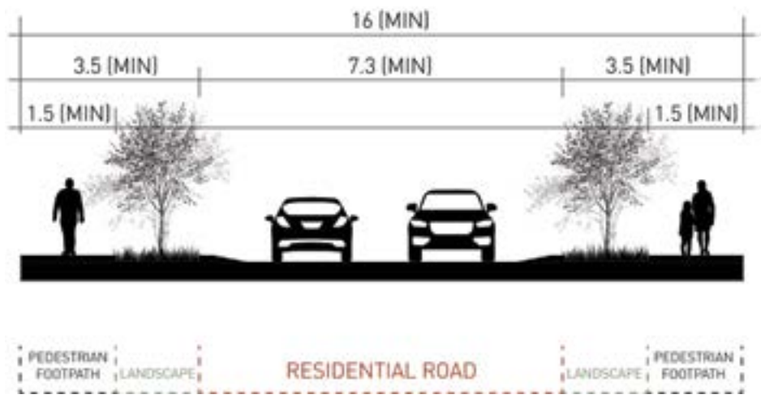


Figure 11

Typical residential street cross section

4.7.8 Carparking Guidelines

G25: Appropriate car park signage should be provided.

G26: Car parking reduction may be considered where appropriate to encourage alternative modes of transportation. Where car parking is required, sharing of car parks is encouraged to reduce the overall number of spaces across the Centre.

G27: Opportunities to share car parking at different times of the day should be considered, noting that the peaks different uses will differ.



Figure 12

Landscape Master Plan

4.8 Landscaping and Public Realm

Landscaping will play an integral role in establishing a consistent and quality design throughout the public realm within the Kurunjang NAC. This will further provide an attractive connection to the off road path network connecting the pedestrians and cyclists to the surrounding trail network. Figure 12 indicates the generous landscape opportunities throughout the NAC.

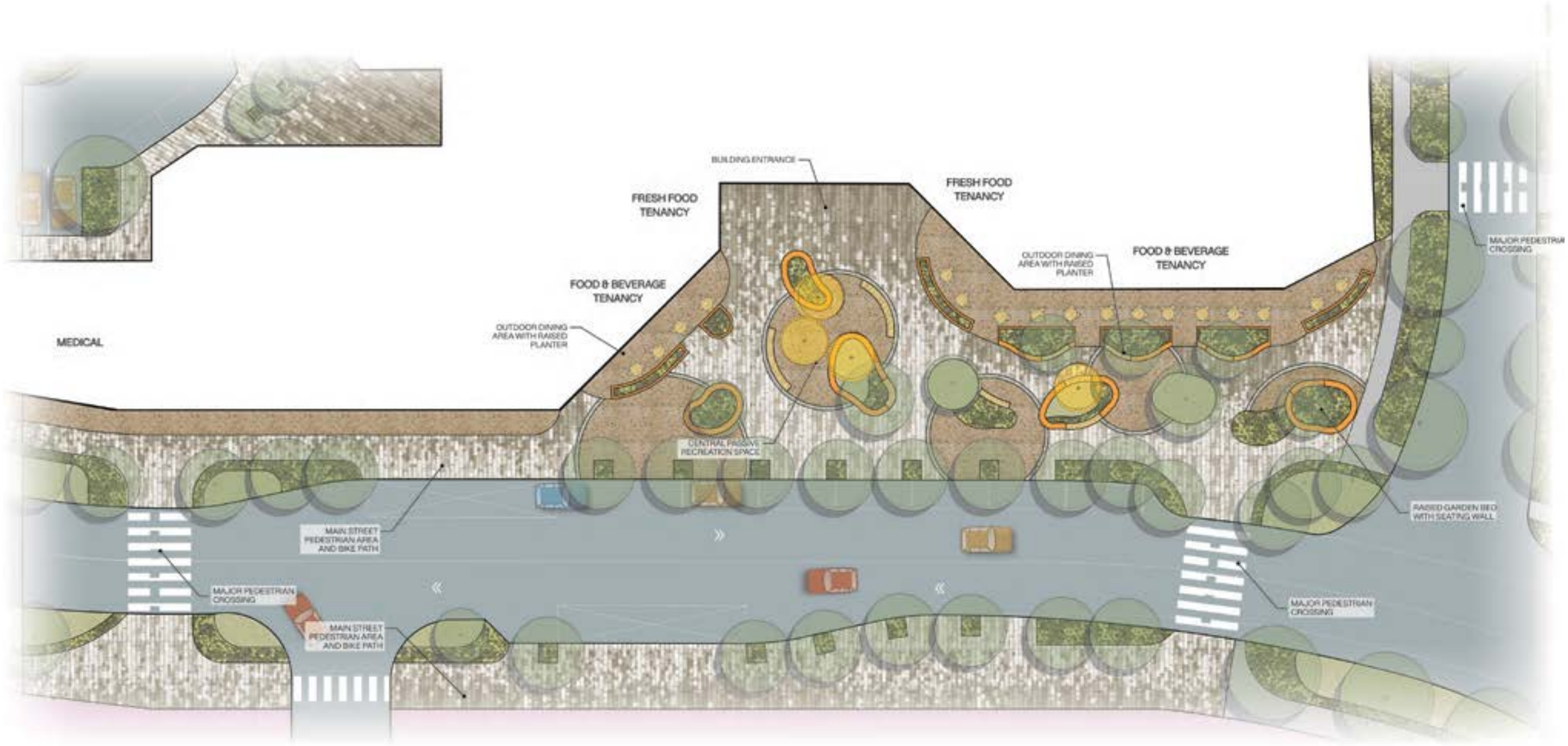
Town Square

The town square will form the civic heart of the NAC, linking the core retail precinct to the community centre and public open space to the east. Activated by a variety of food and beverage offerings, the town square encourages outdoor dining and community congregation. Landscaping will play in important role in creating a sense of intimacy within the town square and a general softening of the space overall.

Direct natural light will be encouraged into the Town Square through appropriate canopy treatment and heights and this will further establish the town square as a key gateway focal point for the NAC on the eastern side.

The community facility plays an important role in 'holding' the space, creating a physical form on the eastern side to ensure the town square remains contained as an intimate pedestrian space. This equally proves a convenient walkable connection between the community facility and the town square, and a connection to the retail core on the western side for locals.

The town square will support a number of functions encouraged to bring the community together: The space primarily operates as an outdoor dining zone in which a number of cafés and restaurants of varying scale will activate into, providing opportunity for both private seating within the tenancies themselves, and casual seating opportunities throughout the outdoor plaza. The space also supports opportunities for programmed community events such as performances and markets, anchoring the space as the community heart of Kurunjang NAC.



LEGEND

- PROPOSED TREES
- NATIVE GARDEN BED PLANTING
- LAWN AREAS
- ROAD SURFACING
- CONCRETE PEDESTRIAN PATH
- DECORATIVE PAVING
- COLOURED CONCRETE
- TOWN SQUARE
- COBBLESTONE BORDER
- BENCHES AND FURNITURE
- RETAINING WALL
- CANOPY AND PERGOLA
- PROPOSED BUILDINGS


DECORATIVE PAVING


PLANTERS AND BENCHES



SCALE:

Figure 13
Town Square Concept

Main Street

Main Street will provide for strong pedestrian and cycle movements between the NAC and the wider Kurunjang community.

Tree planting along Main Street will provide a softening of the built form and help establish the village feel of the NAC and reinforce the street as the main thoroughfare of activity within the NAC.

Main Street will include wider footpaths to support increased pedestrian movement, generous opportunities for landscaping and encourage moments for outdoor dining and casual seating zones.

Local Access Streets

The network of local streets within the NAC play an important role in providing pedestrian and cycle routes through to the surrounding communities, off road trails and creeks. Tree planting throughout these streets will provide beautification of the paths to encourage use of the networks as a sustainable transport route, as well as shading the pedestrians and cyclists who utilise them.

Pedestrian Links

The network of pedestrian and cycle links will ensure that the surrounding Kurunjang communities are well integrated with the NAC, defining it as the gateway to the township.

Well articulated crossing points, signage and lighting of pedestrian routes will provide safe movement between precincts within the NAC and the inclusion of trees and landscaping will reinforce them as 'green links' between key destination within and around the NAC.

4.8.1 Public Realm and Landscape Requirements

R54: Public spaces must be provided generally in accordance with Figure 13.

R55: The Town Centre plaza will be the centre's key open space and must be designed to accommodate a range of passive recreational activities, including small-scale events and celebrations.

R56: The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate plant and tree species selection.

R57: Shade structures and appropriate tree species must be considered in order to provide shade/sun control in key public locations. Tree selection must be in accordance with relevant Council landscaping policies.

R58: CPTED principles must be considered in the design of all public realm areas.

R59: Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority.

R60: Hard and soft landscaping must be incorporated throughout high amenity streetscape areas.

R61: Public spaces must be framed by a variety of uses operating throughout the day.

R62: All plazas must be accessible for people of all abilities.

R63: The design and construction of public realm areas must be in accordance with Council Policy, Guidelines and Standards.

R64: Streetscapes and pathway networks must incorporate lighting that illuminates footpaths and pathways to ensure amenity and safety for users at night.

R65: All streets and open space areas must include canopy trees and other forms of landscaping.

R66: The placement of street trees must take into account sight lines to ensure pedestrian, cyclists and motorist safety is not compromised.

R67: Public Art must accord with Council's Public Art Policy.

R68: A minimum of 75L nursery stock must be specified for all street trees on all streets within the Centre to encourage high quality street trees.

R69: Town Centre plaza must include large canopy trees.

4.8.2 Public Realm and Landscape Guidelines

G28: Buildings that front Coburns Road that can't provide a nil-setback should be buffered by high-quality landscaping at least 3-5 metres in width. Higher density landscaping should be used to screen drive-throughs and other vehicular access ways, whereas lower density landscaping with waist-high or lower plantings should be used where buildings interface with Coburns Road.

G29: Vehicular entrances to buildings should be minimised or consolidated to reduce the disruption to ground level street frontage.

G30: Landscaping should reinforce a sense of arrival at key gateways.

4.9 Sustainability

4.9.1 Sustainability Requirements

R70: Buildings must be designed in accordance with any relevant Council sustainability design policies and guidelines.

R71: Buildings must be sited and oriented to ensure future dwellings are provided with appropriate solar access, access to daylight, shading, prevailing breezes and minimise energy use for heating in winter and cooling in summer.

R72: Use of reflective building materials must be limited.

R73: Public lighting design must meet the required lighting category with minimum overall wattage required.











R74: All development proposals must be accompanied by an Environmentally Sustainable Design report to demonstrate best practice performance.

R75: Irrigation infrastructure and turf species selection must minimise water usage on open spaces and sportsgrounds.

R76: Rainwater run-off from buildings and sites must be harvested for re-use or recycling within the UDF area

4.9.2 Sustainability Guidelines

G31: Water sensitive urban design principles should be included to passively irrigate trees and other vegetation within the UDF area.

G32: Future development should utilise innovative and contemporary design and achieve leading edge environmental standards to support a progressive and environmentally sustainable Centre.

G33: Site earthwork strategies such as limiting cut and fill and disturbance to natural drainage paths should be included.

G34: Installation of renewable energy systems should be considered as part of all new buildings.

G35: Infrastructure should be designed with consideration of climate change risks and adaptation methods.

G36: The reuse of materials and utilisation of local materials should be incorporated to all buildings, where possible.

G37: 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.

G38: Green roofs, walls or facades are encouraged to cool a building, help reduce stormwater runoff, increase biodiversity and provide more greenery in the UDF area.

G39: Any planting should consider the minimisation of potable water use through appropriate species selection and the inclusion of passive irrigation designs.

G40: Overland flow paths should be considered as part of public realm design to optimise efficient water use and long-term viability of vegetation.

G41: Reduction of impervious surfaces and inclusion of permeable pavement should be considered as part of any water management strategy.

G42: Infrastructure and built form should be designed to enable stormwater capture and use for flushing toilets, garden watering, or other recycled uses.

G43: The inclusion of recycled water infrastructure should be included where practicable.

G44: Efforts should be made to facilitate alternative water (stormwater harvesting or recycled water) over potable water for irrigation of open space and sportsgrounds.

5.1 Implementation and Staging

Development within the Melton North Neighbourhood Activity Centre comprises four key components, each of which are subject to separate timing and delivery drivers:

» Business / Retail
» Residential and Mixed Use
» Community Infrastructure

It is not intended to identify a chronological staging of development of the NAC. Each component will be required to develop in response to the demand for the proposed services within that stage.

A number of physical infrastructure requirements that relate to the NAC are identified in the Melton North Development Contributions Plan, which establishes a framework for delivery of infrastructure within the broader PSP area.

5.2 Retail and Commercial Land

The key commercial facilities, including the supermarket are anticipated to be the first elements of the NAC to be realised. The initial stage of subdivision will create a superlot that will accommodate the key anchor supermarket, specialty retailing, medical and pad sites.

5.3 Service Employment

The service employment within the NAC are likely to develop at a later stage, when a critical population has established in the area. This will be a critical determinant in the timing for the delivery of facilities such as the medical centre and office opportunities.

5.4 Residential and Mixed-Use Development

The southern portion of the NAC seeks to deliver a well designed, higher density mixed use development at a greater density than elsewhere within the PSP. These areas will provide greater access to services and facilities. Demand for this product relies upon a number of factors including but not limited to:

» The delivery of key retail and service elements within the NAC;
» The take-up of residential land elsewhere within the PSP area; and
» The diversity of product within the broader Melton area and the demand for diverse housing types

5.5 Community Facilities

A new multi-purpose community centre will occupy a 0.8ha site directly to the east of the NAC and is the key community infrastructure component within the Melton North PSP.

The land for the community facility is anticipated to be available upon the subdivision of the land. The timing for the construction of the community facility will depend upon local social infrastructure priorities together with the Local Government capital works program and funding availability through the Melton North DCP.

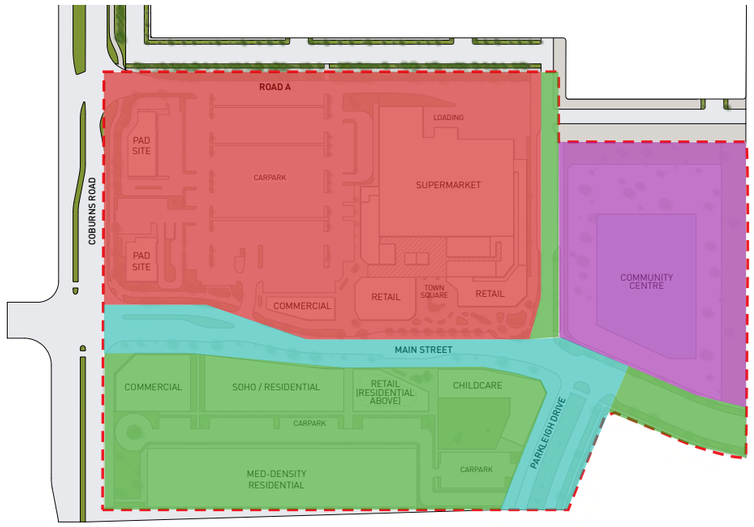
5.6 Other Infrastructure

Physical infrastructure will be provided in step with the demand of the development within each component of the NAC. The timing and delivery of infrastructure throughout the PSP area is detailed in the Melton North DCP and implemented through Precinct Infrastructure Plans that are required as part of development approvals. As indicated in Figure 14, the DCP project items within the NAC are:

» IT01 – Coburns Road and (internal) east-west connector: Traffic signals
» IT02 – Coburns Road and (internal) east-west connector: Intersection
» CI01 – 0.8ha of land for community centre
» CI02 – Construction of the maternal child health and kindergarten components of the multi-purpose community centre
» CI03 – Construction of the community room components of the multi-purpose community centre

5.7 Staging

The sequence of initial subdivision within the NAC is shown in Figure 14. This sequence encourages the early development of a full-line supermarket for the community, in accordance with the requirements of the PSP.



Stage 1
Road to be delivered with the supermarket development in Stage 1
Stage 3
Stage 4

Figure 14
Staging Plan



This UDF has been prepared in accordance with the requirements of the Melton North PSP and the Melton Planning Scheme. The UDF sets out a development framework to deliver a vibrant Neighbourhood Activity Centre that incorporates a mix of retail, residential, commercial and community uses. The principles articulated in the UDF seek to establish and define a strong sense of place and character for the centre, and provide a range of services and facilities for the existing and future community. The centre will promote linkages that ensure integration with the existing township. Future development within the centre should be generally in accordance with the UDF. Further detailed design of the NAC will be resolved through discussion with associated stakeholders and relevant regulatory bodies through the planning permit approvals process.

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