

# Cobblebank Employment and Mixed Use UDF

## Consultation Report for the Draft CEMU UDF

Prepared by Tract for Melton City Council

11 December 2019



# Quality Assurance.

## Cobblebank Employment and Mixed Use Area

Consultation Report

Project Number

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Date of Issue

**11 December 2019**

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# 1 Introduction

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## 1.1 Purpose of the Document

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The Consultation Report outlines the Council-led community consultation strategy and consultation outcomes following the release of the Cobblebank Employment and Mixed Use Urban Design Framework Draft for comment between 23 July -3 September 2019.

## 1.2 Project Context

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Melton City Council developed the draft Cobblebank Employment and Mixed Use (CEMU) UDF (formerly known as the Toolern Employment and Mixed Use Urban Design Frameworks), over a two year period from September 2017.

The CEMU UDF is required under the Toolern Precinct Structure Plan (PSP) and Schedule 3 to the Urban Growth Zone to guide development within the framework area. All land within the UDF area is subject to both the Toolern PSP and the CEMU UDF.

## 1.3 Consultation History

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Consultation has occurred throughout the process through community consultation sessions, stakeholder workshops and targeted meetings with landowners and state agencies.

The Draft Background Report was publicly released for comment in November 2018 for a one month period. During that period two information sessions were held by Council:

- A Community Information Session open to members of the public
- A Stakeholder Session for landowners, and public agencies

At these sessions the Background Report was presented and explained. Attendees were given the opportunity to ask questions about the project.

Section 6 of the Background Report summarises the consultation undertaken during this period.

The second round of consultation occurred between 23 July and 3 September 2019, and is the focus of this report.

## 1.4 Report Structure

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This report outlines the consultation strategy (Chapter 2) and provides a summary of the consultation responses (Chapter 3). The final chapter (Chapter 4) summarises the proposed next steps.

## 2 Consultation Strategy for Draft UDF

### 2.1 Key Stakeholders

The key project stakeholders are identified as:

- Landowners and occupiers of land within the CEMU UDF area,
- Residents,
- State government departments and authorities such as Melbourne Water, Department of Transport, etc., and
- Melton City Council (Councillors, Executive team, key internal departments, Project Working Group and Project Control Group).

### 2.2 Summary of Consultation Events

The Draft CEMU UDF was released on Council's website for public comment from 23 July to 3 September 2019.

A drop in session was held on Wednesday 7 August, 2019 between 4.30pm and 8.00 pm at the Western BACE, Cobblebank. More than 50 people attended this session. It consisted of an informal drop in session where members of the community could have informal conversations with Council officers and consultants. Key elements of the UDF were displayed and copies of the UDF document were available for viewing. No written comments were received on the night.

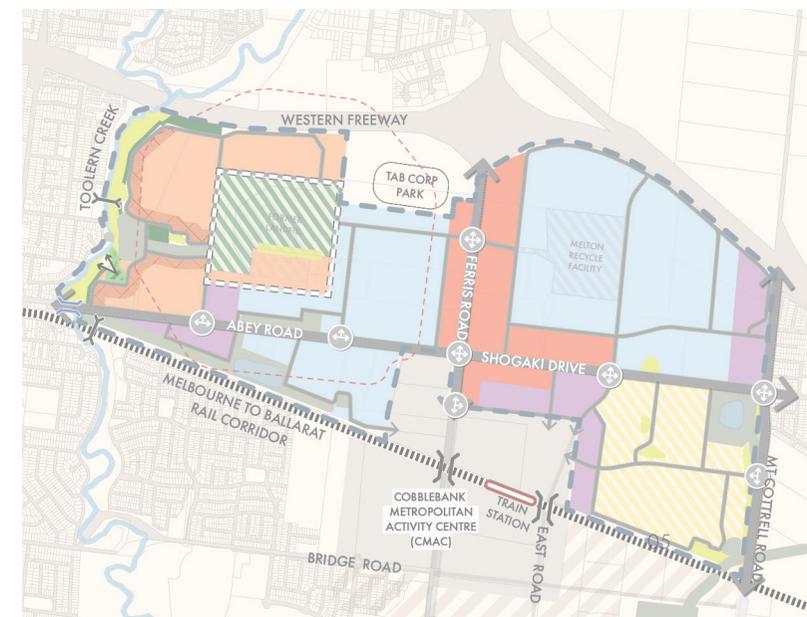
At the close of the public comment period, Council had received 10 formal submissions. In the subsequent weeks Council representatives met with the submitters to discuss the submissions.

### 2.3 Communications

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

- Newspaper advertisements – in the Melton and Moorabool Star Weekly promoting the community drop-in session,
- Letter mail out – letters were sent to landowners and occupiers advising them of the consultation period and of ways that they could have their say,
- Letter mailout- letters were sent to State government departments and Authorities advising them of ways to have their say,
- Website – included information on the community drop-in session, public submission process and Draft UDF with supporting documentation,

- Social media – promoted the project and drop in session, and
- Group emails – sent to community groups for cross posting.



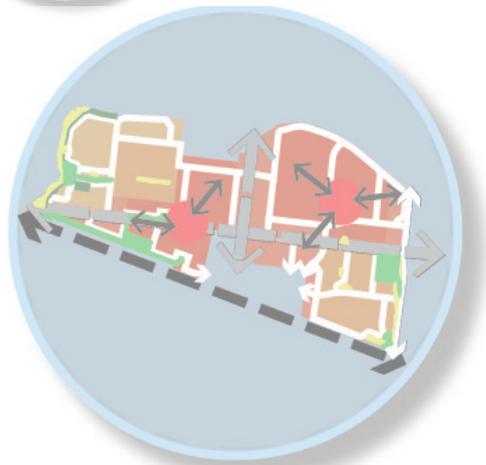
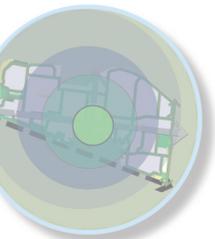
### 3 Summary of Consultation Responses

This chapter presents a summary of feedback received from the consultation responses, of which many raised common issues which have been summarised into themes for ease of reference.

The table outlines the response to the consultation responses received.

#### Theme 1 Cultural Heritage

Submission No.	Summary of Comment	Council Response and/or Recommendation
1	UDF area covers both Registered Aboriginal places and Aboriginal cultural heritage sensitive sites and this should be explicitly acknowledged in the document.	<b>Response</b> Agree. <b>Recommendation</b> A proposed new Guideline will read: <i>“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.”</i>



## Theme 2 Movement and Access

Submission No.	Summary of Comment	Council Response and/or Recommendation
2	Request for a connector road to be realigned to allow for an expanded gateway precinct.	<p><b>Response</b> The connector road is located to provide sufficient depth for restricted retail to be provided on Ferris Road, while also ensuring room for development alongside the Melton Recycling Facility. There was also a desire for the UDF to present a simple and legible road network that also provides alternative access since there will be no direct access off Ferris Road.</p> <p><b>Recommendation</b> The road alignment will stay in its current location, but Council notes that there is a degree of flexibility that will allow detailed design matters such as road layout to be dealt with at the planning permit stage.</p>
2/ 9	Landowner is seeking signalised intersection.	<p><b>Response</b> This type of access is considered subdivision works, which is to be developed and paid for by the developer.</p> <p><b>Recommendation</b> The proposal will be reviewed at planning permit stage. There is no need to show as part of the UDF.</p>
3	Concern that the proposal to not allow vehicle crossovers on Ferris Road seems restrictive.	<p><b>Response</b> There will be no direct access from Ferris Road because it is a primary arterial road. All access will be from side streets. Frontage roads/slip lanes are not proposed to ensure:</p> <ul style="list-style-type: none"> <li>• a consistent streetscape characterised by strong activated frontages and,</li> <li>• a consistent building setback.</li> </ul> <p>The use of vehicle access arrangements such as service and loop roads will increase the visual and physical scale of Ferris Road further reinforcing the roads arterial character and intensifying the perception of the road being a physical barrier.</p> <p><b>Recommendation</b> No change.</p>
5	Request to remove a street near Mount Cottrell Road and Western Freeway.	<p><b>Response</b> The street is located to ensure that buildings front and activate Mount Cottrell Road and the Western Freeway.</p> <p><b>Recommendation</b> The road alignment will stay in its current location, but Council notes that there is a degree of flexibility that will allow detailed design matters such as road layout to be dealt with at the planning permit stage.</p>
5	Request to change the width of specific streets by reducing nature strips.	<p><b>Response</b> The UDF proposes a consistent set of street sections based around an agreed hierarchy. Reducing nature strips is not supported.</p> <p><b>Recommendation</b> The street section will not be changed. Council notes that the detailed design of road cross-sections are matters to be dealt with at the planning permit stage providing they are generally in accordance with the PSP and UDF.</p>

## Theme 2 Movement and Access continued

Submission No.	Summary of Comment	Council Response and/or Recommendation
7	Request clarification of location of Treeleaf Lane in relation to the Industrial Connector proposed in the same location.	<p><b>Response</b> The east-west connector street shown north of the driveway to the Melton Recycling Facility is to be relocated to the driveway.</p> <p><b>Recommendation</b> Show east-west connector street on the driveway to the Melton Recycling Facility.</p>
7	UDF does not provide enough clarity in relation to delivery of the 'potential side streets' off Ferris Road.	<p><b>Response</b> There will be no direct access off Ferris Road. Access will be from left-in, left-out side streets at 400m minimum intervals. Figures in UDF are indicative only.</p> <p><b>Recommendation</b> The UDF will add a note to clarify indicative nature of maps in the UDF, in addition to a note that the side streets will be subject to detailed design through the planning permit process providing they are generally in accordance with the PSP and UDF.</p>
9	Concern around location of an east west connector road in the North-Eastern Light Industrial Business Precinct and the subsequent lack of direct access to Mt Cottrell Road.	<p><b>Response</b> Due to servicing issues, Council encourages the submitter to work with Council planners and engineers to design an interim outcome to facilitate development. The UDF is flexible, in that at the time of detailed design through the application process alternate alignments can be proposed to achieve a better outcome.</p> <p><b>Recommendation</b> No change.</p>
9	Mount Cottrell Road should be designated as a secondary arterial providing four lanes instead of a primary arterial providing six lanes ultimately.	<p><b>Response</b> Land is required to be retained for six lanes in the future to facilitate access to the Western Freeway and the train station at Thornhill Park as outlined in the Toolern PSP.</p> <p><b>Recommendation</b> No change.</p>
9	Query as to whether Shogaki Drive should ultimately be a secondary arterial rather than a primary arterial.	<p><b>Response</b> Shogaki Drive is proposed to be a primary arterial road. Changing this would affect the broader road network and is not in accordance with the PSP.</p> <p><b>Recommendation</b> No change.</p>
9	Request a modification to cross section of industrial access street immediately adjacent to Mt Cottrell Road to allow verge to be reduced adjacent to open space and other road reserves.	<p><b>Response</b> Agree that cross section can be modified.</p> <p><b>Recommendation</b> Cross section will be revised to remove footpath and parking bays on its eastern side.</p>

## Theme 2 Movement and Access continued

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10	There needs to be careful management to ensure a logical sequencing of appropriate development to the south of Cobblebank Station.	<b>Response</b> Sequencing is addressed in Section 3.2 Staging of the UDF. Council also notes that there is limited ability to be able to control sequencing as Council is not the owner of a majority of the land in the CMAC. <b>Recommendation</b> No change recommended.
10	The UDF should reference the Western Rail Plan which sets out the future investments Victoria needs for a fast, high-capacity rail network. The UDF should also include a trigger for a document review to respond to the infrastructure required for the introduction of metro rail service between Melbourne and Melton.	<b>Response</b> Agree. <b>Recommendation</b> A new paragraph in Section 2.5 <i>Movement and Access</i> will be added, which references the Western Rail Plan. Text to be added in Section 4. "Completion of the Western Rail Plan by Rail Projects Victoria" as a change that may trigger a document review of the UDF.
10	Whilst the Strategic Cycling Corridor (SCC) is yet to be determined, potential conflicts between cyclist and places of activity should be avoided. Better accommodate and make safer cycling environments throughout newly developed areas.	<b>Response</b> Agree. <b>Recommendation</b> Separate cycling and pedestrian paths will be included along the length of SCC despite the fact that its location is yet to be identified. Show pedestrian paths as shared paths, and increase width of on road bicycle lanes. Add a new requirement outlining the details around footpath widths, shared path widths, on road bicycle lane widths, safe and convenient crossing points to ensure a safer cycling environment.
6	Concern around the safety of cyclists traveling from residential areas north of Abey Road through an industrial area.	<b>Response</b> The UDF demonstrates that residential areas contained within the CEMU are connected to key destinations by a legible, on- and off-road cycling network. <b>Recommendation</b> No change.
10	Request that bus capable roads are included at the Station, and beyond into the local network.	<b>Response</b> Agree, <b>Recommendation</b> Cross-sections in the CMAC and CEMU have been modified to more clearly demonstrate bus capability.

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## Theme 3 Land Use

Submission No.	Summary of Comment	Council Response and/or Recommendation
3	Request to define 'Privately owned active leisure and recreation'.	<p><b>Response</b> Agree.</p> <p><b>Recommendation</b> A new sentence will read: "Following the environmental audit, privately owned active leisure and recreation that complements the adjoining Harness Racing track could be a component of this precinct."</p>
6	Concern around relatively low density car based uses located within a walkable catchment of the Metropolitan Activity Centre, while the Mixed Use Area in the CEMU is beyond the walkable catchment.	<p><b>Response</b> The UDF is responding to zoning prescribed as part of the Toolern PSP, which identifies this as an employment area not a residential area.</p> <p><b>Recommendation</b> No change.</p>
6	Discourage light industrial uses from locating close to the Metropolitan Activity Centre.	<p><b>Response</b> The UDF is responding to zoning prescribed as part of the Toolern PSP. There is a desire on the part of the PSP and Council to maintain and strengthen the employment area. Council is committed to creating a local job hubs for people who live locally, 85% of whom currently leave the municipality for work.</p> <p><b>Recommendation</b> No change.</p>
6 8	Undertake further work to refine the industrial buffers and create additional opportunities for sensitive uses.	<p><b>Response</b> The existing industries with buffers identified were established lawfully through Clause 53.10 of the Melton Planning Scheme and it is not possible for Council to require the industries to make changes to their development or operation to reduce their buffers. Council engaged a specialist consultant to map the buffers associated with existing uses. The UDF therefore must take into account the existing operation of the buffer industries, and make decisions about land use based on their presence. In the event that an industry relocates or makes changes to their operations that reduces or removes the buffer, it may be possible for sensitive uses to establish in areas in the CEMU UDF area that are currently subject to a buffer.</p> <p><b>Recommendation</b> No change.</p>
6	Clearly identify areas where sensitive uses are acceptable.	<p><b>Response</b> A change will be made to the references to buffers in the UDF to better align with the recommendations in the Toolern Buffer Assessment Report prepared in 2019.</p> <p><b>Recommendation</b> Revised categories in the legend will read</p> <ul style="list-style-type: none"> <li>• Preferred Location of Non-Sensitive Uses to Areas affected by buffers of existing uses.</li> <li>• Preferred Location of Transitional Uses to Areas not affected by buffers of existing uses.</li> </ul>

### Theme 3 Land Use continued

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Submission No.	Summary of Comment	Council Response and/or Recommendation
8	Clarify the intention for residential land along Toolern Creek as identified in the framework plan.	<p><b>Response</b> The intention is not to restrict residential along Toolern Creek but rather to identify a residential interface to Toolern Creek dependent on the landfill audit. Wording change proposed to clarify residential use is permitted in the mixed use area.</p> <p><b>Recommendation</b> Council will re-word the relevant titles on the legend from <i>Residential Preferred Areas</i> to <i>Residential Interface to Toolern Creek</i> and <i>Mixed-Use</i> to <i>Mixed Use (including residential)</i>.</p>
8	Clarify residential density.	<p><b>Response</b> The residential density outlined in the UDF is consistent with the density cited in the Toolern PSP – 15 dwellings per net developable hectare. It is anticipated that the density will be greater in this mixed use area as per the purpose of the Mixed Use Zone, however there are no density requirements to be met within the UDF beyond the stipulated 15 dwellings.</p>
9	Request to expand the High Amenity Business Park, Research Precinct north of Shogaki Drive.	<p><b>Response</b> The High Amenity Business Park, Research Precinct will stay within the defendable boundary of Shogaki Drive and in closer proximity to the MAC. Residential Hotel land use will be deleted from the Supported Land Uses Table, due to Council officer oversight in the Supported Land Uses table.</p> <p><b>Recommendation</b> Delete Residential Hotel land use from the Research and High Amenity Business Precinct.</p>

#### Theme 4 Environmental Audit

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Submission No.	Summary of Comment	Council Response and/or Recommendation
2	The Environmental Audit for the former landfill site is expected imminently, and its findings may necessitate alterations to the UDF.	<b>Response</b> Council will consider making changes as a result of the audit when they are finalised and approved by the EPA. The UDF in its current form will not hinder development within the landfill buffer provided that the audits are finalised and approved by the EPA. <b>Recommendation</b> Council will await the Environmental Audit.

#### Theme 5 Compliance State Government Agencies

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Submission No.	Summary of Comment	Council Response and/or Recommendation
4	The UDF appropriately caters for future drainage infrastructure requirements.	<b>Response</b> Agree. <b>Recommendation</b> No change necessary.

#### Theme 6 Built Form

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Submission No.	Summary of Comment	Council Response and/or Recommendation
3	The upper level setbacks shown in Fig 28 (draft CEMU UDF) both front and rear are unnecessary and should be removed.	<b>Response</b> Agree. <b>Recommendation</b> Remove requirement for upper level setbacks front and back in Fig 28 within the draft CEMU UDF.

## Theme 7 Other

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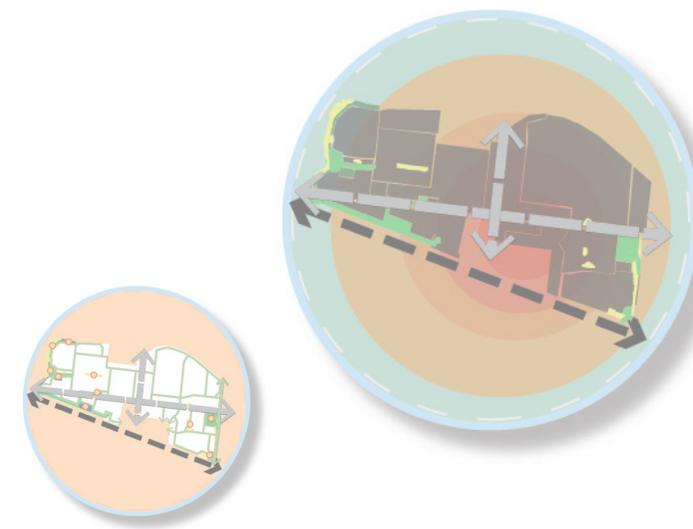
Submission No.	Summary of Comment	Council Response and/or Recommendation
5 9	The UDF is overly prescriptive.	<b>Response</b> Toolern PSP includes a large number of statutory requirements that must be met, which has resulted in this UDF being larger than most typical UDFs. The UDF contains requirements that must be met, and guidelines that should be met to ensure the appropriate framework to assess planning applications as required by the Toolern PSP and other relevant clauses of the <i>Melton Planning Scheme</i> . <b>Recommendation</b> No change.
6	Clarify requirements and guidelines definitions.	<b>Response</b> Requirements are mandatory, and guidelines are discretionary controls. This is defined in the UDF. <b>Recommendation</b> No change.
2	Correct inconsistencies in road way alignments between street cross section figures.	<b>Response</b> Agreed. <b>Recommendation</b> Will correct.

## 4 Next Steps

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Overall there is a high degree of support for the proposals within the UDF, with some specific concerns raised by individual landowners which are outlined above. Most are minor in nature or not consistent with, or in accordance with the requirements of the PSP and other relevant changes of the *Melton Planning Scheme*.

The revision to the UDF will be completed throughout October and November. Final documents will be made available following the December 2019 Council meeting.





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