

Appendix 5

Comments Matrix Part 1: Summary from Stakeholder Session

The comments from the small group discussion have been summarised into broad themes to be able to better understand sentiment.

| Broad Themes | What are the biggest opportunities for realising the Toolern Town Centre and Employment and Mixed Use UDF areas? (These are exact comments taken from the questionnaires which were completed during the Stakeholder Summit) | Applicable UDF area: Town Centre UDF (TTC) or Employment and Mixed Use UDF (TEMU) | Response to comment |
|--------------------|--|---|--|
| 1. Land Use | 1. Provide a centralised emergency Services and Justice Precinct, given is a near greenfield opportunity and civic centre | TTC | Liaise with relevant Authorities / Council |
| | 2. Waste / Energy facilities with size of State significance | Both | Liaise with relevant Authorities / Council |
| | 3. Integrated approach between town centre and open space, and heritage and natural environments and efficient public transport | Both | Noted |
| | 4. Opportunity for Council to co-locate services, arts, and council offices. An example is Bunjil, Casey City Council. | TTC | Liaise with relevant Authorities / Council |
| | 5. [The] surrounding residential growth | Both | Noted |
| | 6. Housing diversity to include affordability. More mixed uses. Provide community facilities for a broader demographic mix | Both | Liaise with relevant Authorities / Council |
| | 7. Utilise health, tech, bio, higher education employers as point of difference | Both | Liaise with relevant Authorities / Council |
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| 2. Station | 1. [Station will mean] small businesses are viable early | TTC | Noted |
| | 2. Realising the train station | Both | Noted |
| | 3. Opportunities of train station as a catalyst and focal point, retail opportunities etc. | Both | Noted |
| | 4. Interest [is] rising [and will likely] bring in investment | Both | Noted |

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| | 5. Delivery of train station for a TOD and a major/principle town centre | Both | Noted |
| | 6. [Opportunity for] input around station design | TTC | Will address in design phase |
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| 3. Traffic and Transportation | 1. Activate early provision of feeder bus services | Both | Liaise with relevant Authorities / Council |
| | 2. Close to freeway [good for access to an industrial area] | TEMU | Noted |
| | 3. Early delivery of the station will provide the opportunity to create good transport habits (e.g., not relying solely on private cars) | Both | Noted |
| | 4. Rail Corridor [could include] underutilised land [and may be useful for a cycle path] | Both | Will address in design phase |
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| 4. Implementation, Process and Collaboration | 1. Leverage off Western BACE and the upgrade to a Metropolitan Activity Centre [to create a successful town centre] | TTC | Noted |
| | 2. Health, education and research could act as a catalyst [building on] the momentum of Western BACE | Both | Liaise with relevant Authorities / Council |
| | 3. Ensure adequate land is set aside in advance for assets (– Melbourne Water) as proposed land uses change | Both | Will address in design phase |
| | 4. [Integrate] Transport for Victoria’s Movement and Place Framework | Both | Will address in design phase |
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| 5. Land Ownership | 1. [The fact] that Melton City Council owns significant amount of land | Both | Noted |
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| 6. Unique Opportunities and Innovation | 1. Celebration of Heritage values: Early engagement of traditional owners; Natural environment | Both | Liaise with relevant Authorities / Council |
| | 2. UDF [must] create community character (built | Both | Noted |

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| | form) and ESD opportunities | | |
| | 3. Opportunity for air rights (- Utilise to benefit town centre) | Both | Beyond project scope |
| | 4. Potential to focus on knowledge based workers (health, tech) as a catalyst for development | Both | Noted |
| | 5. Bridge [instead of] embankment [grade separation] | TTC | Will address in design phase |
| | 6. Create a true people focused place with landscape/WSUD; mix of uses; quality public; demonstration project: environmental, build form, advocate for employers to anchor | Both | Noted |
| | 7. Green corridor along rail | Both | Will address in design phase |
| | 8. Scale of development and status of TTC as a principle town centre | Both | Noted |
| | 9. Be a leader in design – set the bar high | Both | Noted |
| | 10. Reduce use of potable water | Both | Noted |

| Broad Themes | What are the biggest challenges for realising the Toolern Town Centre and Employment and Mixed Use UDF areas? (These are exact comments taken from the questionnaires which were completed during the Stakeholder Summit) | Applicable UDF area Town Centre UDF (TTC) or Employment and Mixed Use UDF (TEMU) | Response to comment |
|---|---|--|------------------------------|
| 7. Funding | 1. [Receiving] funding by Authorities | Both | Noted |
| 8. Implementation, Process and Collaboration | 1. Operating cement works to immediate north of site [is an] inconsistent land use | TTC | Noted |
| | 2. Be fluid and flexible to get stuff happening. Be opportunistic. Don't be reactive. | Both | Noted |
| | 3. Staging of development [is important] – [Needs to be] careful consideration of use and design, communications between landowners | Both | Will address in design phase |
| | 4. Planning for short rather than [just] long term [is important to get development happening] | Both | Will address in design phase |
| | 5. Needs to create a NAC (Neighbourhood Activity Centre) and then mature to a MAC (Major Activity Centre) | TTC | Will address in design phase |
| 9. Competition | 1. Competitive commercial development pressures between Toolern / Rockbank / Melton | TTC | Noted |
| 10. Traffic and Transportation | 1. Car Parking demand inconsistent with TOD objectives | TTC | Will address in design phase |

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| | 2. Cutting demand for car parks through employment close to residential | Both | Noted |
| | 3. Moving away from car dependency, changing attitudes | Both | Noted |
| | 4. [Ensuring a] bus Network [is in place] early on | Both | Liaise with relevant Authorities / Council |
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| 11. Design | 1. Ensure appropriate road infrastructure is delivered at adjacent freeways | TEMU | Beyond project scope |
| | 2. The splitting of the town centre with the overpass. | TTC | Will address in design phase |
| | 3. Integration between station and wider precinct | TEMU | Will address in design phase |
| | 4. [General] interface issues | Both | Will address in design phase |
| | 5. Water [sensitive design] – saving it, WSUD, Stormwater treatments, wetland | Both | Noted |
| | 6. Connecting north and south of train line to ensure they are connected precincts | TTC | Will address in design phase |
| | 7. [Creating good] Pedestrian links | Both | Will address in design phase |
| | 8. How to integrate current BACE into future town centre | TTC | Will address in design phase |
| | 9. Long term plan for integration of bus and cars through Main Street | TTC | Will address in design phase |
| | 10. Avoid gaps in urban environment through good staging | Both | Will address in design phase |
| | 11. Main Street is compromised by station (bus) access | TTC | Will address in design phase |
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| 12. Existing Environment | 1. Landscaping in a harsh environment | Both | Noted |
| | 2. Former Melton Landfill site is a constraint | TEMU | Noted |

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| | 3. Integration with established industrial area | TEMU | Will address in design phase |
| | 4. Interfaces with creek | TEMU | Will address in design phase |
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| 13. Identity | 1. Fostering a sense of identity ; Incubating a new community | Both | Will address in design phase |
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| 14. Infrastructure | 1. Drainage infrastructure doesn't match PSP; No water quality treatment in PSP; opportunity for WSUD in UDF | Both | Will address in design phase |
| | 2. Changes in land use will trigger a review of DSS- Melbourne Water. Ensure land is set aside. | TEMU | Noted |
| | 3. Grade separation – [need] early delivery because of increased traffic | TTC | Noted |
| | 4. Doesn't include grade separation or northern part of stage / delivery of station | TTC | Noted |
| | 5. Mixed Use area is too far away from Town Centre | TEMU | Noted |
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| 15. Values | 1. Balancing social and environmental sustainability | Both | Noted |
| | 2. [Meeting] Community expectations | Both | Noted |

Comments Matrix Part 2: Additional Stakeholder Submissions

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| Transport for Victoria | <ul style="list-style-type: none">• Insulate bus access to station from traffic congestion and ensure buses can realise their potential as a dominant mode for town centre and station access• Bus interchanges must be located to minimise walking distances and avoid crossing roads• Bus interchanges should provide for 5 bays north and 4 south• In current plans at grade car parks are the main interface between town centre and station – results in a reduction in overall amenity• Stage release of land such that development closest to the station occurs first• Park and ride facilities should be secondary to active and public transport modes• Calling for a general review of location and extent of at grade car parking provisions• Town Centre future is constrained because of existing industrial use north of proposed station• Suggest Movement and Place theory concepts to assist in resolving and optimising land use priorities | TTC UDF area | Will address in design phase |
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Comments Matrix Part 3: Comments from Community Information Session

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| <p>Community</p> | <ul style="list-style-type: none"> • Connection of Ferris Road to Werribee to be sealed • Roundabout on intersection of Hopkins and Rockbank Middle Road [is a] death-trap • Indoor basketball near Western BACE [should be developed] early (many young kids / family in area) • Hopkins Road connection to Ferris Road (Take cars off Western Fwy in the morning) • [Will need] Secondary schools near Atherstone in next 5 years • Build new Toolern precinct in Stages (like Watergardens) to accommodate early residents / current residents. • Grade separation of Ferris Road and Ballarat Line before it becomes a problem • Consider adding additional entry and exit points on platforms. At Melton Station currently this leads to a crush when exiting peak services, as well as a great deal of frustration for commuters. | <p>Both</p> | <p>Outside of project boundaries</p> <p>Outside project boundaries</p> <p>Noted</p> <p>Noted</p> <p>Beyond project scope</p> <p>Noted</p> <p>Noted</p> <p>Will address in design phase</p> |
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