URBAN DESIGN FRAMEWORK

62 DIGGERS REST - COIMADAI ROAD / DIGGERS REST
FOR MARLEX PROPERTIES | MARCH 2026

CITY OF MELTON

MELTON PLANNING SCHEME
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Inspiiring people and places









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01 INTRODUCTION

This Urban Design Framework (UDF) has been prepared for the proposed employment precinct at 62 Diggers Rest - Coimadai Road, Diggers Rest.

The employment precinct and subdivision to which this UDF applies is within the Diggers Rest Precinct Structure Plan (PSP) as shown in Figure 1. The site is bound by Licence Road to the north, Vineyard Road to the east, Diggers Rest-Coimadai Road to the south and a future residential subdivision to the west, as shown in Figure 2.

This UDF has been prepared in line with the requirements set out in the Diggers Rest PSP.

"The Diggers Rest vision is for new & existing residents to share in a sustainable community that provides day-to-day services, enhances local community, & cultivates a strong sense of local identity for the township"

- Diggers Rest PSP Vision

PURPOSE

This UDF will guide development of future land use, built form and open space/public realm within the proposed employment precinct by providing clear objectives and standards for developers and Council. It outlines the urban design expectations for development within the employment precinct.

Land use and development within the precinct should satisfy the provision of the Melton Planning Scheme and requirements under the applied Commercial 2 Zone (C2Z) which include:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and Local Planning Policies.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.

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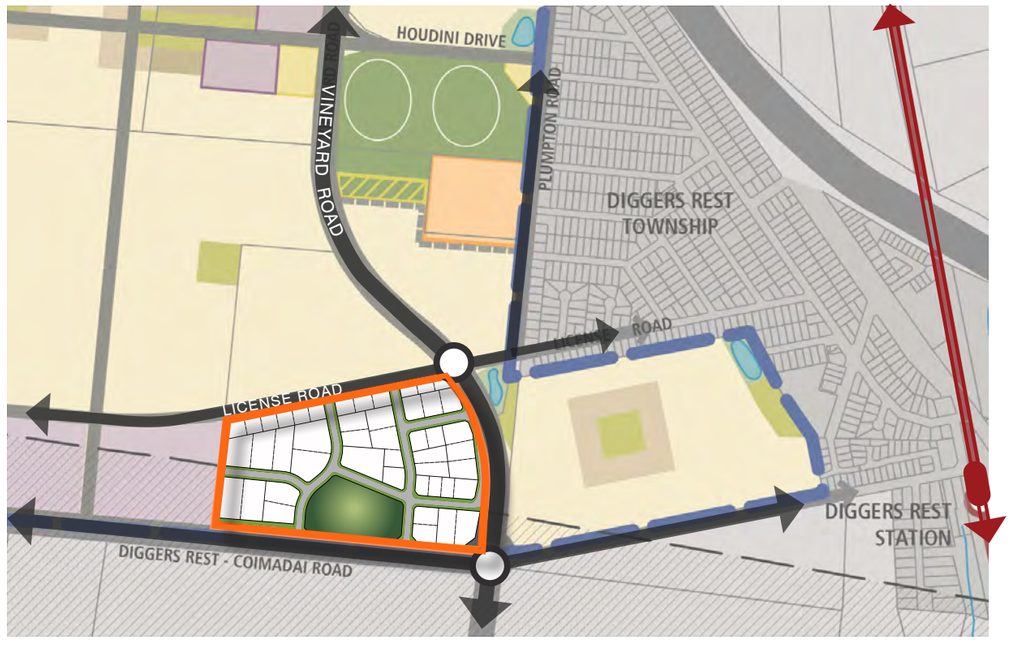
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Figure 1 PSP Context Plan - Diggers Rest PSP, Plan 2 Future Urban Structure



Figure 2 Site Location & Layout Plan



02 VISION & OBJECTIVES

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VISION

“To create a best practice and high quality commercial / industrial development which is attractive to both occupiers and visitors”







BUILT FORM & STREETSCAPES

To create a precinct with attractive and engaging streetscapes that integrate with the Diggers Rest community.

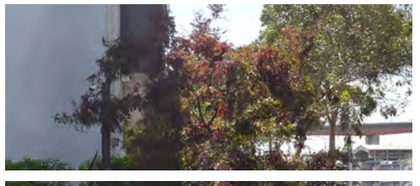




SUSTAINABILITY

To encourage sustainable development by incorporating Environmentally Sustainable Design principles in the overarching Framework.

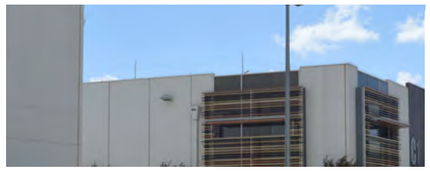






LANDSCAPE

To ensure development positively contributes to the landscaped setting envisaged for the wider precinct.



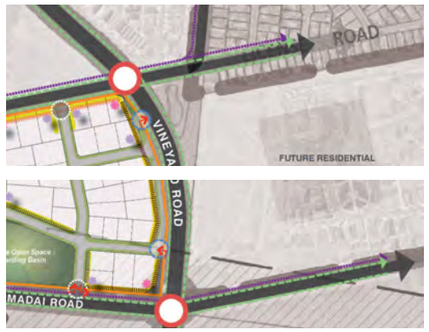




ACCESS & PARKING

To ensure development is designed to facilitate permeability and access while providing adequate car parking.





FRAMEWORK PLAN

To ensure precinct development is consistent with the Urban Design Framework Plan contained in this document.



COUNCIL GUIDELINES

To ensure development of the precinct is consistent with the objectives in City of Melton’s Industrial Design Guidelines

03 URBAN DESIGN FRAMEWORK PLAN

COMMENTS

Proposed Off-Road Shared Path
- Potential to connect shared path through the precinct while providing safe and direct access for pedestrians and cyclists towards passive open space / retarding basin.

Key Entry
- There are two primary entries into the precinct, which will serve as gateways. One of the entries is from Diggers Rest - Coimadai road and the other is located along License Road. Gateway visual markers and/or feature structures and buildings should frame and direct passing and incoming traffic into the precinct.

Secondary Entry
- There are two secondary entries, one is directly from License Road and one from Diggers Rest - Coimadai Road. Feature structures and/or buildings should aid in framing entries to direct passing and incoming traffic.

Residential Interface - along License Road
- Precinct design should gradually transition from residential to employment uses through the use of landscape buffers and planting, adequate building setbacks, and height restrictions.

Primary/Secondary Arterial Interface
- Vineyard Road and Diggers Rest-Coimadai Road are designated as Arterial roads and therefore require access via a service road. There is opportunity to ensure visibility into the precinct for passing and incoming traffic.

Passive Open Space - Retarding Basin Interface
- Design of the precinct should maximize frontages to the passive open space / retarding basin as it provides a focal point and amenity for the area. Surrounding buildings should frame the space to provide passive surveillance.

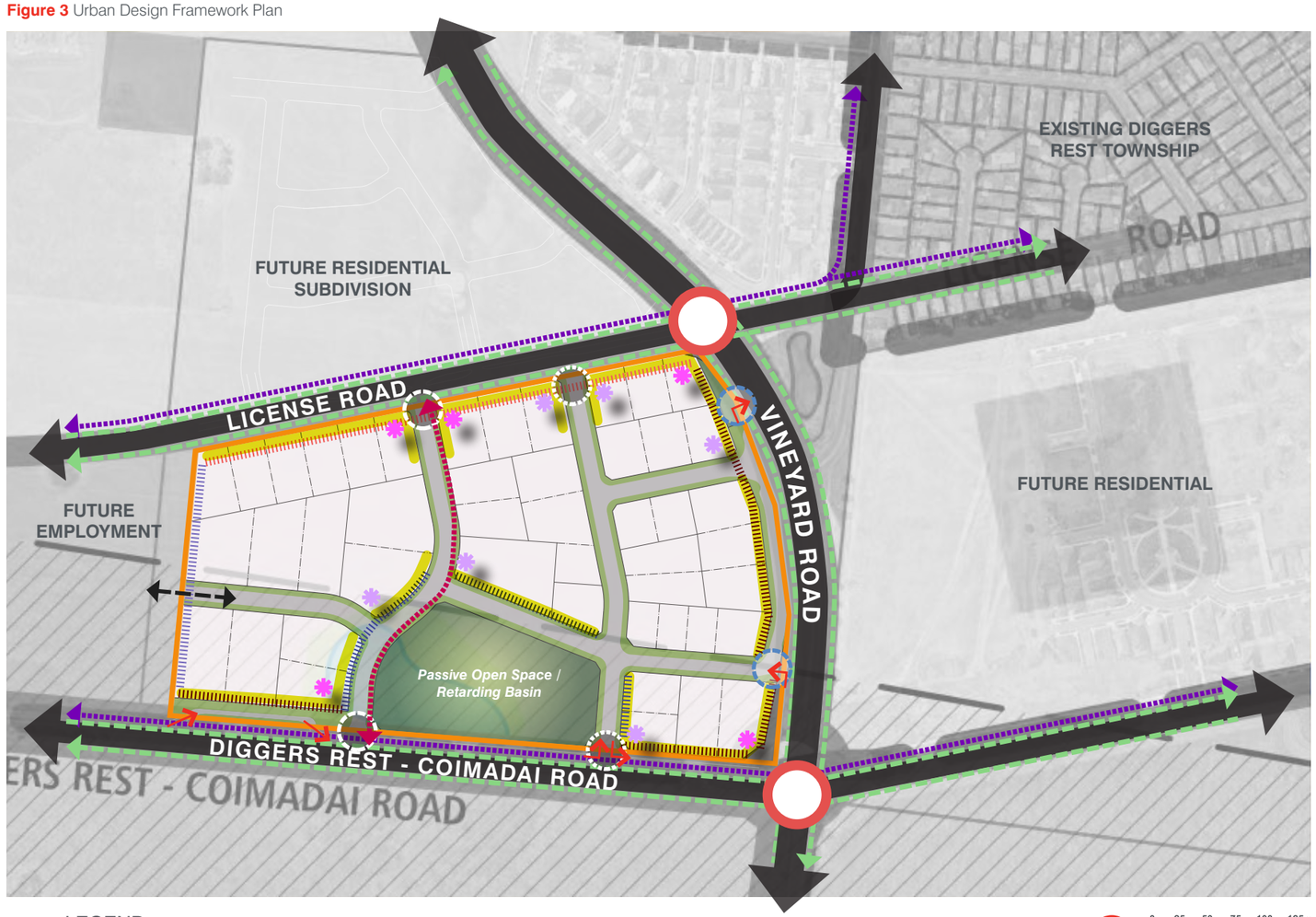
Future Employment Area Interface
- Design of the precinct should respond to the adjacent future employment area along the western sit boundary.

Key Activated Frontages
- Identified key activated frontages should positively contribute to the streetscape and character of the precinct by providing articulated facades, variation in materials and provision of landscaping.

Key Gateway Building / Structure
- Ensure high quality built form outcomes in identified key locations to provide landmarks and visual markers for passing and incoming traffic into the precinct.

Secondary Gateway Building / Structure
- Identified locations for secondary feature built form outcomes / structures to frame secondary entry points and key interface opportunities.

Figure 3 Urban Design Framework Plan



LEGEND

- UDF Boundary
- Surrounding Road Network
- Interim Roundabout - Ultimate singalised intersection
- Connection to surrounding employment area
- Off-Road Shared Path
- On-Road Bike Path
- Service Entry/Exit
- Left In - Left Out
- Roundabout within development

0 25 50 75 100 125m
SCALE 1:5000@A3

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04 FRAMEWORK THEMES

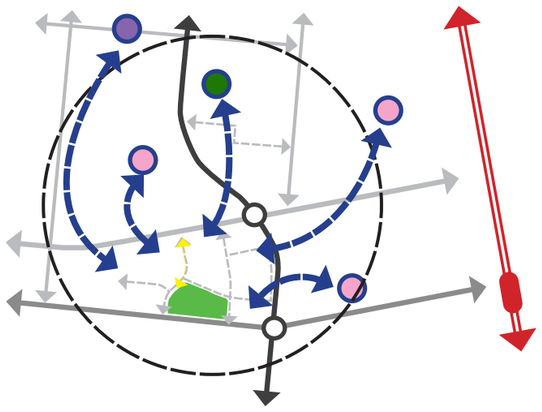
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INTEGRATION

To ensure the precinct is designed to integrate at a regional (PSP), and a local scale with the existing Diggers Rest township and immediate surrounds.

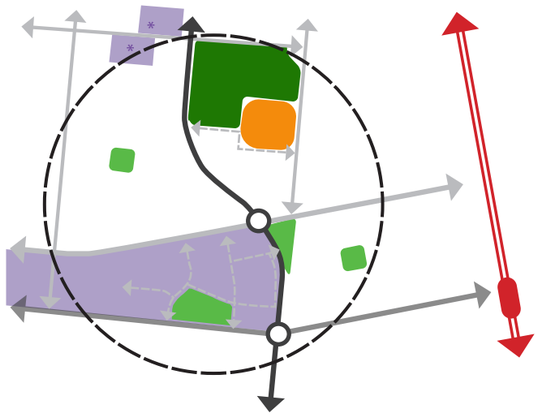


KEY REQUIREMENTS

- Road network design is to maximise views to key surrounding features.
- Provide safe pedestrian and cyclist connections in and out of the site.
- Maximise cyclist and pedestrian connections to surrounding shared/bike path infrastructure.

LAND USE & EMPLOYMENT

To ensure proposed land use mix fosters employment opportunities and compliments existing surrounding uses.



KEY REQUIREMENTS

- Provide a range of lot sizes to accommodate and promote a range of uses within the precinct.
- Locate large lots along the southern and western boundary of the site to cater for manufacturing or industrial uses.
- Proposed land uses should compliment and not compete with existing and future retail areas.

DEVELOPMENT SITING

To create a high amenity, visually attractive environment with a consistent streetscape that promotes the development of visually engaging built form.

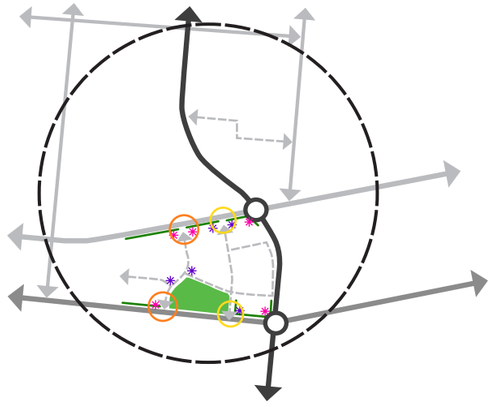


KEY REQUIREMENTS

- All development is to address direct street frontages and provide clear and safe visitor access.
- Site layout should ensure car parking, loading and servicing occurs out of sight where possible.
- Building setbacks should be appropriately landscaped to soften and contribute to the streetscape.

BUILT FORM

To provide a sense of place and identity for the employment precinct through high quality built form design outcomes.



KEY REQUIREMENTS

- Provide articulated facades and material variation to avoid long blank walls along road frontages
- The visual bulk of industrial buildings should be minimised through the co-location of offices and showroom or customer service areas.
- Landmark and gateway buildings / structures are encouraged on corner lots framing key entries into the site to provide visual interest and sense of arrival.

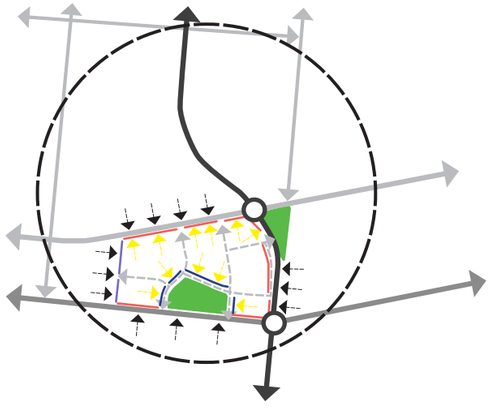
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INTERFACE TREATMENT

To ensure proposed design responds to surrounding context appropriately and positively contributes to the overall character of the Diggers Rest township.

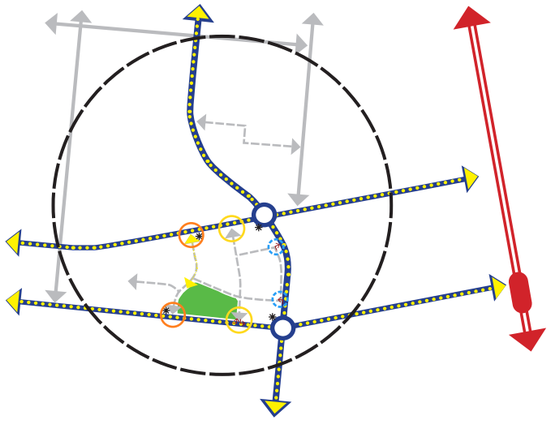


KEY REQUIREMENTS

- Identified Key Activated frontages are to be designed in a way that responds to surroundings and incorporates landscape treatments.
- Sites along the open space / drainage interface should be designed to provide passive surveillance.
- Active uses and areas should be provided along the street frontage with car parking and service access located to the side/rear of the site.

ACCESS & MOVEMENT

To provide a permeable and safe environment for diverse modes of transport and services offering direct connections to existing and future transport infrastructure.

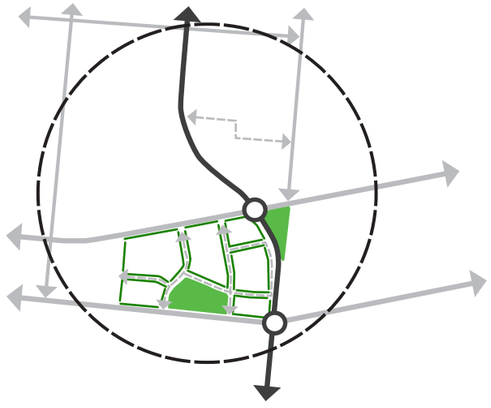


KEY REQUIREMENTS

- Minimise disruptions to pedestrian paths such as vehicle crossings where possible.
- Street typology and hierarchy should be developed in line with the relevant cross sections in the Diggers Rest PSP.
- Provide clear access into the site for maintenance and service vehicles.

PUBLIC REALM

To deliver aesthetically pleasing streetscapes through landscaping and high quality built form that enhances surrounding uses.

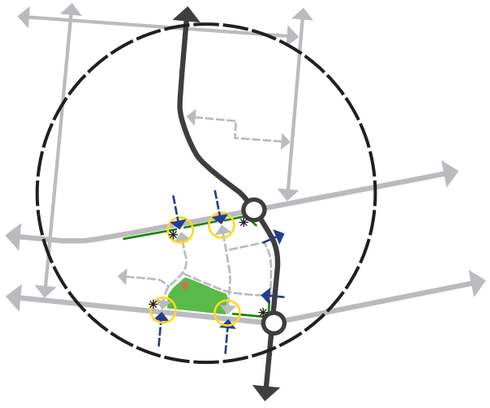


KEY REQUIREMENTS

- Detailed landscape plans should consider the physical environment and utilise various landscape techniques and methods.
- Species selection and landscape design should ensure that viewlines remain unobstructed at vegetation maturity.
- Landscaping should be provided in car parking areas and designed to allow for passive irrigation.

SIGNAGE & SITE MAINTENANCE

To provide appropriate signage for a successful employment precinct and ensure provision of adequate storage areas and maintenance requirements.



KEY REQUIREMENTS

- Signage should respond to building design, scale, colour and style.
- Recycling storage facilities and waste collection areas should be purpose-built and screened from street frontages and staff amenity areas.
- Building design should incorporate runoff water collection to be used for landscape irrigation to aid in maintenance of green areas.

4.1 INTEGRATION

PRINCIPLE

"To ensure the precinct is designed to integrate at a regional (PSP), and a more local scale with the existing Diggers Rest township and immediate surrounds."



REQUIREMENTS

4.1.1 Road network and passive open space / drainage reserve design are to maximise existing viewlines into and from surrounding areas and to connect with Diggers Rest township, train station, future Town Centre and primary school.

4.1.2 An accessible pedestrian connection is to be provided from the residential precinct to the passive open space / retarding basin generally in a north-south direction as indicated on Figure 4. This should be linked to the shared path on License Road.

4.1.3 Maximise cyclist and pedestrian access and connections to surrounding shared / bike infrastructure.

4.1.4 Provide a road connection to the future employment area along the western site boundary, generally in the location shown in Figure 4.

4.1.5 Development should facilitate visual and pedestrian connections to the east and south-east to highlight the proximity of Diggers Rest Township and rail station.

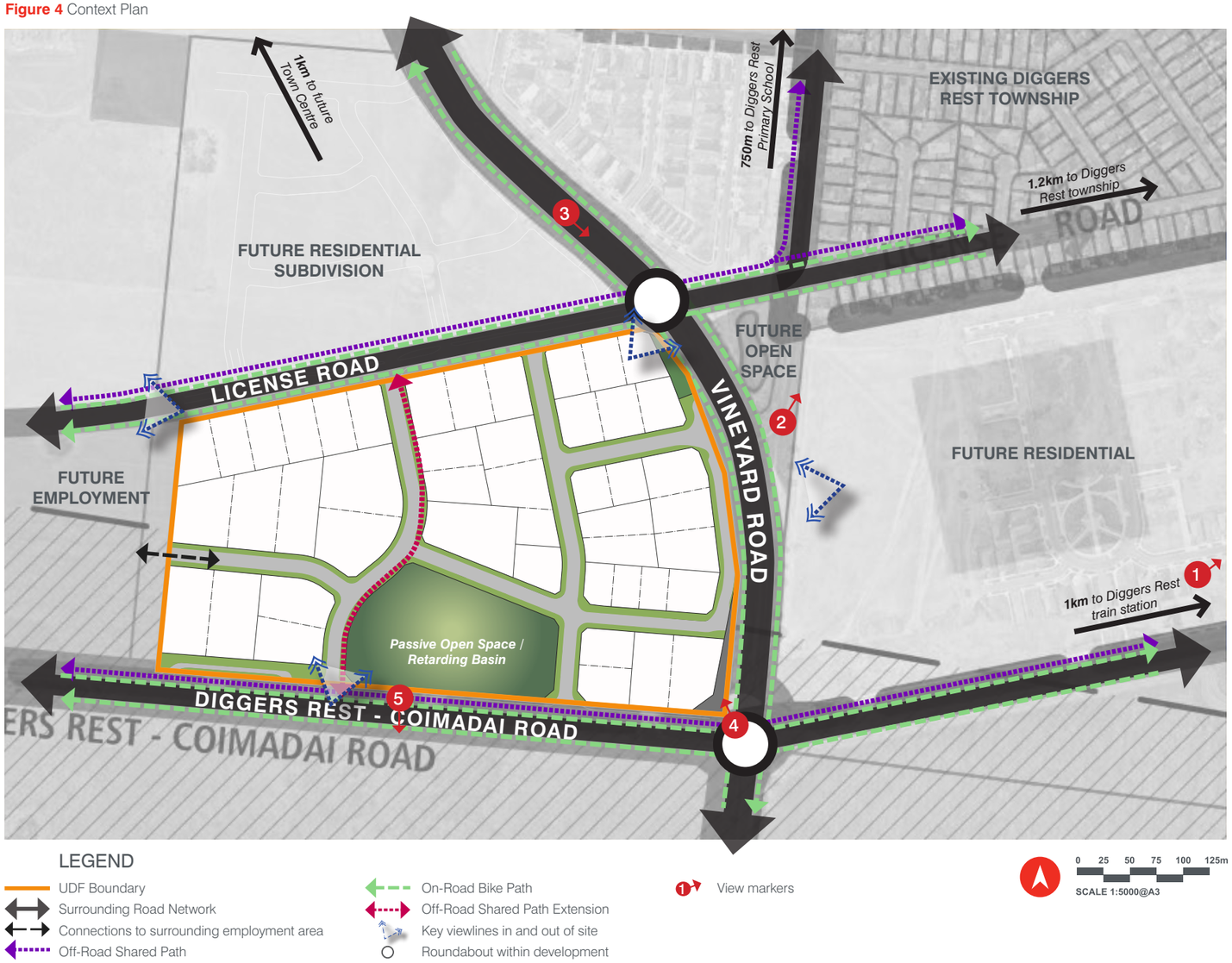
4.1.6 Development should be compatible and not compete with existing or future retail areas in the wider area including the Local Town Centre to the north.

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Figure 4 Context Plan



Diggers Rest Train Station



View towards Diggers Rest township



View along existing Vineyard Road



View of site at existing Diggers Rest-Coimadai & Vineyard Road intersection



View to farmland to the south



4.2 LAND USE & EMPLOYMENT

PRINCIPLE

"To ensure proposed land use mix fosters employment opportunities and compliments existing surrounding uses while limiting amenity impact on residents.

REQUIREMENTS

4.2.1 A range of lot sizes are to be provided to ensure a range of uses within the employment precinct. Uses may include traditional office, manufacturing and ancillary services catering to the local Diggers Rest community.

4.2.2 Large lots are to be located within the southern and western portion of the site to create employment diversity and to cater for manufacturing or industrial uses.

4.2.3 Small and Medium lots are to be provided at the northern and eastern boundaries to accommodate uses that will have a minimal impact on the amenity of the surrounding residential area.

4.2.4 An open space / retarding basin reserve is to be located in the centre of the precinct's southern boundary for drainage and passive recreation uses as per Diggers Rest PSP requirements.

4.2.5 A range of lot sizes and commercial or industrial uses are encouraged along the drainage reserve interface to encourage a mix of uses and provide passive surveillance.

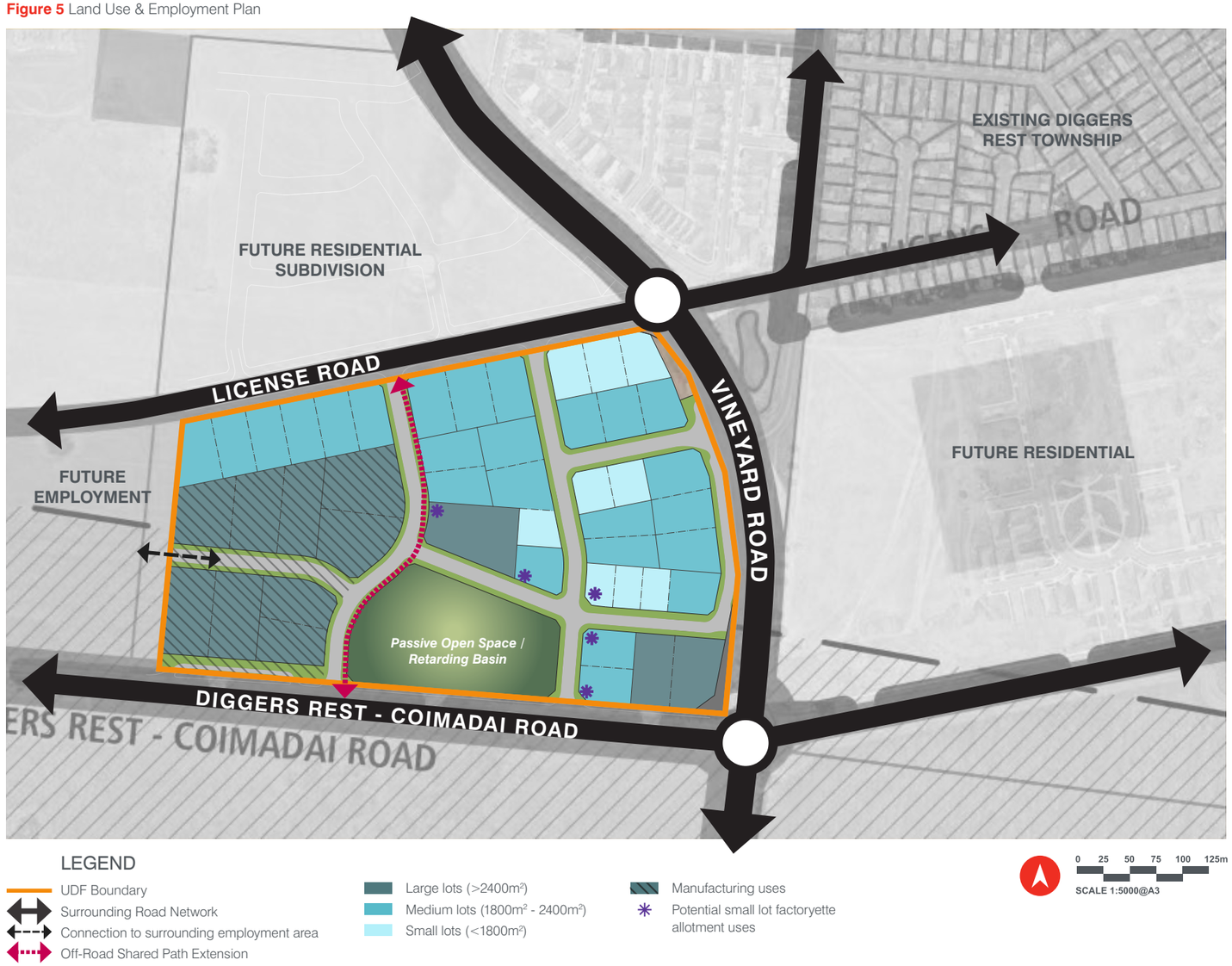
4.2.6 Proposed land uses should be compatible and not compete with existing or future retail areas, including the future Town Centre as per Diggers Rest PSP.

4.2.7 Avoid uses that generate high traffic volumes and utilise large service vehicles along License Road.

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Figure 5 Land Use & Employment Plan



Large lot manufacturing/industrial uses



Large lot duplex allotment uses



Medium lot single use



Small lot factoryette allotment uses



Small lot factoryette allotment uses



4.3 DEVELOPMENT SITING

PRINCIPLE

"To design a high amenity, visually attractive environment with a consistent streetscape that promotes the development of visually engaging built form."

REQUIREMENTS - BUILDING ORIENTATION

4.3.1 Passive solar orientation should be incorporated in the design of built form and public spaces.

4.3.2 All development is required to address direct street frontages and provide clear and safe access. Activated street frontages should be consistent with those identified in Figures 3 and 9.

4.3.3 Corner lots are to be orientated to the higher order street (active frontages on the UDF including License Road, Diggers Rest-Coimadai Road and Vineyard Road) to promote activation and visual interest.

4.3.4 Development on corner and dual fronted lots should ensure activation of both primary and secondary frontages by employing active building edges including extensive fenestration treatments.

4.3.5 Secondary frontages on corner lots are to provide opportunities for active building edges, including extensive glazed frontages that facilitate passive surveillance.

4.3.6 Site layout should ensure car parking, loading, and service access occurs out of sight where possible.

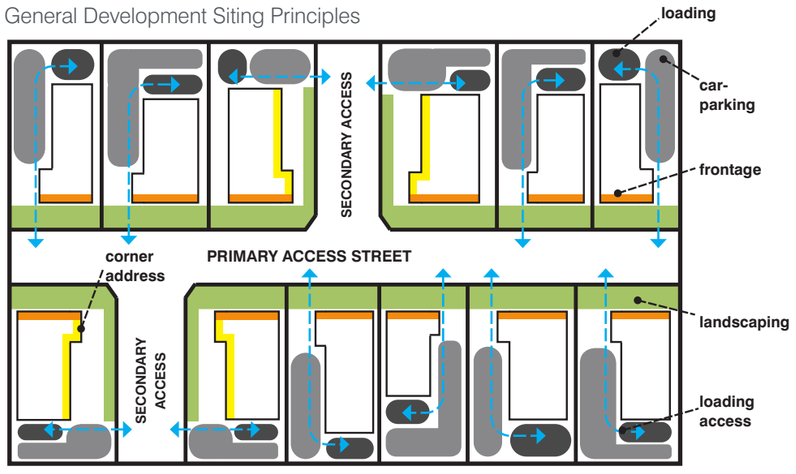
4.3.7 Office areas and visitor entry points should be clearly visible and easy to access.

4.3.8 Provide customer service, retail, office components, and bicycle parking facilities along primary street frontages to provide activation, clear access and a break in bult form and scale.

REQUIREMENTS - SITE COVERAGE

4.3.9 The maximum site coverage of all buildings should not exceed 70%.

General Development Siting Principles



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Figure 6 Development Siting - Building orientation, lot design & site coverage Plan

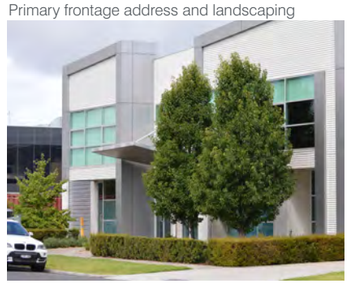


LEGEND

- UDF Boundary
- Surrounding Road Network
- Connection to surrounding employment area
- Off-Road Shared Path Extension
- Key Activated Frontage
- Primary frontage address
- Dual Fronted lot
- Corner lot
- Primary frontage address for corner & dual fronted lots
- Secondary frontage address for corner & dual fronted lots
- Preferred location for car parking, loading and servicing

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SCALE 1:5000@A3

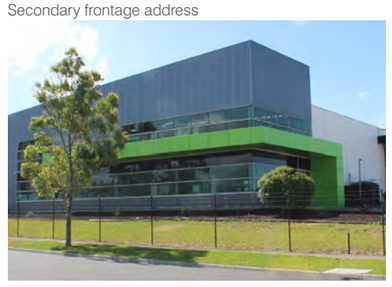
Primary frontage address and landscaping



Locate bicycle parking facilities close to building entries



Secondary frontage address



Car parking at side of lot



PRINCIPLE

"To design a high amenity, visually attractive environment with a consistent streetscape that promotes the development of visually engaging built form."

REQUIREMENTS - SETBACKS

4.3.10 All buildings must be setback a minimum of 9m from the street frontage, except where a greater setback has been identified in Section 4.5 of this document.

4.3.11 The front 9m setback must include a 3m landscape area, except where a greater setback has been identified in Section 4.5 of this document.

4.3.12 All buildings on double fronted lots must be setback from the rear boundary by 9m and incorporate a 3m landscaped area.

4.3.13 Side setbacks on secondary frontages of corner allotments must be a minimum of 3m and must include a minimum landscaping setback of 3m, unless where an alternative setback has been identified in Section 4.5 of this document.

4.3.14 Structures over pedestrian entries can protrude into the front setback.

4.3.15 The setbacks stated in this section may be varied by Council.

REQUIREMENTS - LANDSCAPING & SCREENING SETBACKS

4.3.16 All setbacks should be appropriately landscaped to soften the built form and contribute to the streetscape, drought tolerant and native species are preferred. Landscaping should be consistent with Melton City Council's Recommended Species list and include canopy trees where possible.

4.3.17 Provide a minimum 5m landscape setback to loading areas visible from the street where it is otherwise not possible to place them towards the side or rear of the lot.

REQUIREMENTS - STORMWATER CONTROL

4.3.18 Vineyard Road will include major drainage infrastructure.

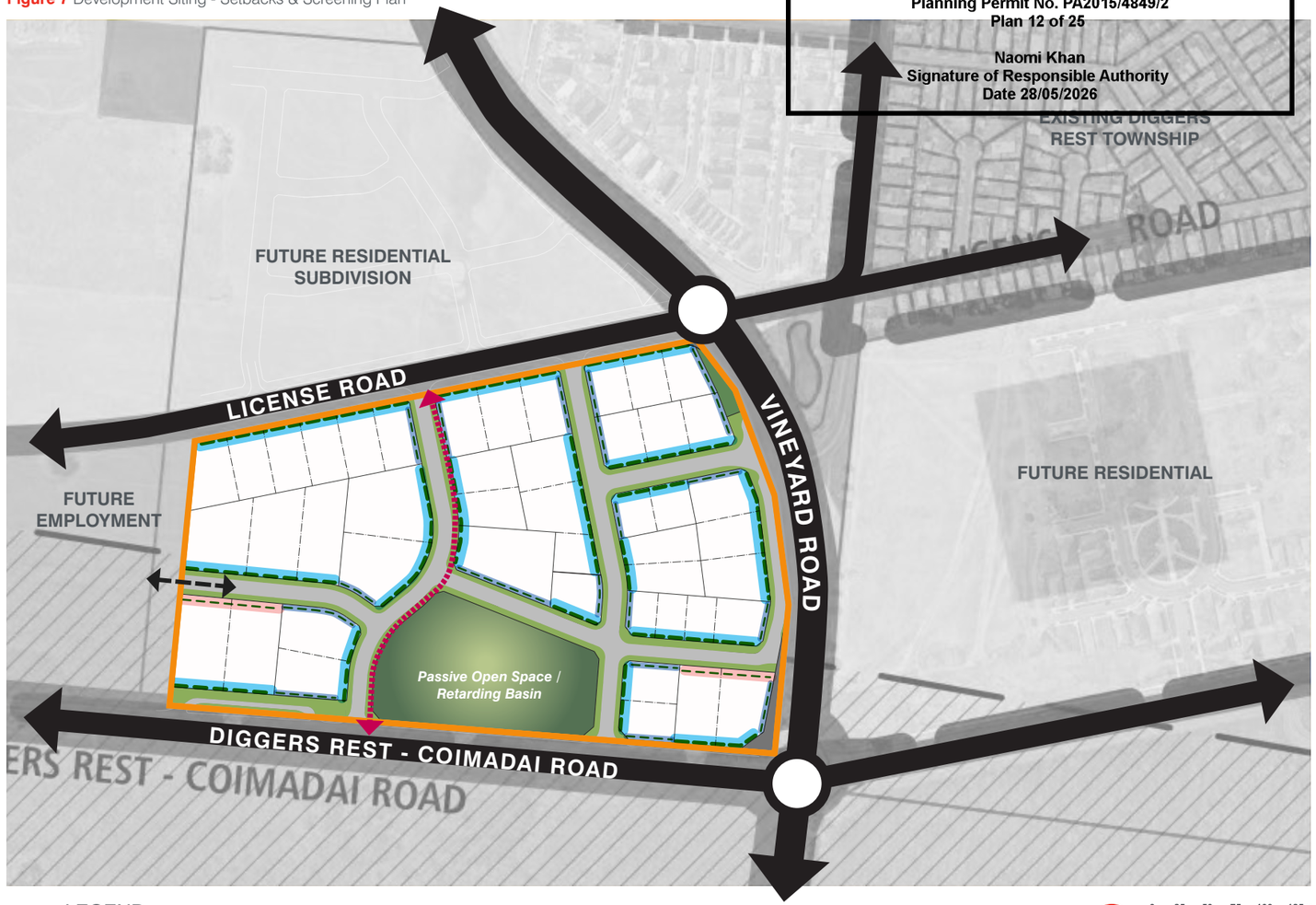
4.3.19 The design and layout of open space areas is to maximise efficient water use, stormwater quality and the viability of vegetation through the use of Water Sensitive Urban Design (WSUD) initiatives.

4.3.20 Impervious surfaces in car parking areas should contain stormwater inlets to ensure treatment prior to legal discharge.

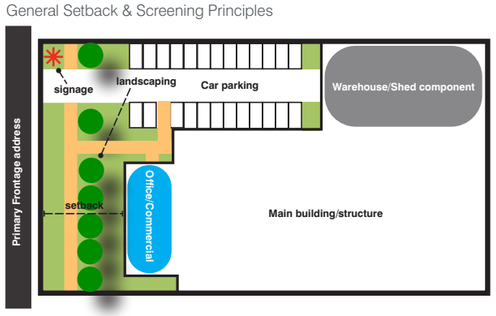
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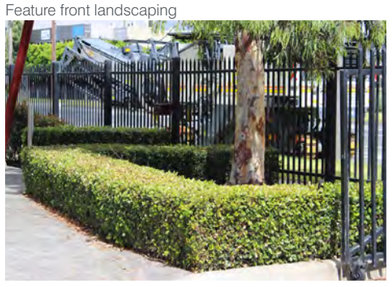
Figure 7 Development Siting - Setbacks & Screening Plan



General Setback & Screening Principles



Feature front landscaping



Feature front landscaping



Front landscape treatment



Example side landscaping along fence



Example blank wall planting



4.4 BUILT FORM

PRINCIPLE

“To provide a sense of place and identity for the employment precinct through high quality built form design outcomes. ”

REQUIREMENTS - BUILDING DESIGN

4.4.1 All roof mounted mechanical equipment should be designed to integrate with the building design or screened from the public and adjoining properties, where appropriate. Screens must be attractive in appearance and compliment built form.

4.4.2 Energy efficient design and construction methods should be used for all buildings.

4.4.3 Buildings must be naturally ventilated to reduce reliance on artificial cooling and heating, where possible.

4.4.4 All buildings must use high quality materials, finishes, colours and fencing.

4.4.5 Appropriate landscaping of screen planting must be provided to minimise views of loading and parking areas.

4.4.6 Buildings must be designed so that entries are clearly identifiable and face the main street frontage.

4.4.7 Loading areas should occur to the side or rear rather than the front of a building and should be designed with articulated facade treatments.

4.4.8 Buildings should be designed with an attractive entry feature.

4.4.9 Avoid blank walls and facade treatments along all road frontages. Appropriate treatments including; geometric patterning, change in materials, windows or panels, must be incorporated to break up the building mass and provide visual interest.

4.4.10 Corner lots must address both primary and secondary frontages and should include corner feature treatments on buildings.

4.4.11 Innovative design is encouraged within the precinct.

4.4.12 The visual bulk of industrial buildings must be minimised through the co-location of offices, showrooms, and/or customer service areas along street frontages.

4.4.13 Outdoor storage must not be visible from the street.

4.4.14 Roof form should be used to screen roof infrastructure.

4.4.15 All signage must be incorporated within the building design, being in keeping with the architectural form of the building and be of a scale respectful of the surrounding context. Freestanding and roof top signage is not permitted.

4.4.16 All utility structures should be located and utilise materials that visually integrate with development.

4.4.17 All waste storage and bins must be stored internally or at the side or rear of the building and not be visible from surrounding streetscapes.

Example entry feature to office use



Secondary frontage address



Windows fronting street with feature treatment



Example material variation & interest



Geometric pattern use for side wall



Windows to break up side wall



Factoryette allotments treatments



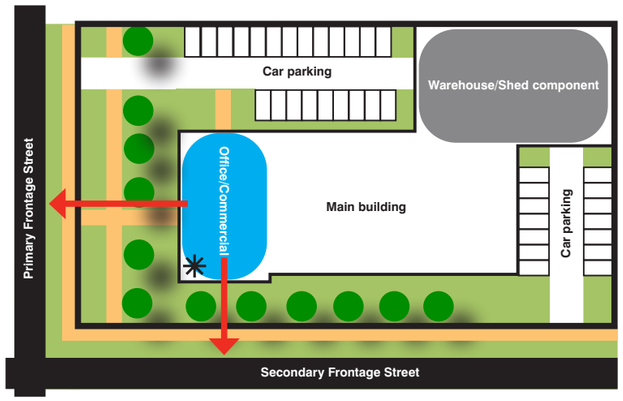
Secondary frontage treatment



Example material variation & interest



General Corner allotment Guidelines



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PRINCIPLE

“To provide a sense of place and identity for the employment precinct through high quality built form design outcomes. ”

REQUIREMENTS - BUILDING HEIGHTS

4.4.18 Buildings must not exceed a maximum height of 9 metres except where a greater height has been identified for gateway buildings or in a particular interface location as per Section 4.5. Building heights in the designated manufacturing area must not exceed 12m.

4.4.19 Building elements above 9m should include articulation and be setback behind lower scale office components.

4.4.20 Building heights should respond to the scale of the built form in the area and in particular, be mindful of surrounding residential areas.

4.4.21 Office components are to be provided at a minimum 40% of the height of the main building in order to achieve a podium effect that better responds to the human scale of the streetscape.

REQUIREMENTS - MATERIALS, COLOURS & VARIATION

4.4.22 Buildings should incorporate natural colour palettes and low reflective materials that enhance variation and provide visual interest in the streetscape.

4.4.23 All buildings should address key activated frontages shown in Figure 3. Where the side or rear building façades may be visible from the public realm, they should be designed to provide variation in colour/materials and replicate primary facade treatments.

4.4.24 Avoid inactive or blank walls fronting the proposed off-road shared path extension and the passive open space/retarding basin.

4.4.25 Concrete panels along lot boundaries should be integrated into the design of the building and articulated through materials/colour variation.

4.4.26 North and South facing large buildings should be designed to allow natural light to penetrate where possible.

4.4.27 Buildings should utilise colorbond, brick or masonry materials.

4.4.28 Where colorbond steel is utilised, it should not exceed 30% of the building mass (excluding the roof), when visible from the street.

4.4.29 Buildings are to be constructed of durable materials in subtle and natural palettes that maximise longevity and utilisation.

REQUIREMENTS - GATEWAY SITES

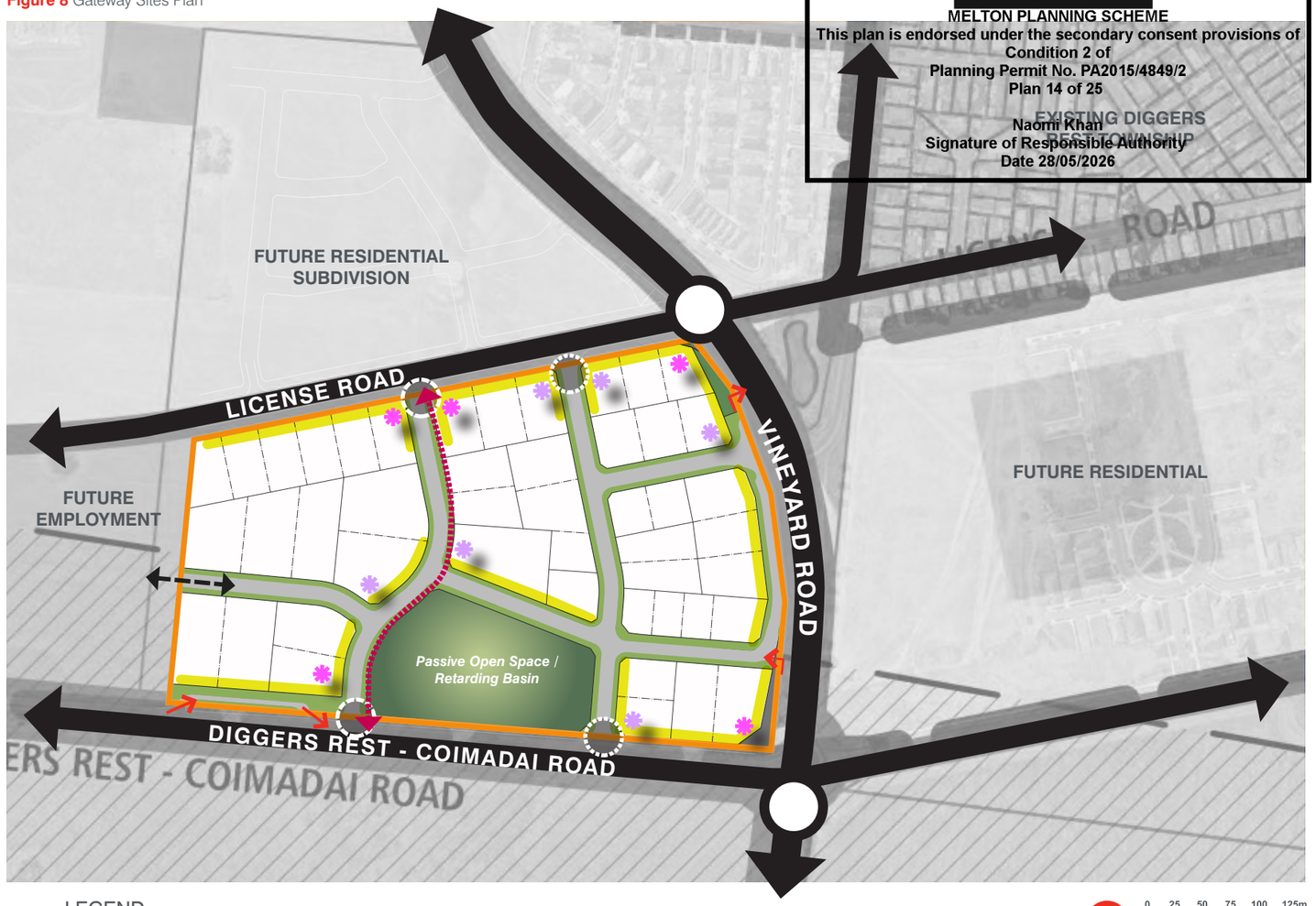
4.4.30 Gateway building treatments are to be provided on the lots identified in Figure 8.

4.4.31 Gateway marker buildings are encouraged on the corner lots fronting Vineyard Road as landmarks and entry features.

4.4.32 Secondary gateway buildings should provide visual interest and passive surveillance of the passive open space/retarding basin and the surrounding road network.

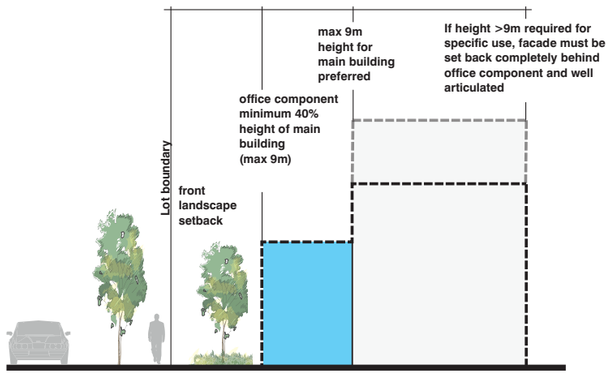
4.4.33 Buildings are to be constructed of durable materials in subtle and natural palettes that maximise longevity and utilisation.

Figure 8 Gateway Sites Plan



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Building height by component



Example Materials & Colours Palette



4.5 INTERFACE TREATMENT

PRINCIPLE

"To ensure proposed design responds to surrounding context appropriately and positively contributes to the overall character of the Diggers Rest township."

REQUIREMENTS - VINEYARD ROAD

4.5.1 Sites and buildings must address street frontage.

4.5.2 A 5m landscape buffer must be provided within a 9m front setback for all sites along Vineyard Road. The landscape buffer should be free of car parking and other service infrastructure.

4.5.3 Illuminated signage should not be visible from Vineyard Road.

4.5.4 The use of landscaped edges is encouraged in place of fencing, where possible.

4.5.5 Provide car parking and loading areas to the side or rear of the site.

4.5.6 Gateway buildings are to be provided as indicated on Figures 3 & 8 of this document.

4.5.7 Building heights along Vineyard Road should step from a maximum of 7m at street frontage to a maximum of 9m towards the back of the site. Individual proposals may be assessed to alter these heights.

REQUIREMENTS - LICENSE ROAD

4.5.8 Manufacturing and industrial uses are not supported along License Road due to proximity of future residential areas.

4.5.9 A 9m landscaped buffer must be provided within a 12m front setback for all sites along License Road. The landscape buffer should be free of car parking and other service infrastructure.

4.5.10 Illuminated signage should not be visible from License Road.

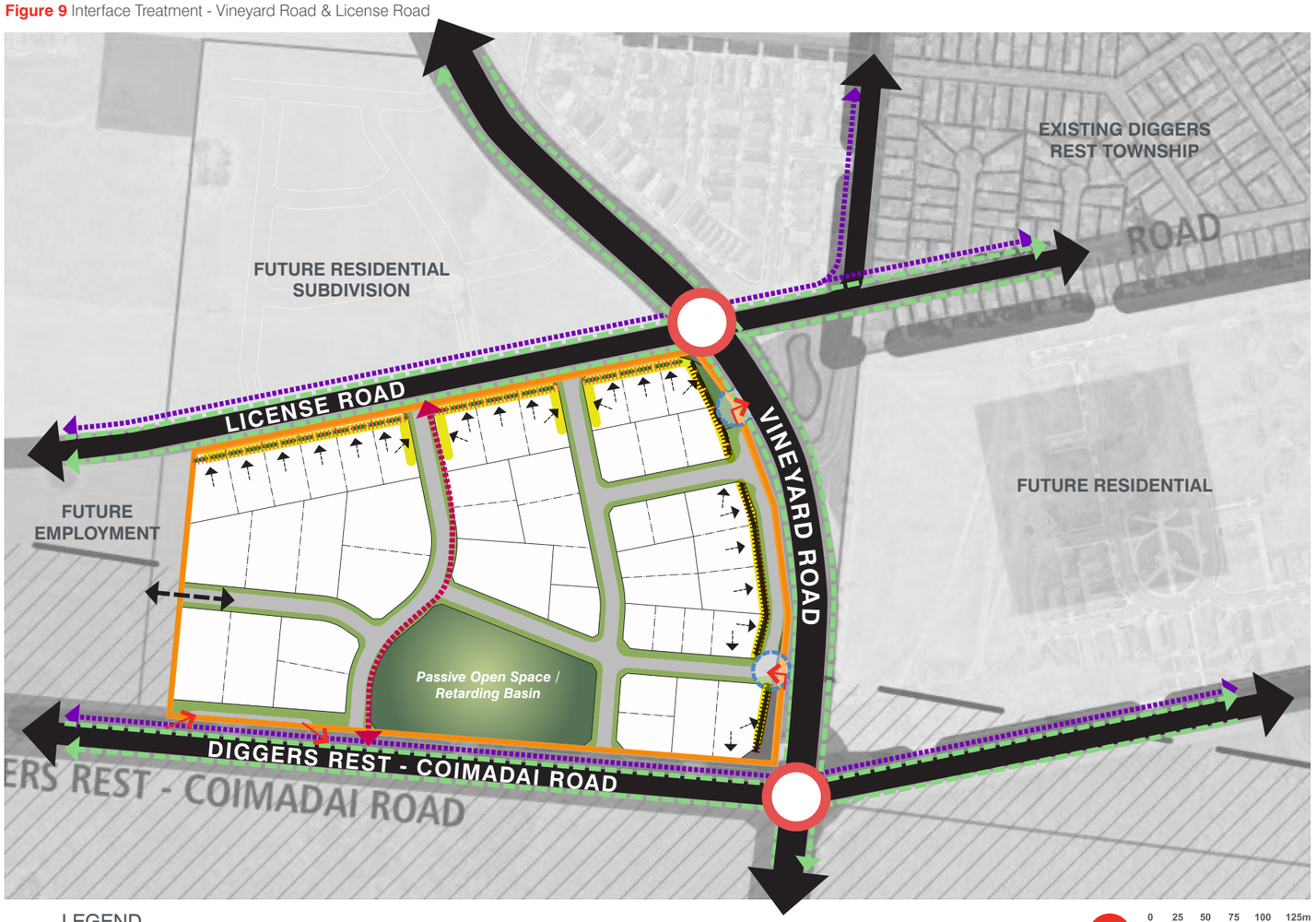
4.5.11 The use of landscaped edges is encouraged in place of fencing, where possible. If fencing is required, it should be in character with surrounding residential properties.

4.5.12 Building heights along License Road should step from a maximum of 7m at street frontage to a maximum of 9m towards the back of the site. Individual proposals may be assessed to alter these heights.

4.5.13 Provide car parking and loading areas to the side or rear of the site.

4.5.14 Ensure future use operating hours meet the required EPA noise requirements SN-1 to limit impacts on neighbouring residential properties.

Figure 9 Interface Treatment - Vineyard Road & License Road



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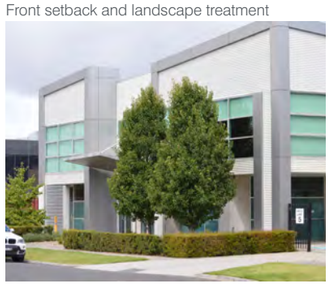
Front setback landscape treatment



Side setback, fencing and landscape treatment



Front setback and landscape treatment



Side setback with landscape buffer



PRINCIPLE

"To ensure proposed design responds to surrounding context appropriately and positively contributes to the overall character of the Diggers Rest township."

REQUIREMENTS - DRAINAGE RESERVE

4.5.15 Sites should provide an active frontage and landscaped setback as per Section 4.3 of this document.

4.5.16 Provide opportunities for passive surveillance of open space through placement of windows, doors and/or active uses along frontages.

4.5.17 Active uses and areas should be provided towards the front of the site.

4.5.18 Crossovers should be located to maximise on-street car parking opportunities opposite the drainage reserve.

4.5.19 Building setbacks should be provided as per Section 4.3 of this document.

4.5.20 Provide car parking and loading areas to the side or rear of the site.

REQUIREMENTS - DIGGERS REST- COIMADAI ROAD

4.5.21 Sites along this interface should comply with setbacks as per Section 4.3 of this document.

4.5.22 Provide a 5m minimum landscape setback, which includes canopy tree planting along the southern boundary with existing rural properties.

REQUIREMENTS - EMPLOYMENT LAND

4.5.23 Provide a road connection to the future employment area along the western boundary of the site as shown in Figure 10.

Figure 10 Interface Treatment - Drainage, Diggers Rest-Coimadai Road, & Employment Land



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Front setback landscaping



Side setback active uses and facade



Example setback and car parking



Side setback treatment



Building setback and frontage



4.6 ACCESS & MOVEMENT

PRINCIPLE

"To provide a permeable and safe environment for diverse modes of transport and services offering direct connections to existing and future transport infrastructure."

REQUIREMENTS - STREET NETWORK

4.6.1 Ensure safe pedestrian and cyclist access by minimising vehicle crossings and providing clear crossing points.

4.6.2 Street types should be developed in line with Figure 11 and with the relevant cross sections provided. Refer to Figure 12, Figure 14 and Figure 15.

4.6.3 Provide an accessible and safe pedestrian connection from the residential precinct to the drainage reserve along the Key Access Street as shown in the UDF Plan.

4.6.4 Use of local bus service among owners and tenants in the employment area should be encouraged.

REQUIREMENTS - CAR PARKING & LOADING

4.6.5 Provide adequate onsite car parking for employees and visitors. Car parking provision should reflect the scale of activities undertaken on each site and in accordance with Clause 52.06 of the Melton Planning Scheme.

4.6.6 Main car parking and loading areas should generally be located to the rear or side of a development and parking bays appropriately line marked.

4.6.7 Ensure car parking is easily accessible and clear for visitors.

4.6.8 Vehicle access should be provided from a single cross over.

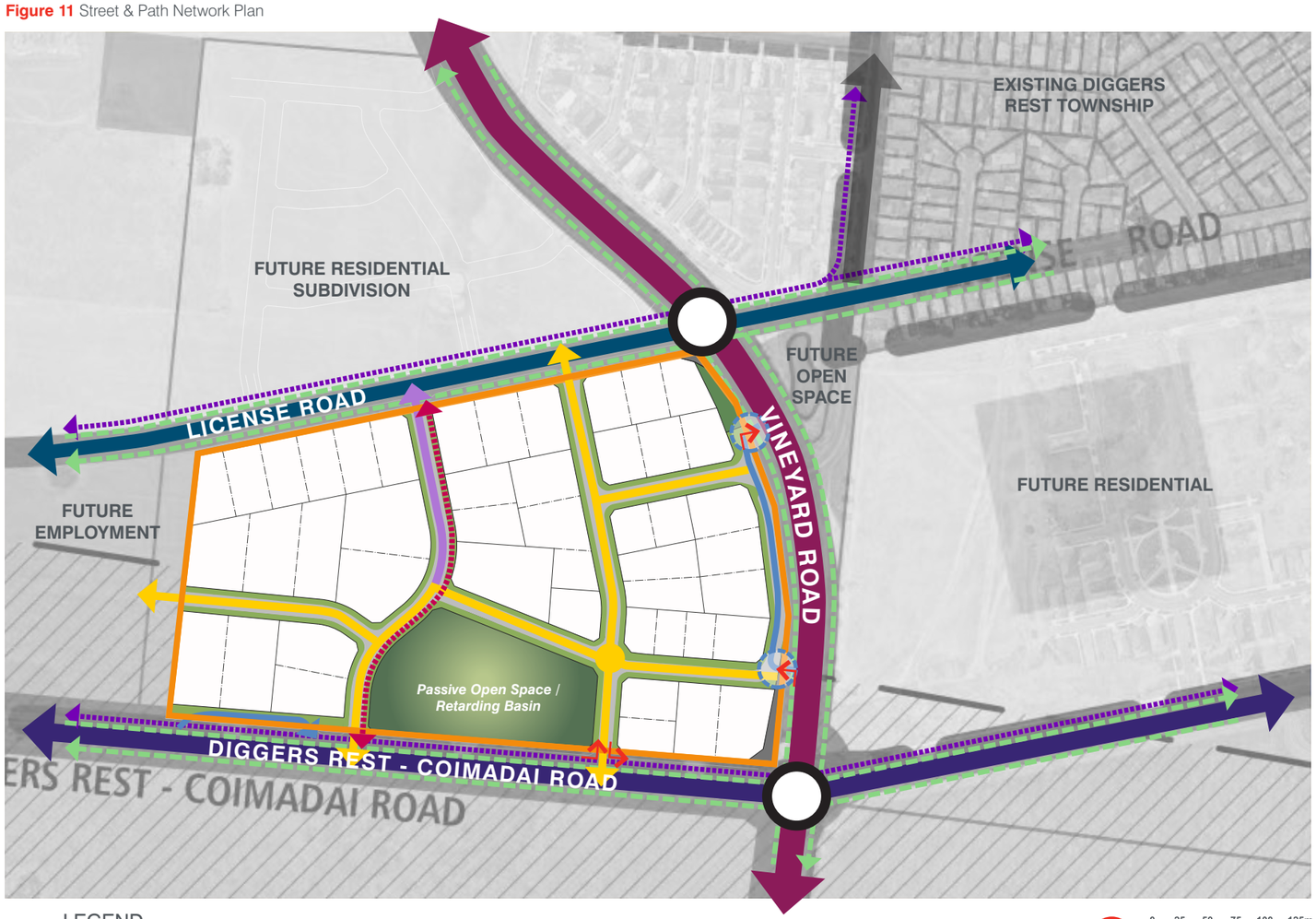
4.6.9 Landscaping should be provided in car parking areas and designed to allow for passive irrigation.

4.6.10 Encourage provision of 'End of Trip' facilities in accordance with any planning scheme requirements.

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Figure 11 Street & Path Network Plan



LEGEND

- UDF Boundary
- Surrounding Road Network
- Connections to surrounding employment area
- Off-Road Shared Path
- On-Road Bike Path
- Off-Road Shared Path Extension
- 41m Primary Arterial - Potential Bus Route with On-Road Bike Path
- 34m Secondary Arterial - Potential Bus Route with On-Road Bike Path and Off-Road Shared Path
- 37m Connector Street - Potential Bus Route Boulevard with On-Road Bike Path and Landscape Trail
- 22.7m Key Industrial Access Street - Proposed Off-Road Shared Path Extension
- 22m Industrial Access Street (as per D11 6580 PSP Guidelines)
- 16m Service Road
- Interim Roundabout (ultimate signalised intersection)
- Service entry & exit
- Left In Left Out

0 25 50 75 100 125m
SCALE 1:5000@A3



Cross Section 1 41m Primary Arterial - Potential Bus Route with On-Road Bike Path

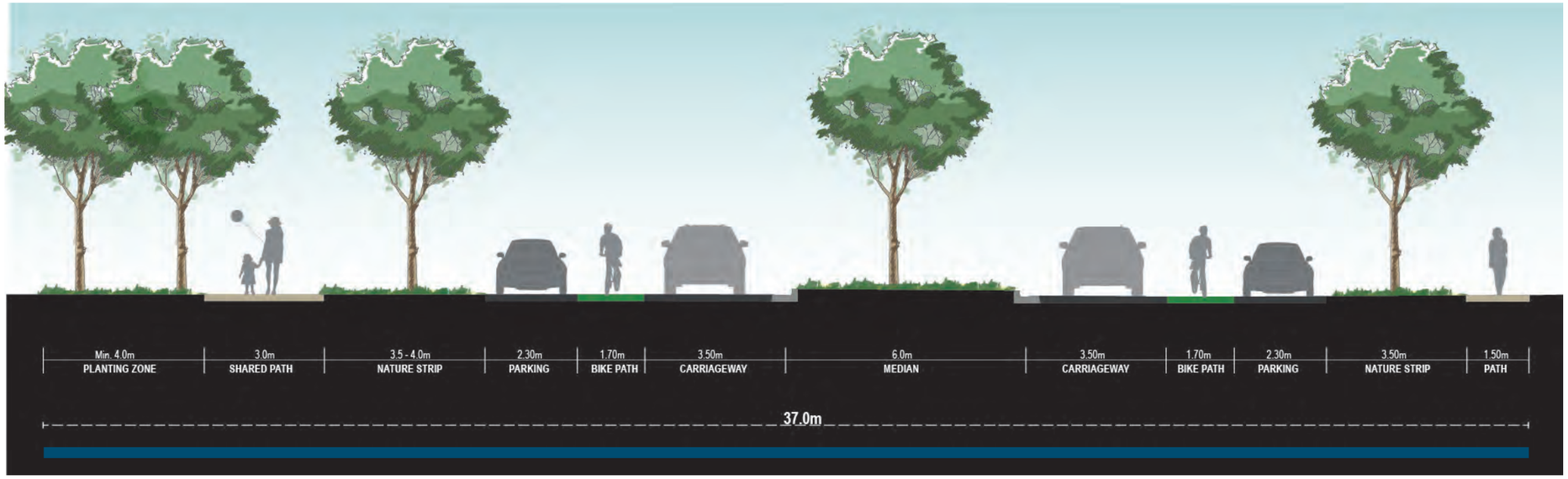


Cross Section 2 34m Secondary Arterial - Potential Bus Route with On-Road Bike Path and Off-Road Shared Path

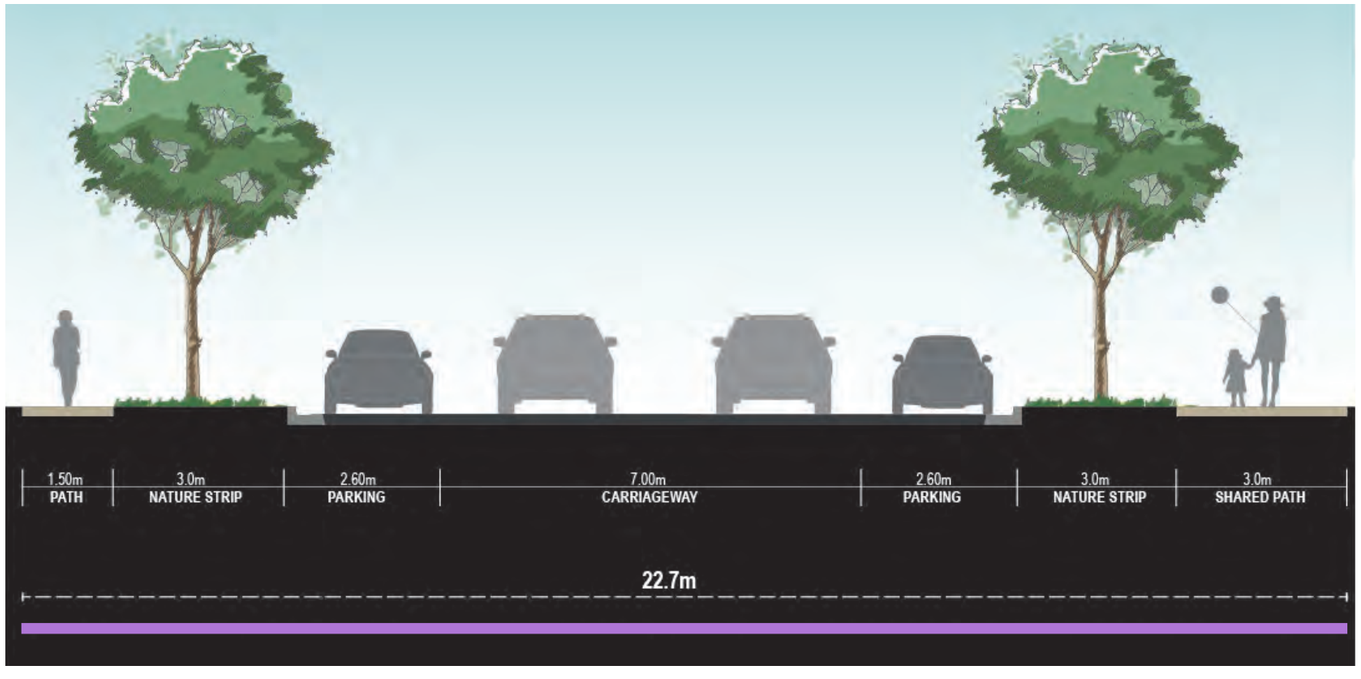
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Cross Section 3 37m Connector Street - Potential Bus Route Boulevard with On-Road Bike Path and Landscape Trail

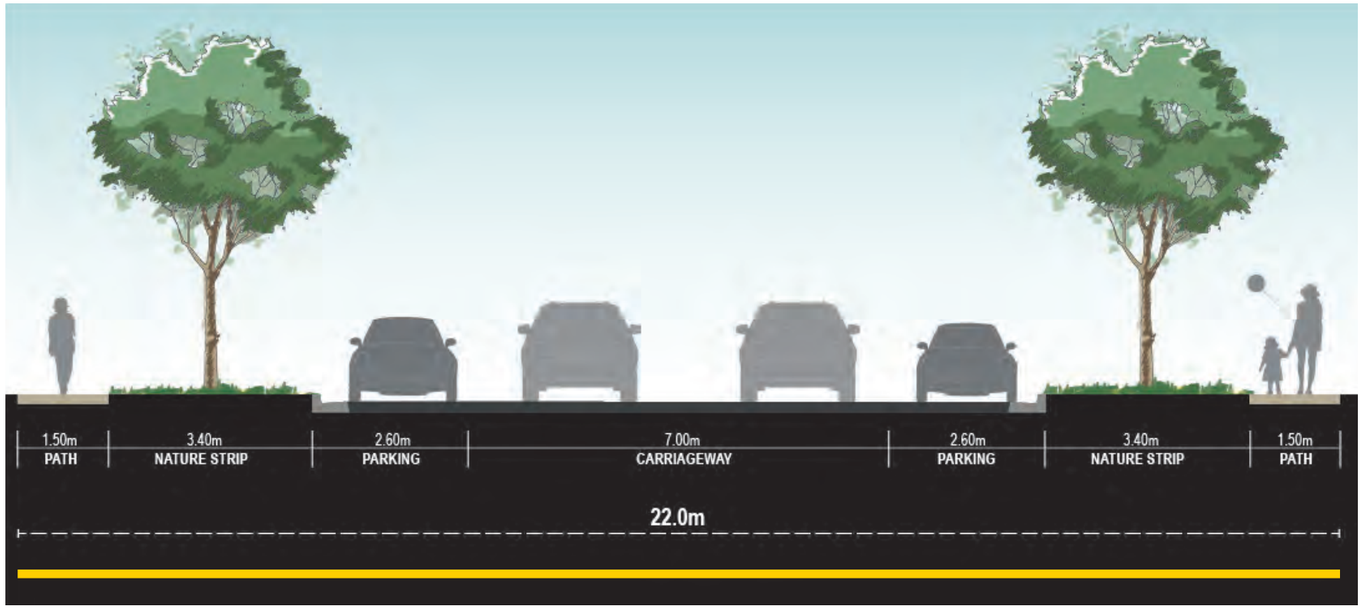


Cross Section 4 22.7m Key Industrial Access Street - Proposed Off-Road Shared Path Extension

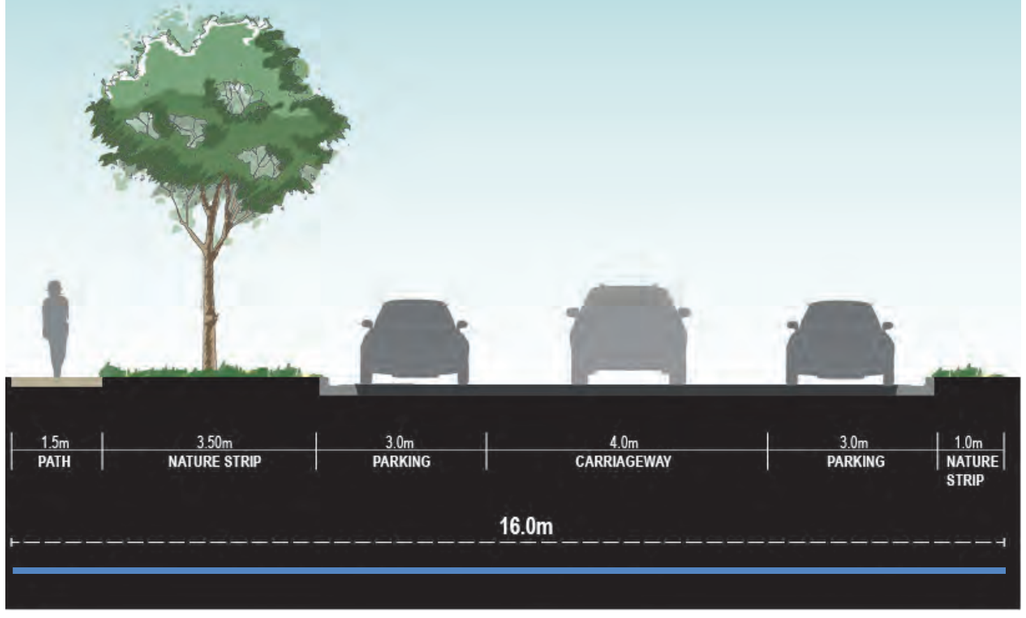
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Cross Section 5 22m Industrial Access Street (as per D11 6580 PSP Guidelines)



Cross Section 6 16m Service Road

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4.7 PUBLIC REALM

PRINCIPLE

"To deliver aesthetically pleasing streetscapes through landscaping and high quality built form that enhances surrounding uses."

REQUIREMENTS - LANDSCAPING

4.7.1 Tree removal and retention should be consistent with Figure 12.

4.7.2 Street tree planting and setbacks should be appropriately landscaped with corresponding selected species as per Figure 13.

4.7.3 Landscape plans and design should consider the physical environment and intended building use and incorporate various techniques and consider lighting, passive recreation, and screening of utility installations. Techniques and methods may include; contouring, rock beds, massed and specimen planting, among others.

4.7.4 Plant species for landscape areas will be identified following consultation with Council's landscape officer and the Melton City Council Landscape Guidelines. Species selection should compliment the streetscape and will ensure viewlines remain unobstructed at vegetation maturity and .

4.7.5 Landscaping should generally be low scale adjacent to vehicular and pedestrian access points to ensure appropriate sight lines.

4.7.6 Plant species selection should consider drought tolerant indigenous and exotic plants that add seasonal change and incorporate a mix of low shrubs, ground covers and trees.

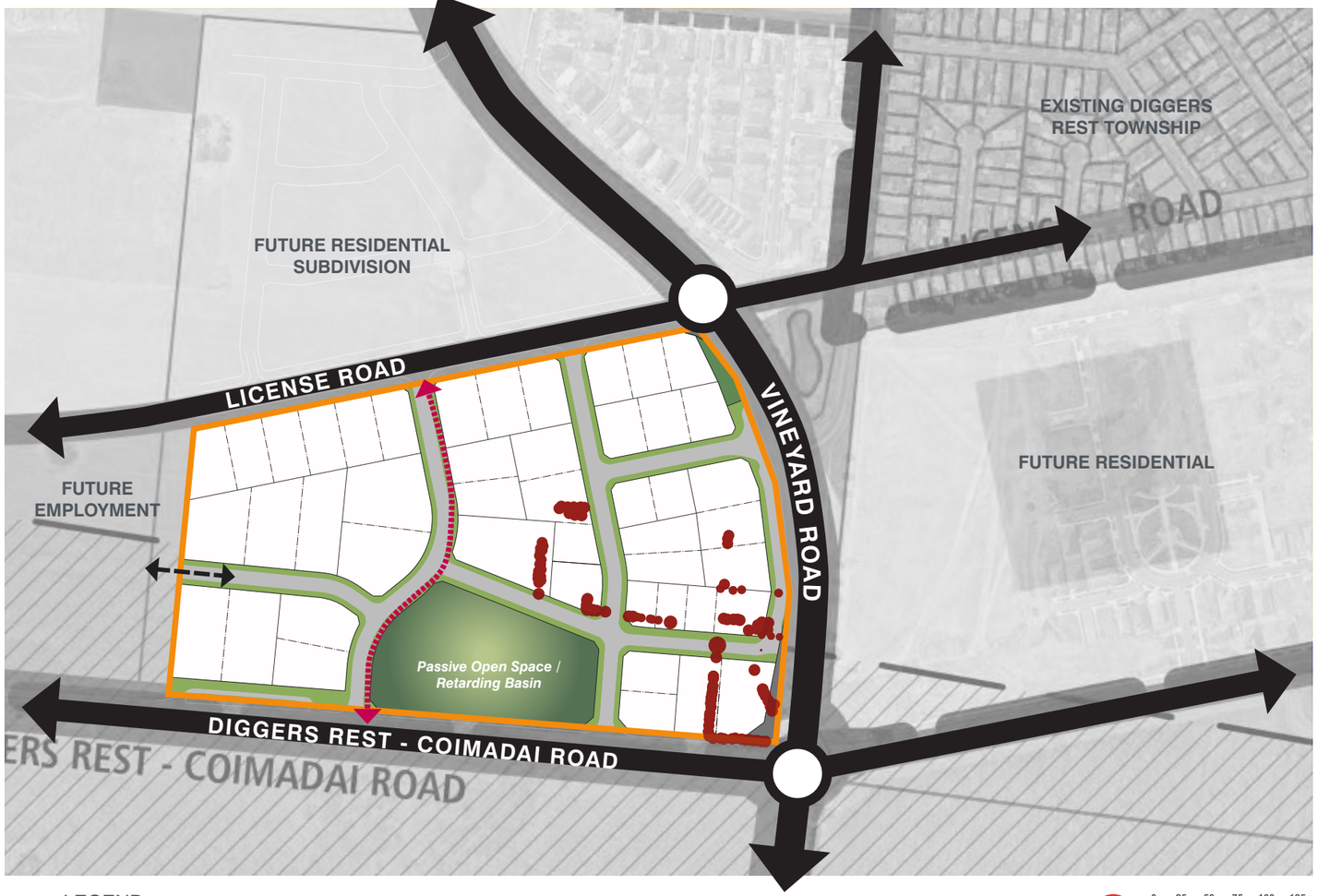
4.7.7 Landscaping should be used as an alternative to front fencing.

4.7.8 Gravel alternatives with shrub and ground cover planting should be used in place of lawns to lessen water usage in landscape maintenance.

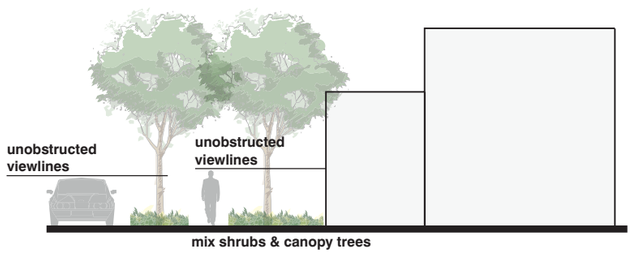
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Figure 12 Tree Removal Plan



General Landscaping Principles



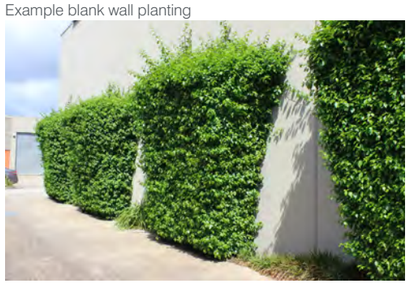
Front landscaping



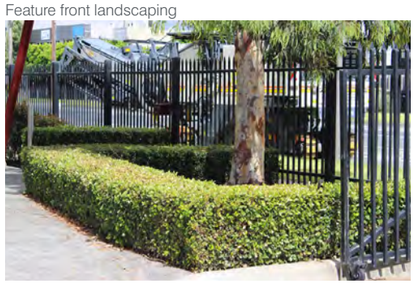
Side landscape treatment



Example blank wall planting



Feature front landscaping



Front landscape treatment



PRINCIPLE

“To deliver aesthetically pleasing streetscapes through landscaping and high quality built form that enhances surrounding uses.”



Spotted Gum - *Corymbia maculate*



Lemon-Scented Gum - *Corymbia citriodora*



Chinese Elm - *Ulmus parvifolia ‘Todd’*



Yellow Gum - *Eucalyptus leucoxylon*



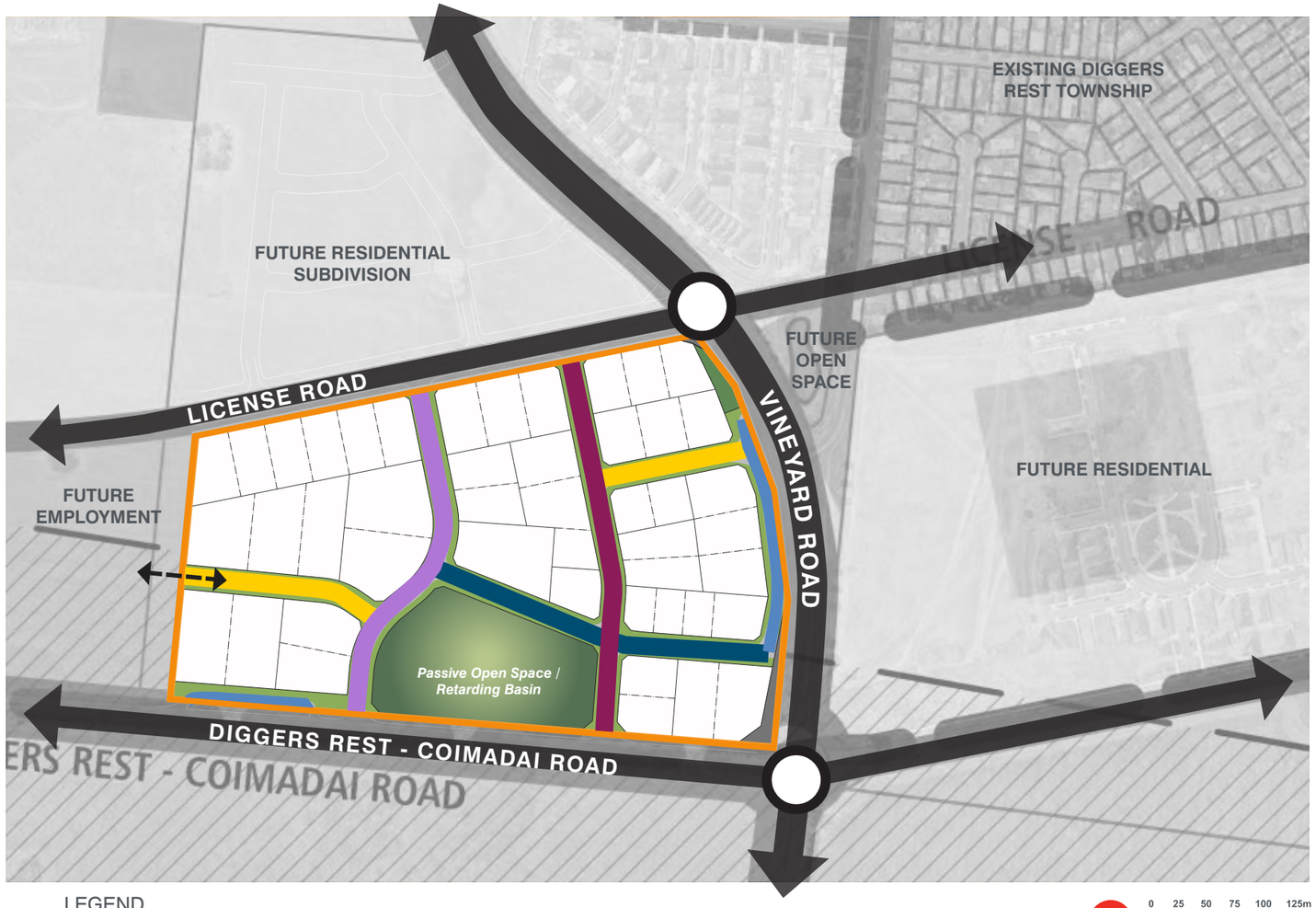
Yellow Box - *Eucalyptus melliodora*

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Figure 13 Streetscape Tree Plan



PRINCIPLE

“To deliver aesthetically pleasing streetscapes through landscaping and high quality built form that enhances surrounding uses.”

REQUIREMENTS - CAR PARK LANDSCAPING

4.7.9 Landscaping should be provided in car parking areas and should be designed to allow for passive irrigation.

4.7.10 Impervious surfaces should contain stormwater inlets to ensure treatment prior to legal discharge.

4.7.11 Provide sufficient shade and canopy coverage for car parking areas.

4.7.12 Position trees with clear height canopy including low shrubs and ground covers at entry and exit to and from car parking areas and cross overs to provide clear sight lines.

4.7.13 Permeable paving and footpath treatments are encouraged.

4.7.14 Ensure landscaping complies with Melt*on City Council Off Street Car Parking Guidelines.*

REQUIREMENTS - FENCING

4.7.15 Landscaping should be used as an alternative to front fencing.

4.7.16 Front fencing should not exceed 1.5m in height. All front and side fencing on secondary interfaces must be constructed in a black steel post style which allows clear views between the street and site across the entire frontage.

4.7.17 High security fencing along street frontages should only be used where necessary to screen outdoor storage areas that otherwise cannot be located out of public view and should avoid use of razor or barbed wire fencing.

4.7.18 All fencing must be located behind landscape setback areas.

Car parking planting



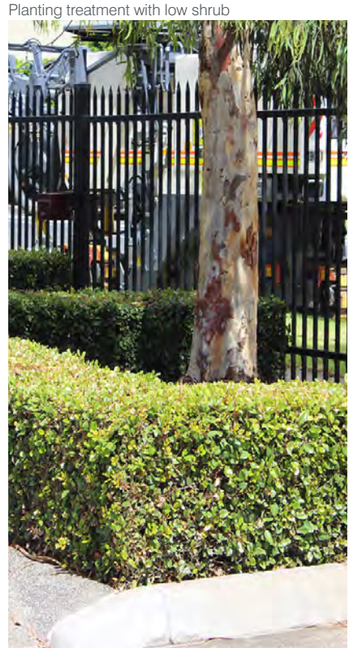
Car park planting



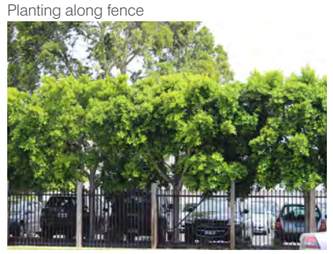
WSUD feature treatment



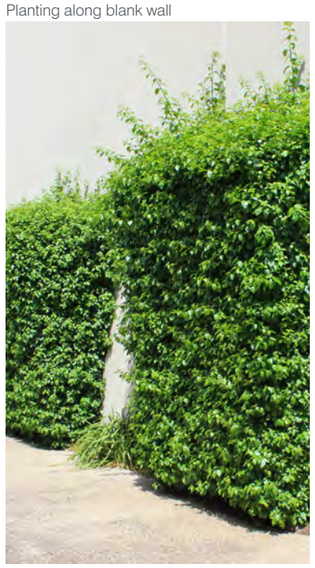
Planting treatment with low shrub



Planting along fence



Planting along blank wall



WSUD car park treatment



Planting along fence



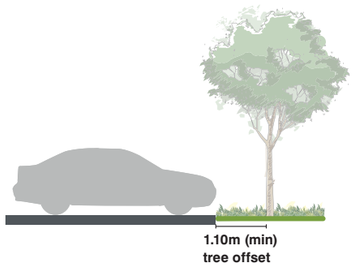
Example car park low planting



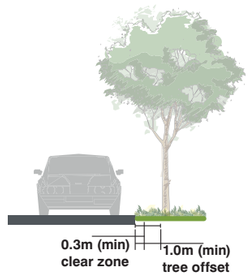
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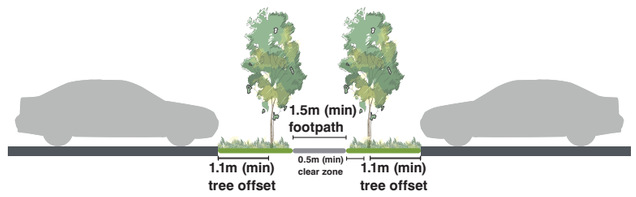
Minimum vehicle (front/back) tree clearance



Minimum vehicle (side) tree & planting clearance



Minimum footpath clear zone to trees



4.8 SIGNAGE & SITE MAINTENANCE

PRINCIPLE

“To provide appropriate signage for a successful employment precinct and ensure provision of adequate storage areas and maintenance requirements.”

REQUIREMENTS - SITE MAINTENANCE

4.8.1 Front fencing should allow clear views into the site.

4.8.2 Driveways and car parking areas must be constructed and maintained.

4.8.3 All required physical services must be available and connected prior to occupation of any buildings.

4.8.4 All exterior on-site services, including drainage, sewerage, gas, water supply and electrical, telephone and communications cable and equipment should be installed and maintained underground where possible.

4.8.5 Stormwater drainage design should incorporate Environmentally Sustainable Design principles, and provide rainwater runoff reuse for landscaping irrigation where appropriate.

4.8.6 Any chemicals or waste products must be appropriately contained within lot boundaries and must not discharge onto adjoining land.

REQUIREMENTS - WASTE STORAGE & DISPOSAL

4.8.7 Site management strategies should incorporate waste management considerations.

4.8.8 Waste storage and disposal is to be integrated within the site and/or building design.

4.8.9 Recycling storage facilities and waste awaiting collection should be stored in a purpose-built facility, screened from street frontages and staff amenity areas.

4.8.10 Waste collection points should be grouped to maximise opportunities for recycling and reuse.

REQUIREMENTS - STORAGE AREAS

4.8.11 All external plant, service yards and bulk storage areas should be sited at the rear of the property.

REQUIREMENTS - BUILDING MAINTENANCE

4.8.12 All buildings, signage, landscaping, car parking, paths and paved areas should be appropriately maintained to a high standard.

REQUIREMENTS - ROOFTOP, PLANT & EQUIPMENT

4.8.13 Building plant and other service facilities including plant equipment, vents or lift overruns, solar energy facilities, stormwater collectors and telecommunication facilities should be avoided in rooftop locations where possible. If necessary, these elements should be designed to be the lowest possible height.

4.8.14 Rooftop elements should be integrated into the design of the building and screened from street and surrounding building view through parapets or intervening rooftops.

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LAND BUDGET

Permit Boundary	15.79 Ha		
	Area (Ha)	% of Precinct	% of NDA
Transport			
Road Widening	0.11	0.69%	0.79%
Encumbered Open Space			
Drainage Reserve	1.89	11.97%	13.79%
Landscape Buffer	0.08	0.52%	0.60%
Subtotal	2.08	13.18%	15.18%
Total Net Developable Area (NDA) Ha	**13.71**	**86.82%**	**100.00%**
Land Uses			
0-1800m2 Employment Lots	1.24	7.87%	9.06%
1801-2400m2 Employment Lots	5.04	31.92%	36.76%
2401+ m2 Employment Lots	4.08	25.87%	29.79%
Total Residential	10.37	65.65%	75.61%
Roads	3.34	21.17%	24.39%
Total	**13.71**	**86.82%**	**100.00%**

YIELD SUMMARY

	Number Lots	Average Lot Size
Number Lots	46	2254m2
Total	**46**	

Lots per NDA	**3.36**

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Date 28/05/2026



0 12.5 25 37.5 50 62.5m
SCALE 1:2500@A3

DRG NO.	REV	DATE	DES	AUTH
UD 01	01	23/02/2017	FS	LS

CONCEPT PLAN
62 Diggers Rest - Coimadai Road, Diggers Rest

spiire