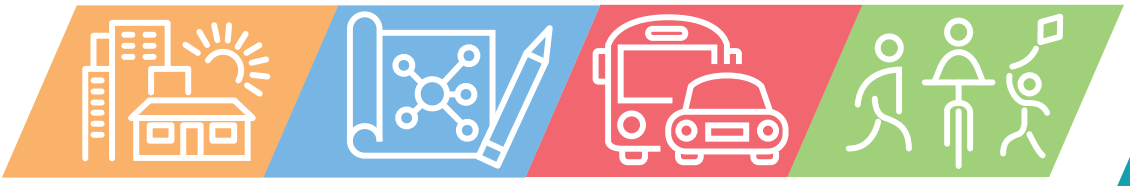
Noble Park Major Activity Centre

Structure Plan, 2021



GREATER DANDENONG
City of Opportunity

The City of Greater Dandenong respectfully acknowledges Aboriginal and Torres Strait Islander Peoples as the Traditional Custodians of the land. We recognise and respect their continuing connections to climate, culture and Country.

Contents

Executive summary

The Noble Park Major Activity Centre Structure Plan sets out the long-term vision, planning, and design framework for Noble Park. The Structure Plan manages and guides the future development of the Activity Centre for the next 20 years.

The Noble Park Major Activity Centre boundary includes the commercial and retail core of the centre along Douglas Street and Mons Parade as well as existing residential zoned land both north and south of the rail line. It includes significant open space assets to the north-west, east and south. Refer to Map 1 opposite.

The Vision for the Structure Plan is that in 2040 Noble Park will be:

A thriving, high quality centre that meets the day-to-day needs of its residents, workers and visitors.

A centre that protects its 'village character' and compact size with high quality development in the right places.

A pedestrian oriented centre that is safe and easy to navigate.

A centre with well designed 'green' streetscapes and pedestrian connections linking key community nodes.

The Vision reflects Council and the community's aspirations for Noble Park in to the future.

The Vision is framed around four key directions:

Land Use and Economic Activity

Built Form and Urban Design

Access and Movement

Public Realm

Objectives and actions are detailed for each key direction to implement the Structure Plan.

Key actions include the redevelopment of shops and underutilised land, the provision of design guidance (including height) for development, a strong focus on improving the usability of Noble Park's laneways and the 'greening' of Noble Park's streets.

The Structure Plan Framework is summarised in Figure 1 and Map 2.

Ongoing monitoring and review of the implementation of the plan will involve:

- Reporting in the Council Plan against the relevant actions
- A review in 2026 to examine the objectives and actions, including an update of demographic changes and development activity during the period.

Map 1: Noble Park Major Activity Centre Structure Plan Boundary

Figure 1: Structure Plan Framework

Vision

In 2040 Noble Park will be:

- A thriving, high quality centre that meets the day-to-day needs of its residents, workers and visitors.
- A centre that protects its 'village character' and compact size with high quality development in the right places.
- A pedestrian oriented centre that is safe and easy to navigate.
- A centre with well designed 'green' streetscapes and pedestrian connections linking key community nodes.

Directions

Land Use and Economic Activity

Objectives

Encourage major development and activity to occur in the retail core and on identified Key Redevelopment Blocks.

Encourage high quality residential development to support a range of housing types and affordability options.

Provide a strong sense of arrival in to the centre.

Improve the ongoing viability of the centre.

Built Form and Urban Design

Ensure urban design, including climate change mitigation and adaptation is a central consideration during all stages of project development.

Ensure consideration of design elements to protect from flooding and allow for the passage of overland flows.

Access and Movement

Improve walkability within the centre.

Facilitate new pedestrian connections and mid-block links within the centre.

Encourage greater efficiency of movement and sustainable trips through improved public transport services, walking and cycling opportunities.

Public Realm

Enhance existing and create new open spaces for recreation and leisure for residents, workers and visitors.

Encourage the greening of streets and appropriate landscape setbacks.

Protect and create key views within the centre.

Actions (refer to page 74 onwards of the Structure Plan)

Map 2: Framework Plan for Noble Park

1 Introduction

The Noble Park Major Activity Centre is located approximately 25km south-east of Melbourne's Central Business District. The core of the centre is located around the intersection of Heatherton Road and the Pakenham/Cranbourne railway line. Sandown Racecourse is located approximately 1.7km to the north-west of the centre, with the Springvale Major Activity Centre a further one kilometre north-west. Central Dandenong is approximately 4.6km south-east of Noble Park.

Noble Park has good access to the Princes Highway, Monash Freeway and EastLink. It is close to employment opportunities in Dandenong and Clayton.

Noble Park Major Activity Centre is well served by public transport and has significant community and open space facilities. The centre has experienced significant change over the last decade. The most notable change has been the removal of the level crossing at Heatherton Road and the subsequent elevation of the rail line. This resulted in a new railway station, bus interchange, station civic space, leisure and exercise area within Ross Reserve and the construction of the Djerring Trail (a new shared walking and cycling path running from Caulfield to Dandenong).

The level crossing removal project, and the associated park improvement projects within Ross Reserve and the Noble Park Station Precinct, has been transformational for the centre.

1.1 Purpose of a Structure Plan

The purpose of this Structure Plan is to provide the 20-year framework plan for the renewal and revitalisation of the Noble Park Major Activity Centre.

It outlines key policy directions and important built form outcomes as they relate to the development of the centre.

The Structure Plan will be used by:

Greater Dandenong City Council:

- As a basis for updating planning policies, and zone and overlay controls in its planning scheme
- In assessing planning permit applications
- In assessing requests to rezone land
- In guiding non-statutory initiatives, arrangements or partnerships to assist in realising potential future opportunities within the centre
- In preparing capital works budgets to implement public works improvements.

The community:

- To understand how the centre and specific precincts within are likely to change in the future
- To provide a framework for the community to assist in making long term plans.

Business owners and traders:

- To create greater certainty and appreciation regarding the future of the retail core
- To assist in making shop front improvements.

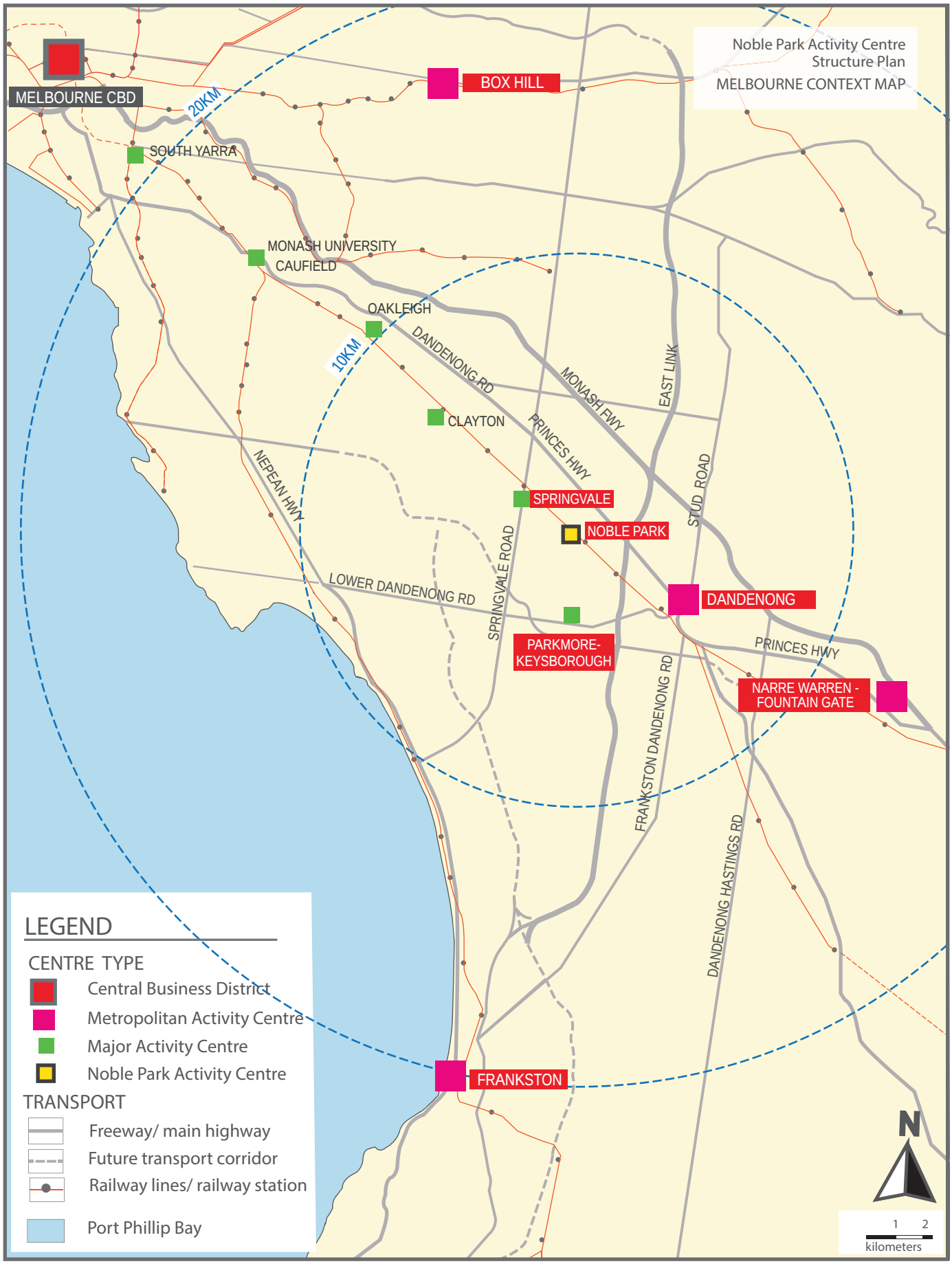
Developers:

- To understand the development opportunities that exist and the matters that will be considered in assessing development proposals.

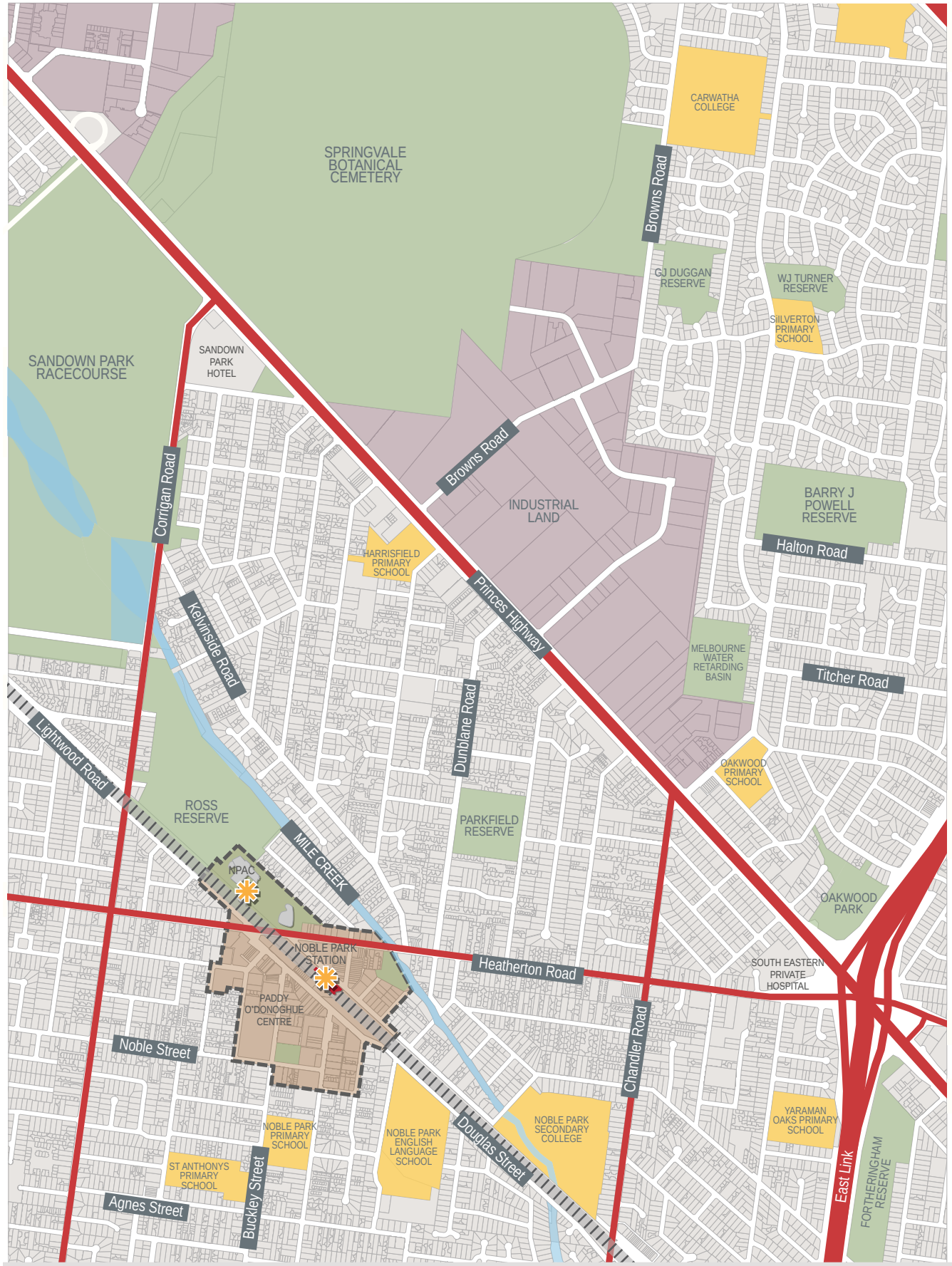
Government agencies:

- In coordinating infrastructure improvements with work undertaken by Greater Dandenong City Council and other agencies including roads, public transport and drainage.

Map 3: Melbourne Context



Map 4: Local Context



LEGEND

- Noble Park Activity Centre boundary and areas
- elevated railway line
- railway station
- landmark site
- open space / reserve
- school/ education facility
- industrial land
- residential land and other uses
- major/ arterial road/ freeway
- mile creek

0 100 200 meters

1.2 Vision for Noble Park

The Vision for the Structure Plan is that in 2040 Noble Park will be:

A thriving, high quality centre that meets the day-to-day needs of its residents, workers and visitors.

A centre that protects its 'village character' and compact size with high quality development in the right places.

A pedestrian oriented centre that is safe and easy to navigate.

A centre with well designed 'green' streetscapes and pedestrian connections linking key community nodes.

The Vision captures each of the four key directions of the Structure Plan, which are:

Land Use and Economic Activity

Built Form and Urban Design

Access and Movement

Public Realm

The Vision reflects Council and the community's aspirations for Noble Park into the future.

The Vision informs the objectives and actions detailed for each direction to implement the Structure Plan.

1.2.1 Climate Change Mitigation and Planning:

In January 2020, Greater Dandenong City Council joined a growing number of cities in Australia and declared a Climate and Ecological Emergency. To ensure effective action occurs in relation to this declaration, all future development and other actions in the Noble Park Structure Plan area should be undertaken in a manner that adapts to, and mitigates the impacts of climate change.

This includes ensuring that environmentally sustainable design is included in all new developments, and that the impacts of the heat island effect are minimised through the actions of both Council and the community.

Planning for and mitigating the impact of climate change risk has been embedded in to each of the four key directions of the Structure Plan and is a central consideration for all future development in the centre.

1.2.2 Key outcomes of the Structure Plan

In order to achieve the Vision, the key outcomes/ actions of the Structure Plan are to:

- Expand the boundary of the Activity Centre to include the Noble Park Aquatic Centre (NPAC), Mills Reserve and additional residential land to the north, west and south
- Provide for a strong sense of arrival into the centre, particularly along Heatherton Road and Douglas Street
- Rezone additional sites to the Commercial 1 Zone to facilitate their development and extend the commercial core of the centre
- Provide built form and urban design principles (including building height and setback guidance) for all sites in the centre
- Ensure effective action relating to Council's Declaration of a Climate and Ecological Emergency so that all future development in the Structure Plan boundary be undertaken in a manner that adapts to, and mitigates the impacts of climate change
- Direct higher density development to land south of Heatherton Road in the commercial core, and on identified Key Redevelopment Blocks
- Provide a transition in built form where development will step down as its distance to the commercial core increases
- Improve pedestrian connections through the centre and create new mid-block connections
- Designate key streets in the centre as 'pedestrian-oriented streets' to encourage ground floor activation (busy, lively streets)
- Strongly advocate for the signalisation of the Heatherton Road/Douglas Street roundabout and the lowering of the speed limit along the section of Heatherton Road that passes through the centre
- Widen the north–south section of Buckleys Lane to 9m to create a pedestrian priority shared space (vehicle and pedestrian) and allow for landscaping opportunities
- 'Green' the streetscape by requiring a 5m residential landscaped setback along designated streets
- Preserve key view lines through and to the centre

1.3 Consultation on the Structure Plan

The Noble Park Major Activity Centre Structure Plan has been informed by extensive consultation over a period of three years. This included targeted input from a range of groups including the Department of Environment, Land, Water and Planning (DELWP), the Victorian Planning Authority, the Level Crossing Removal Authority, the Department of Transport and local schools and businesses.

The community also had the opportunity to make a formal submission on the Structure Plan during the public consultation period from 27 April to 19 June 2020. We asked the community:

- Does the Structure Plan meet the needs (and vision) of the community?
  - » If yes, please tell us how
  - » If no, please tell us what improvements/changes we could make to ensure it does
- Do you have any other comments?

Many of the comments, ideas and suggestions received have been incorporated in to the Structure Plan and have helped reinforce Council's understanding of the issues and opportunities facing Noble Park.

Noble Park Skate Park


Elevated rail line with NPAC in background

1.4 Context and history*

The suburb of Noble Park was created in 1909 and early settlement was encouraged by the construction of a community centre, church, school, postal centre and later, a railway station.

Population growth was relatively slow. By the 1920s the Railway Department set up a poultry farm and plant nursery in the eastern part of the suburb, which became the main local employment source.

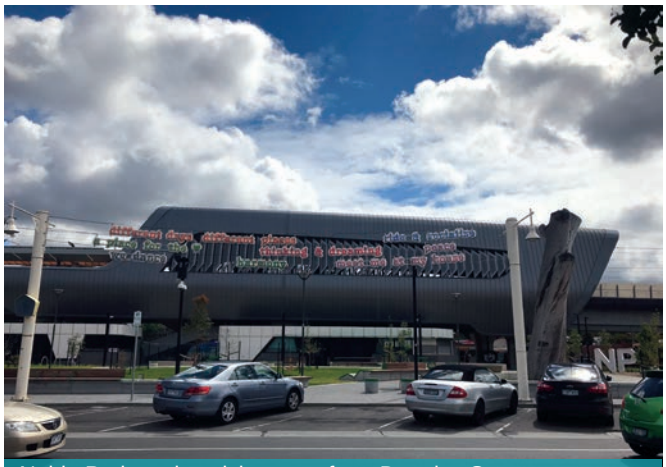
Noble Park endured significant hardship throughout the depression period of the 1930s. As a predominantly residential district, there was little local industry and the suburb had the highest level of unemployment in the state. This hardship forged a close and cohesive community.

Recent years have witnessed substantial investment by local and state governments into the leisure precinct of Noble Park including the construction of the $21 million Noble Park Aquatic Centre (NPAC).

In 2015, a state-of-the-art skate park opened, further reinforcing a youth focus within the centre, and in 2018 a new train station, link road and expanded station civic space opened as a result of the State Government's level crossing removal project.

* Source: Noble Park Activity Centre History, City of Greater Dandenong, September 2015

Ross Reserve playground adjacent to elevated rail



Noble Park station civic space from Douglas Street

Ross Reserve playground adjacent to elevated rail

1.4.1 'Village Character' explanation

Presently, Noble Park is low rise in nature (at one to two storeys). However, the construction of the Noble Park Train Station (at 20m/six storeys) has made this the focal point for the centre.

The elevated rail bridge, which runs through the northern part of the Activity Centre, is the basis upon which the preferred maximum building heights for the centre have been derived.

Select sites, or groups of sites, in the centre (referred to as Key Redevelopment Blocks) have preferred maximum building heights of up to six storeys. In order to achieve these heights, these blocks must be at least 2000sqm in size.

For the balance of the commercial core, heights of up to five storeys are considered appropriate.

Due to the fine grain nature of much of the centre, many sites will need to consolidate in both the commercial core and within the Key Redevelopment Blocks in order to reach the preferred maximum heights of five or six storeys.

Well-designed taller buildings can contribute to the 'village' feel of the centre.

Noble Park is a very walkable centre that benefits from a large residential catchment. The centre serves a local convenience role and maintains a constant level of activity. As large numbers of people walk to the centre, it does not experience the traffic congestion and parking issues evident in other centres. The centre's thriving night-time economy also sets it apart from Greater Dandenong's other Activity Centres (Springvale, Central Dandenong and Keysborough Parkmore).

This Structure Plan acknowledges how important the current walkability and local convenience role of the centre is and aims to build upon this.

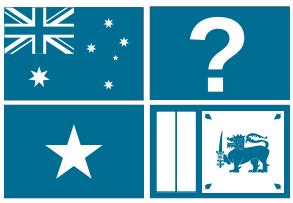
Noble Park's river red gum tree canopy has long been a defining feature of its landscape. Today the stump of a 100 year old river red gum tree provides a focal point for people arriving at the Noble Park train station. Repurposed river red gum timber has been incorporated into seating and play environs in the centre's open spaces.

For the purpose of this structure plan we have applied census statistics to a smaller area of Noble Park (that is the population living within 500m of the commercial core of the suburb).

1.5 Noble Park today

The population of Noble Park in 2016 was 3230 people. The population is young, with the highest number of residents in the 25-34 age bracket (23 per cent).

The 2016 Census recorded that 70 per cent of Noble Park residents were born overseas, higher than Greater Dandenong (64 per cent) and significantly more than the metropolitan average (40.5 per cent).



Among the birthplaces of its residents were Australia (29 per cent), India (16 per cent), Other/Not Stated (12 per cent) and Sri Lanka and Vietnam (6 per cent and 5 per cent respectively).

1.6 Noble Park in the future

The population of Noble Park by 2036 is expected to grow to around 5,570 people, a 42 per cent increase from the 2016 population.

As the population grows the average age is also expected to increase, with the largest group expected to become the 35-44 year olds. Strong growth is also expected in the 0-14 year group.

Accordingly, there will be a noticeable increase in demand for maternal and child health nurses, playgroups, three and four year old kindergartens and for both primary and secondary school enrolments.

Couples without children and one parent families will grow strongly, with continued decline of ‘couples with children’ families, which is a common trend across Melbourne.

A variety of dwelling types will be required for this growing population and changing household formations.

2 Structure Plan Boundary

The boundary of the Noble Park Major Activity Centre surrounds the commercial and retail core of the centre and encompasses residential zoned land both north and south of the rail line. It includes significant open space assets such as the Noble Park Aquatic Centre (NPAC) to the north-west and Mills Reserve and Copas Park to the east and south.

The centre is generally bounded by:

- Memorial Drive (NPAC) and properties fronting Heatherton Road to the north
- Mills Reserve, Pau Street (north of the railway line) and Stuart Street (south of the railway line) to the east
- Kirk Street and Noble Street to the south
- Frank Street, properties fronting Joy Parade and 1100-1106 Heatherton Road to the west.

2.1 Setting the boundary

The boundary has been defined through detailed consideration of the existing land use zoning of the centre and is based around several large (or large if consolidated) sites which are currently underutilised throughout the centre. These sites will provide major mixed-use opportunities near shops and public transport. The boundary also includes significant community facilities such as NPAC, the skate park and the Paddy O'Donoghue Centre.

General Residential Zone 1 land (with a preferred height of 9m/two storeys) is included within the Activity Centre boundary (fronting Heatherton Road). The inclusion of these sites is appropriate as the elevation of the rail line means this section of Heatherton Road has direct access to the core of the centre.

View across station civic space towards Noble Park Train Station

Map 5: Noble Park Major Activity Centre Structure Plan Boundary

3 Existing Planning Policy Context

3.1 State Policy Context

3.1.1 Plan Melbourne

Plan Melbourne was released in March 2017 and sets the long-term strategic vision and guidelines for Melbourne's growth through to 2050.

A direction outlined in *Plan Melbourne* aims to 'deliver more housing closer to jobs and public transport', through policies which will support new housing in Activity Centres. 'Locating medium and higher-density development near services, jobs and public transport supports the objectives of consolidation and housing choice.'

Other relevant strategies of *Plan Melbourne* include focusing on improving connectivity for pedestrians and cyclists, and addressing housing diversity, design quality, energy efficiency and environmental resilience and sustainability.

Further policy considerations include to reduce the likelihood and consequence of natural hazard events and adapt to climate change.

Noble Park is identified as a Major Activity Centre within Metropolitan Melbourne and as an area that will support additional housing growth.

3.2 Local Policy Context

3.2.1 Noble Park Activity Centre Structure Plan, 2009

The *Noble Park Activity Centre Structure Plan* was adopted by Council in 2009 and is the critical strategic document to guide land use and development decisions within Noble Park.

The 2009 plan has guided several major developments and public realm upgrades within Noble Park since its adoption.

The 2021 Structure Plan has been prepared as:

- *The Noble Park Activity Centre Structure Plan (2009)* is 12 years old and needed to be reviewed in the context of recently completed projects, development approvals, market pressures and a changing policy context.
- The Structure Plan boundary needed to be reviewed to provide planning certainty for surrounding residential, commercial and open space uses.
- Preferred built form and design outcomes, including height, setbacks and other design requirements, are required to guide development. This is especially relevant given the changes to the rail corridor and the need to specify height controls in relation to the elevated rail line.

4 Development demand

4.1 Residential Demand

There are currently 162 dwellings located within the Noble Park Major Activity Centre.

Demand for an additional 755 dwellings over the next 20 years is estimated. This equates to 917 dwellings in the centre, or an increase in dwelling stock of 460 per cent.

Demand for additional dwellings is forecast to be in the form of apartments (87 per cent), with the remainder (13 per cent) in the form of semi-detached townhouses or similar.

Should all eligible sites be redeveloped to four storey apartments (as an example of an average height of development across the centre), at least 1,100 new dwellings can be accommodated within the existing Activity Centre boundary. This will meet the forecast demand for the next 20 years.

4.2 Commercial floorspace demand

Floorspace projections for Noble Park were calculated in 2012 and indicated the potential need for an additional 9800sqm (low growth scenario) to 14000sqm (high growth scenario) of retail/ commercial/community floor area by 2026.

A 2017 review found that these forecasts were optimistic in the context of the size of the centre and its general development expectations.

The Structure Plan proposes to rezone approximately 8380sqm of land from the Residential Growth Zone to the Commercial 1 Zone. This, in addition to the seven Key Redevelopment Blocks, which seek greater density of development, will cater for commercial floorspace demand over the life of this plan. Refer to the Framework Plan at Map 6 on page 22 for the proposed rezoning locations.

5 Structure Plan Framework

Figure 2: Structure Plan Framework

Vision

In 2040 Noble Park will be:

- A thriving, high quality centre that meets the day-to-day needs of its residents, workers and visitors.
- A centre that protects its 'village character' and compact size with high quality development in the right places.
- A pedestrian oriented centre that is safe and easy to navigate.
- A centre with well designed 'green' streetscapes and pedestrian connections linking key community nodes.

Directions

	Land Use and Economic Activity	Built Form and Urban Design	Access and Movement	Public Realm
Objectives	Encourage major development and activity to occur in the retail core and on identified Key Redevelopment Blocks. Encourage high quality residential development to support a range of housing types and affordability options. Provide a strong sense of arrival in to the centre. Improve the ongoing viability of the centre.	Ensure urban design, including climate change mitigation and adaptation is a central consideration during all stages of project development. Ensure consideration of design elements to protect from flooding and allow for the passage of overland flows.	Improve walkability within the centre. Facilitate new pedestrian connections and mid-block links within the centre. Encourage greater efficiency of movement and sustainable trips through improved public transport services, walking and cycling opportunities.	Enhance existing and create new open spaces for recreation and leisure for residents, workers and visitors. Encourage the greening of streets and appropriate landscape setbacks. Protect and create key views within the centre.

Actions (refer to page 74 onwards of the Structure Plan)

5.1 Key Directions

The Noble Park Major Activity Centre Structure Plan Framework provides the preferred direction for the renewal and revitalisation of the Activity Centre (refer to Map 6 on page 22 and the Urban Design Principles from page 24).

The Structure Plan is framed around four key directions:

Land Use and Economic Activity

Built Form and Urban Design

Access and Movement

Public Realm

Each of these directions has a set of objectives and actions that aim to achieve the vision for Noble Park.

Key outcomes/actions of the Structure Plan are to:

- Expand the boundary of the Activity Centre to include the Noble Park Aquatic Centre (NPAC), Mills Reserve and additional residential land to the north, west and south
- Provide for a strong sense of arrival into the centre, particularly along Heatherton Road and Douglas Street
- Rezone additional sites to the Commercial 1 Zone to facilitate their development and extend the commercial core of the centre
- Provide built form and urban design principles (including building height and setback guidance) for all sites in the centre
- Ensure effective action relating to Council's Declaration of a Climate and Ecological Emergency so that all future development in the Structure Plan boundary be undertaken in a manner that adapts to, and mitigates the impacts of climate change
- Direct higher density development to land south of Heatherton Road in the commercial core, and on identified Key Redevelopment Blocks
- Provide a transition in built form where development will step down as its distance to the commercial core increases
- Improve pedestrian connections through the centre and create new mid-block connections.
- Designate key streets in the centre as 'pedestrian-oriented streets' to encourage ground floor activation (busy, lively streets)
- Strongly advocate for the signalisation of the Heatherton Road/Douglas Street roundabout and the lowering of the speed limit along the section of Heatherton Road that passes through the centre
- Widen the north–south section of Buckleys Lane to 9m to create a pedestrian priority shared space (vehicle and pedestrian) and allow for landscaping opportunities
- 'Green' the streetscape by requiring a 5m residential landscaped setback along designated streets
- Preserve key view lines through and to the centre.

Map 6: Framework Plan for Noble Park

Commonwealth Bank laneway artwork

Urban Design Principles

The following urban design principles have been established to guide the redevelopment of the Noble Park Major Activity Centre and apply to all sites within the Activity Centre Boundary (including Key Redevelopments Blocks).

The urban design principles seek for all future development in the centre to be undertaken in a manner that adapts to, and mitigates the impacts of climate change.

1. Encourage site consolidation and higher built form

Consolidation of appropriate sites within an easy walking distance to the train station, shops and services is supported in order to achieve taller built form on designated Key Redevelopment Blocks (KRB) and other moderate change sites (refer to Map 12 on page 47 for further detail).

If a KRB is unable to make a land holding of at least 2000sqm, the preferred building height for development for the site defaults to 5 storeys. If any other site in the centre is unable to obtain its preferred height through lack of consolidation, the preferred maximum building height for development defaults to the recommended street wall height. Refer to Map 9 on page 31 for further detail.

2. Maintain solar access to identified pedestrian oriented streets and the public realm

Development must deliver a high-quality public realm which maintains solar access and comfortable wind conditions.

- Upper levels (above three storeys) should respond to street widths and be framed around maximising solar access to footpaths and open spaces (between 10am–2pm at the September equinox for streets running east-west)
- Streets running north-south require solar access along western footpaths and public spaces to be maintained within 3m of the property boundaries from 10am–12pm
- Streets running north-south require solar access along eastern footpaths and public spaces to be maintained within 3m of the property boundaries from 12pm–2pm.

Generally, a 3m setback above the street wall is required, although this setback could be greater subject to an overshadowing test.

Due to the heights proposed and the widths of some laneways, a level of overshadowing of the ground floor along laneways is acceptable. This will be determined at planning permit assessment stage.

Development should retain the established garden setting and allow for landscaping opportunities at ground level. A 5m front landscaped setback is required for most residential zoned land in the centre. Refer to Map 9 on page 31 for further detail.

3. High quality design considered during all stages of development

Buildings must be designed to make a positive contribution both at street level and when viewed from a distance. Consolidation of smaller lots is encouraged to ensure appropriate setbacks and built form articulation. Upper level balconies and terraces are to be contained within the development envelope. An avoidance of repetitive stepped forms is required.

Buildings must have a high standard of facade design articulation and distinctive tops to their street frontages. Exposed blank walls or large portions of exposed blank walls where visible from the public realm are to be avoided.

4. An appropriate transition to existing residential areas

Development must provide an appropriate transition in height to reduce amenity impacts to the surrounding established residential areas. The surrounding residential interface (particularly adjoining residential properties located outside of the Activity Centre boundary) must be protected and development will only be permitted to three storeys if appropriate setbacks and a transition in height is proposed.

For land within the General Residential Zone 1 included within the Activity Centre boundary, a preferred height of 9m/2 storeys remains.

5. Maintain a human scale at street level

New development should avoid visually dominant building forms adjacent to pedestrian oriented streets and public open spaces. The street wall response must be proportionate to the abutting street widths and should not overwhelm the pedestrian experience at street level. Buildings greater than 5 storeys must not appear as a continuous wall at street level, or from the residential hinterland outside the activity centre. Buildings above 15m must not cause unsafe wind conditions.

6. A network of active frontages

Encourage ground level uses that provide active frontages over extended hours of the day along identified pedestrian-oriented streets, laneways, open spaces and near transport interchanges and the train station. Weather protection areas are encouraged along commercial frontages in the form of verandahs, awnings or other design features.

A greater degree of ‘enclosed’ built form, due to increased heights along typically narrower existing and new laneways, is acceptable to encourage

increased levels of activation and surveillance.

Retain vehicular access, services and loading areas from the rear/side laneways, or secondary semi-active frontages. Refer to Map 19 on page 64 for details of these streets.

The widening of identified laneways in this Structure Plan will assist in achieving this.

7. Amenity for future occupants

Amenity requirements for both existing and future occupants of a development must be considered. This includes consideration of building setbacks, cross ventilation and the orientation of buildings to ensure solar access in winter and shading in summer. Habitable rooms must have a window facing an outdoor space open to the sky. Light wells as the primary source of daylight to habitable windows must be avoided.

Private open space for apartments that rely on side/rear setbacks for outlook and amenity must have adequate setbacks to secure their long-term onsite amenity. Appropriate noise attenuation measures are required particularly where new dwellings are constructed on Heatherton Road or adjacent to the rail line. The VicTrack Rail Development Interface Guidelines (August 2019) and relevant sections of the Greater Dandenong Planning Scheme must be considered for any development adjacent to the rail corridor and major roads.

8. Incorporate environmentally sustainable design (ESD)

All future development should be undertaken in a manner that adapts to, and mitigates the impacts of climate change, including the heat island effect.

Development should incorporate ESD measures that address energy efficiency, water efficiency and stormwater management, construction materials and waste management in response to the Greater Dandenong Planning Scheme.

9. Respond to site features and constraints

Development must respond to its surrounds and any constraints such as heritage, flooding or service infrastructure requirements. Development must also consider the view lines identified in Figure 3D on pages 40 and 41 of the Structure Plan as relevant. Proposed development must consider any existing flood risk, protect the development from flooding and consider the provision of overland stormwater drainage flow paths.

Any future redevelopment of the Paddy O'Donoghue Centre must not result in an adverse impact on the heritage fabric of the building.

10. Ian Street Design Principles

Development along Ian Street should respond to:

- The fine grain character of the streetscape and provide for active frontages, with access provided at the rear
- The retail role of Ian Street
- The architectural features of the street such as awnings, parapets, large windows and centralised doors as this provides consistency in the streetscape and influences the existing character of Ian Street.

Effects of wind

Tall buildings can intensify windy conditions and adversely affect pedestrian comfort and the safety and amenity of public and private space. This occurs as taller buildings can block the natural path of wind, change its course and channel it to ground level. The effect of wind is an important consideration as the Structure Plan proposes heights in excess of 15m/5 storeys for several sites throughout the Activity Centre.

The Department of Environment, Land, Water and Planning (DELWP) have proposed, through the Better Apartments in Neighbourhoods Discussion Paper released in 2019, to create new standards for apartment buildings of five or more storeys to:

- Ensure wind effects on streets are considered
- Define comfortable and unsafe wind conditions.

Council supports the State Government providing state wide guidance on this issue. Until this is a formal consideration of the Planning Scheme, the Structure Plan defers to Council's current guidance where:

Buildings and works in excess of 15m must be accompanied by a wind analysis report prepared by a suitably qualified person to ensure development is:

- Designed to minimise any potential increase in the level of wind at ground level and any adverse effect on pedestrian comfort
- Explain the effect of the proposed development on the wind conditions in publicly accessible areas within a distance equal to half the longest width of the building, measured from all facades, or half the total height, whichever is greater
- At a minimum, undertake a desktop analysis to model the wind effects of the proposed development and its surrounding buildings (existing and proposed) - in specific cases a wind tunnel test may be required to the satisfaction of the responsible authority
- Identify the principal role of the publicly accessible areas for sitting, standing or walking purposes
- Demonstrate how the development does not rely on street trees or any other element such as screens, within public areas, for wind mitigation.

5.1.1 Land Use and Economic Activity

Density in appropriate locations

The Structure Plan boundary encompasses the commercial core of Noble Park and contains seven Key Redevelopment Blocks (KRB) where site consolidation and higher built form development (generally five to six storeys) will be strongly encouraged. Refer to Map 12 on page 47 for the location of the KRB.

Major land uses in the centre include the Coles Supermarket to the west and the Noble Park RSL to the north. These are both anchor tenants in the centre and are encouraged to redevelop to attract more activity in the centre.

Encouraging higher density housing in and around the centre will increase the resident population and therefore the available expenditure of the catchment, thus contributing to the renewal and revitalisation of the centre.

Gateway locations

The Heatherton Road/Douglas Street intersection and roundabout is the key entry point in to the centre from the north-west. A landmark built form development and gateway treatment at 1-5 Douglas Street (KRB1) is encouraged to increase the profile of the centre and encourage visitation.

Further design treatments and cues at the Heatherton Road/Douglas Street intersection will also be investigated to 'announce' this entrance to the centre. This could take the form of a piece of art, sculpture or form of signage.

Encouraging taller built form at 51A-57A Douglas Street (KRB6) will also contribute to a sense of arrival to the centre when viewed from the Noble Park Train Station.

Mills Reserve is a key pedestrian entry point to the centre from the north and entrance treatments/ visual cues will be investigated to welcome people to the centre. Streetscape design treatments along Heatherton Road from Mills Reserve to the Douglas Street roundabout are also encouraged.

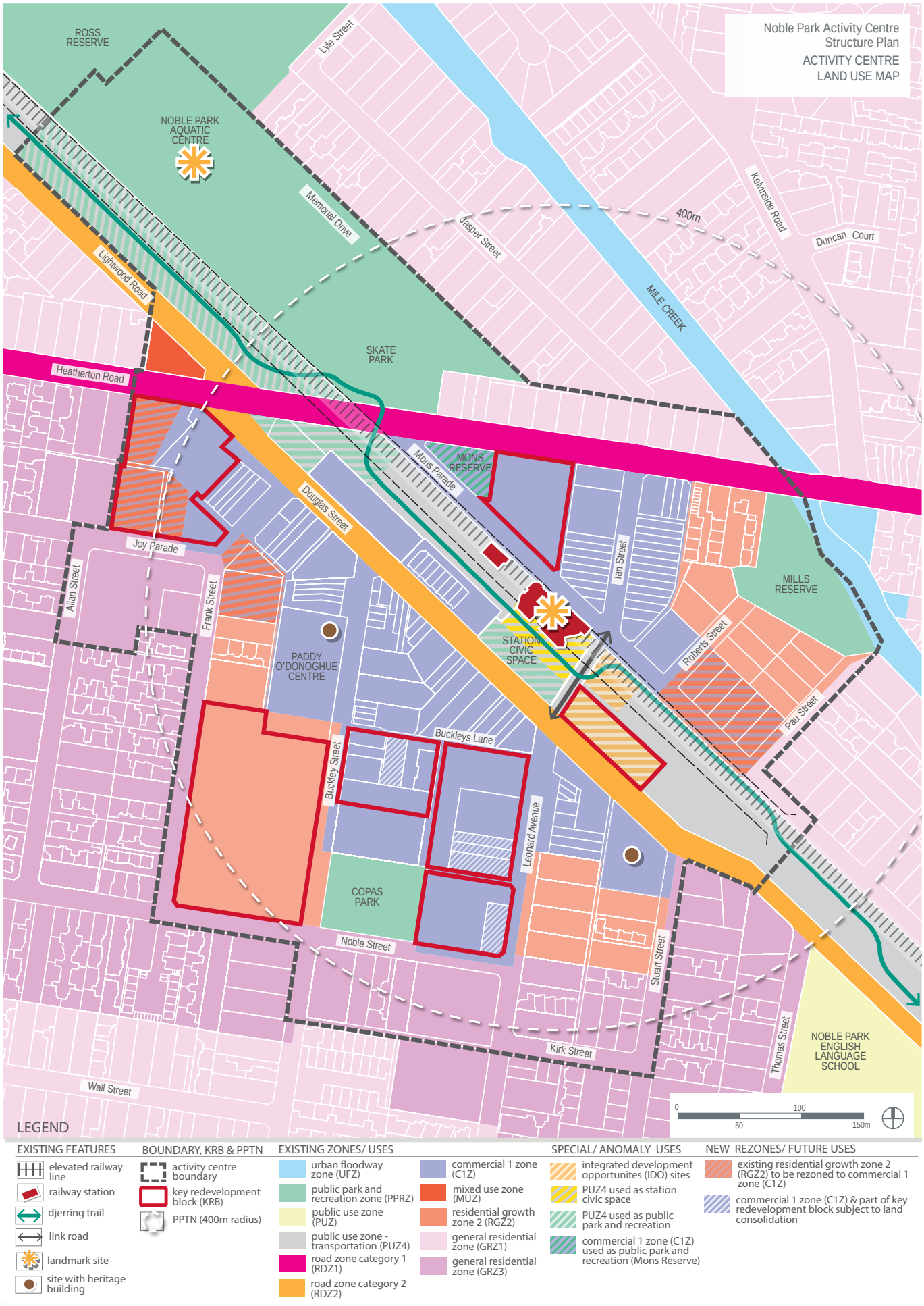
Promoting the retail core

There are no visual cues (signage for example) informing passing traffic of the retail core of Noble Park. Lowering speed limits along Heatherton Road and encouraging quality development of the RSL site (KRB7) will assist to promote the centre to passing traffic, as well as improve pedestrian safety. Welcome signage along Heatherton Road should also be investigated.

The signalisation of the Heatherton Road/Douglas Street intersection (and removal of the roundabout) will improve safety and further slow motorists therefore making the centre more prominent to passing traffic.

The Structure Plan proposes several areas are rezoned from a Residential to Commercial zoning to extend the commercial spine of the centre and attract and encourage further investment and development.

Map 7: Current zoning and future opportunities



5.1.2 Built Form and Urban Design

This section of the Structure Plan provides the following detail:

- Introduces the three precincts (Gateway, Core and Transition) of Noble Park and the types of development envisioned
- Nominates and justifies recommended building heights and setbacks for development across the Activity Centre from two to six storeys
- Nominates proposed laneway widenings across the Activity Centre
- Depicts cross sections of the proposed heights and setbacks
- Examines the seven Key Redevelopment Blocks (KRB) and a provides a justification for each.

Noble Park Precincts

Refer to Map 8 on page 30 for details of the precincts.

Precinct 1: Gateway Precinct

Defines the north-western edge of the Noble Park Major Activity Centre and is anchored around the key junction of Heatherton Road and Douglas Street. It defines the centre's main entry point and encompasses key community assets such as NPAC and Ross Reserve, as well as a retail node including the Coles Supermarket and specialty retail shops which front Heatherton Road and Douglas Street.

This Precinct will be defined by development that transitions from three or five storeys at its periphery, to six storeys at the key junction of the Heatherton Road/Douglas Street roundabout.

Precinct 2: Core Precinct

Represents the commercial, retail, community and transport hub of Noble Park. It is defined by Douglas Street and the rail line. The shops are predominantly low rise and narrow (fine grain) with rear laneway access. Douglas Street and Ian Street feel intimate and local, with well-defined shops built to the boundaries with continuous weather protection. The existing open space adjacent to the Noble Park Train Station allows for easy pedestrian entry in to the core of the centre. The elevated rail line is a dominant structure in the centre.

Key heritage sites include the Noble Park Public Hall (Paddy O'Donoghue Centre) and a neo-brutalist building containing shops and offices at 49-54 Douglas Street. Both sites are on large blocks in the Activity Centre.

This Precinct will continue to grow and prosper as a vibrant, mixed-use destination and key hub allowing for commuting, working, shopping and leisure.

The diverse size and scale of the buildings will be enhanced through the predominance of 'shop top' apartments over shops, punctuated by taller developments at designated Key Redevelopment Blocks.

Enhancing the quality and amenity of mid-block pedestrian connections is supported as well as the continuation of the existing laneway network which will support the increased development activity in this precinct.

Ian Street Case Study

Ian Street is a small (approximately 140m long) retail strip located in the Core Precinct. It is significant as it is an intact example of a traditional fine grain retail strip with a range of shops including a grocery shop, variety shop, computer parts shop and laundromat. It has a strong homogenous character of narrow shopfronts, many with angled windows that are over 50 years old.

It is envisaged that the direct road link which has been constructed across the railway corridor (as a result of the Level Crossing Removal Project) is going to change how Ian Street is used by both customers and traders. Ian Street needs to be able to appropriately respond to significantly higher levels of customer activity and vehicle traffic, whilst seeking to preserve its unique character.

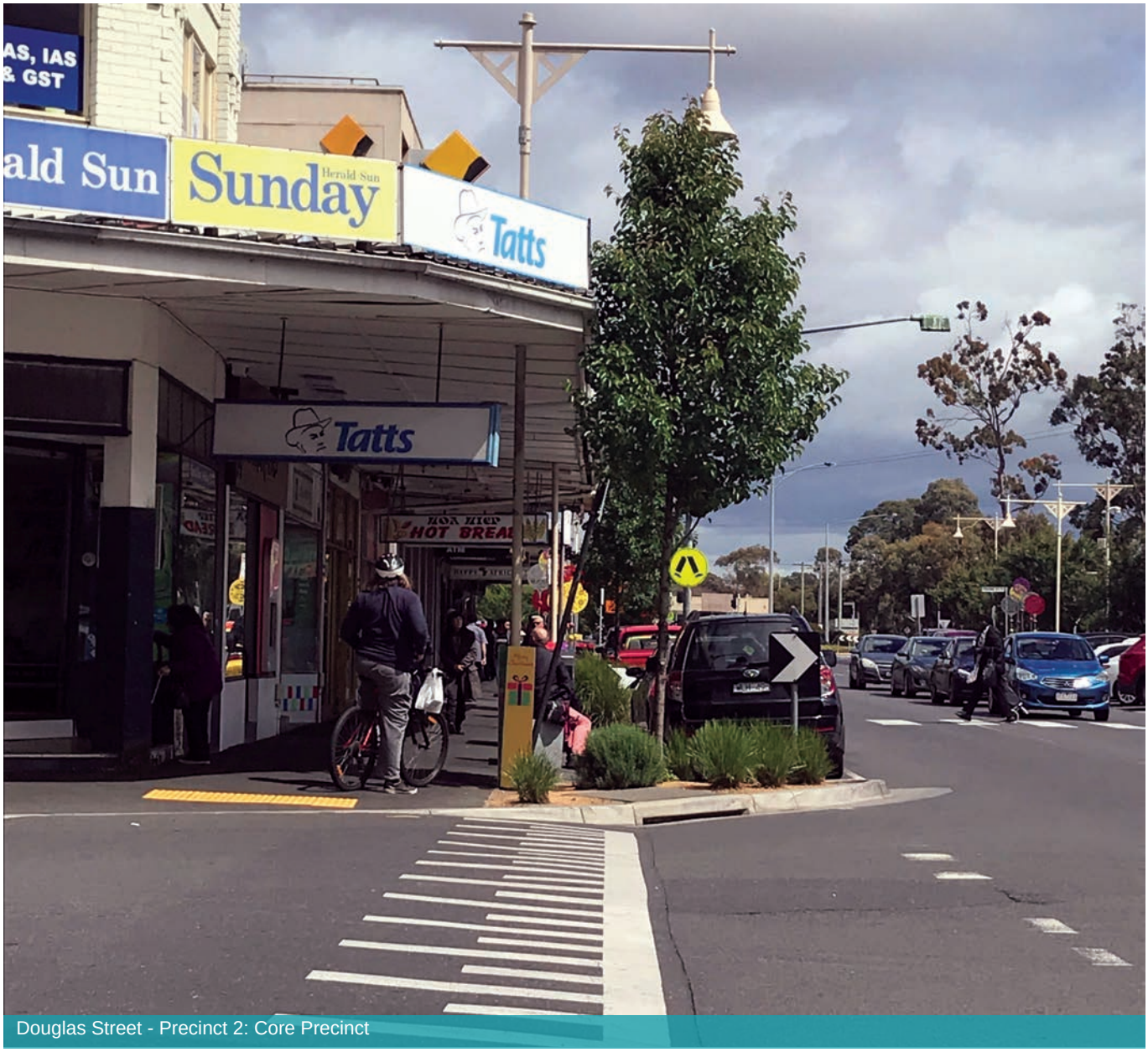
Ian Street shopfronts with elevated Noble Park Train Station in background

Precinct 3: Transition

This Precinct surrounds Precinct 2 (Core) and includes urban blocks along the Activity Centre boundary to the north-east, south and west. The area to the north-east includes residential blocks fronting Heatherton Road (northern side) between Mile Creek and Mills Reserve. This area is a key entrance in to the Activity Centre for pedestrians. The area of Precinct 3 in the south contains recently constructed medium density townhouses. The area of Precinct 3 in the west has a large church in the north-west corner, well setback from the street to allow street planting and car parking.

The future development scale (of two to four storeys) reflects the low level of change expected for this area and the broader residential area outside the Activity Centre boundary.

Map 9 on page 31 details the preferred height and setback controls for the centre.



Douglas Street - Precinct 2: Core Precinct

Map 8: Noble Park precinct plan

Map 9: Preferred building height and setbacks

Height calculation and justification

The preferred maximum building heights have been determined after considering the necessary street wall height, front upper level setback and rear boundary transition conditions.

The following measurements have underpinned the heights and storeys proposed:

- Ground floor: 4m (floor to floor) to allow for commercial/retail use.
- Level 1 and above: 3.5m (floor to floor) to allow for commercial/retail use/residential uses. This will result in compliance with the Better Apartments Design Standards.

The recommended built form premise has recognised the following site features:

- Size of site
- Solar access to footpaths and public spaces
- Residential abuttal
- Gateway opportunity
- Retention and framing of key view lines
- Heritage considerations.

Ground level setbacks

The Structure Plan considers ground floor setbacks of development throughout the Activity Centre.

Street wall/podium heights

In commercial areas or on sites identified as KRB, the nominated street wall/podium height is between three and five storeys. This height is dependent on:

- The width of the street
- Whether the development is located south of open space (to avoid overshadowing)
- If the development is located on a street or laneway that is to be widened/activated.

Designating street wall heights:

- Confirms a consistent image and profile for the Activity Centre, of three to five storeys (with any further heights setback behind this street wall)
- Retains pedestrian amenity and comfort at street level along key streets
- Maximises activation along key retail spines by encouraging services and car parking to secondary streets or rear laneways.

Residential landscape setbacks

A 5m setback from the front boundary (to the street) in residential streets is proposed to encourage ground level landscaping. This will contribute to the 'greening' of Noble Park's streets and contribute to the attractiveness of the centre.

A 3.5m landscape setback is proposed along the western boundary of KRB5 to widen Buckleys Lane.

Development is required to provide a 1.5m landscape setback on sites adjacent to Mills Reserve and Ross Reserve to provide a softened interface to the open space. Map 9 on page 31 provides further detail of this.

Laneway widening setbacks

Map 9 on page 31 details the development setbacks required to facilitate the widening/creation of several laneways to either 5.5m or between 5.5m and 9m (Buckleys Lane).

Widening of laneways will encourage the utilisation of the existing laneway network for pedestrian access, encourage active uses at upper levels to improve surveillance, and provide future internal amenity for residents and workers adjacent to these laneways as a result of increased ground floor and upper level setbacks.

The widening of identified laneways will also ensure adequate access widths are provided for new development.

Upper level setbacks behind street walls

In commercial areas, a common urban design guideline is to introduce a 'street wall' and 'upper level front setback' measure. The purpose of these setbacks is to ensure a low to medium rise street definition that is proportionate to the street width, while also managing solar access to the public realm including footpaths and open spaces.

Generally, and subject to the street wall conditions and solar tests, a setback distance of 3m above the street wall podium is required. This allows for the form of the building to be articulated and provide visual interest. A 3m setback allows for usable terraces on outdoor spaces above the street wall podium.

Whilst this is not a definitive test, the default setback also generally supports acceptable solar access across the streetscape along pedestrian-oriented streets at the equinox (from 10am to 2pm on 22 September). In some locations, where building heights greater than the 5-storey default scale is sought, additional upper level setbacks will be required to minimise any adverse impact on the public realm (including shadow and wind).

Providing separation (between 6-9m) between buildings (above street wall/podium) will facilitate outlook and amenity to existing and future occupants. Providing consistent setback guidance seeks to avoid overtly stepped upper level forms.

Figure 3 from page 34 is to be read in conjunction with Map 9 on page 31 and is divided into three sections:

- Figure 3A provides the preferred maximum building heights, preferred street wall height, and upper level setbacks for the centre by Precinct.
- Figure 3B provides specific setback requirements for open space, pedestrian and service laneway interfaces and for Buckleys Lane. Guidance regarding preferred podium heights and ground and upper level setbacks is also provided.
- Figure 3C details the various zone interface scenarios present in Noble Park and the side and rear setbacks to be employed.
- Figure 3D details key view lines within and to the centre and provides development guidance.

These design guidelines are required to be followed by all development in the Activity Centre.

Refer to Maps 9,10 and 11 on pages 31,42 and 44 and the accompanying cross section diagrams on pages 43 and 45 which provide diagrammatic examples of several of the typologies described in Figure 3 from page 34.

Current built form along Douglas Street

Figure 3: Levels of anticipated change and design guidance

3A: Built form and setback guidance

Precinct	Preferred maximum building height (1a, 1b)	Preferred street wall height	Preferred street level setback	Preferred minimum setback above street wall (2)
Precinct 1 Gateway Precinct	11 metres (3 storeys) (1111-1115 Heatherton Road) 18 metres (5 storeys) (C1Z) 21.5 metres (6 storeys) (KRB)	18 metres (5 storeys) (South side Heatherton Road and south side Douglas Street) 11 metres (3 storeys) (Other streets)	0 metre 7 metres (along eastern boundary of 1111-1115 Heatherton Road)	3 metres (greater if required for overshadowing/ key view purposes)
Precinct 2 Core Precinct	18 metres (5 storeys) 21.5 metres (6 storeys) (KRB)	18 metres (5 storeys) (Heatherton Road, Buckleys Lane, rear of Douglas Street sites) 11 metres (3 storeys) (Other streets)	0 metre (C1Z) 5 metres (RGZ)	3 metres (greater if required for overshadowing purposes)
Precinct 3 Transition Precinct	9 metres (2 storeys) (GRZ1) 11 metres (3 storeys) (GRZ3) 14.5 metres (4 storeys) (RGZ, C1Z)	9 metres (2 storeys) (North side Heatherton Road) 11 metres (3 storeys) (Other streets)	0 metre (C1Z) 5 metres (all other sites)	

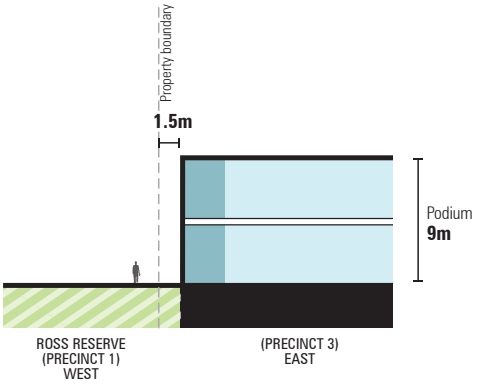
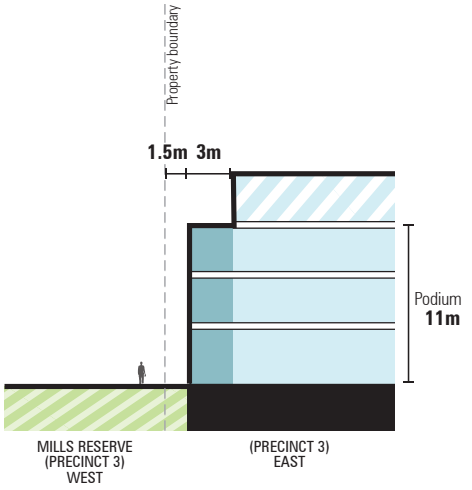
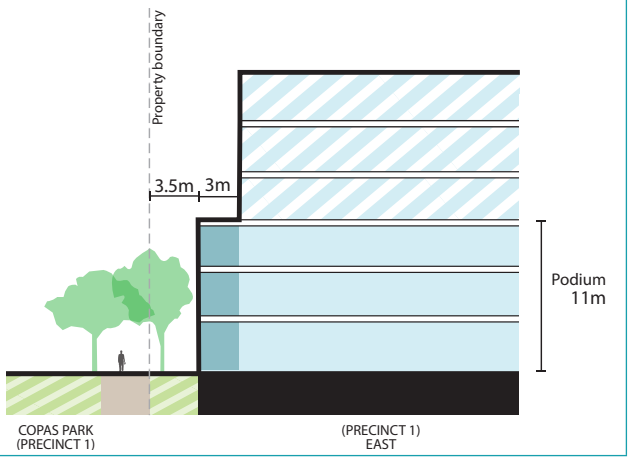
Note:

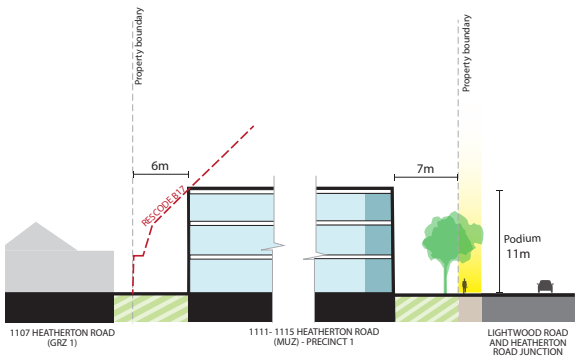
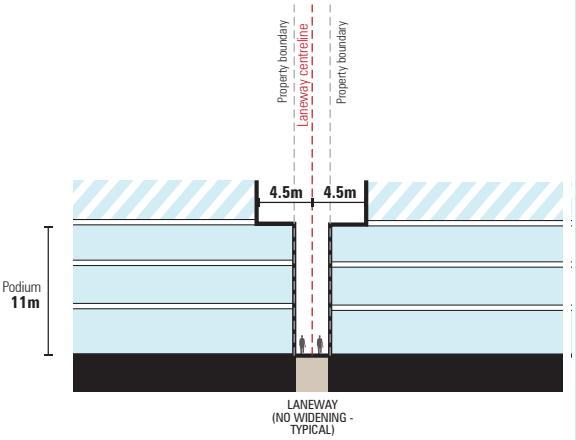
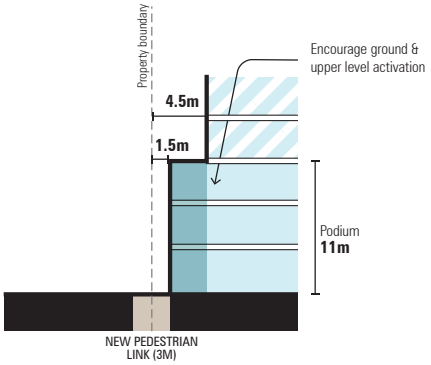
(1a) If individual sites within a Key Redevelopment Block are unable to make a land holding of at least 2000sqm, the preferred building height for development for the site defaults to five storeys.

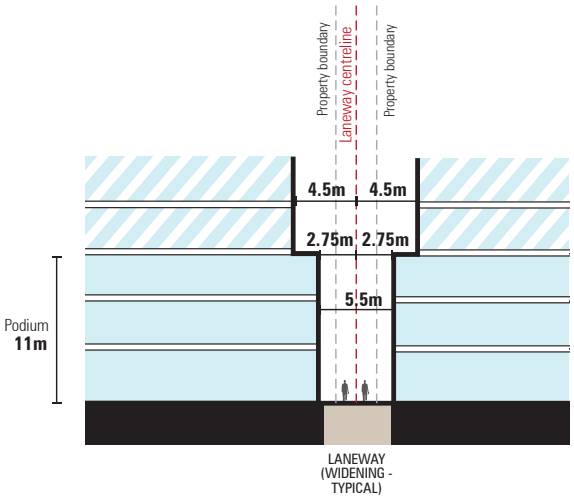
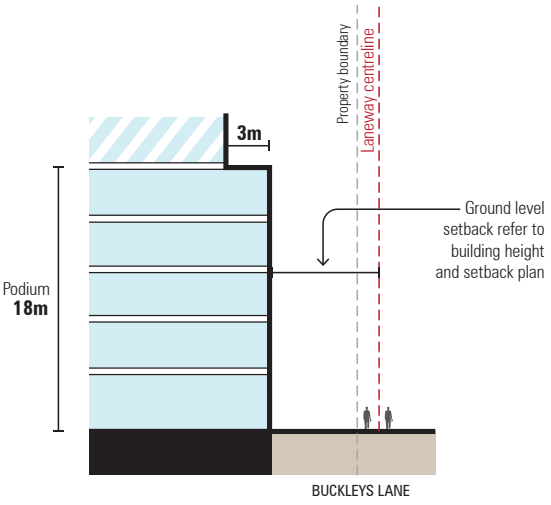
(1b) If any other site in the centre is unable to obtain its preferred height through lack of consolidation, the preferred maximum building height for development defaults to the recommended street wall height.

(2) Greater setback is expected above podium to minimise overshadowing to meet the overshadowing tests and avoid adverse wind impacts/preserve key views.

3B: Interface requirements for Precinct variables

Interface Conditions	Preferred ground level setback	Preferred podium height	Minimum upper level setback above podium (1)	Typical Cross section
Ross Reserve	1.5 metres	9 metres (2 storeys)	Not applicable	
Mills Reserve	1.5 metres	11 metres (3 storeys)	3 metres	
1 Noble Street southern boundary and 3 – 7 Noble Street western and southern boundaries	3.5 metres	11 metres (3 storeys)	3 metres	

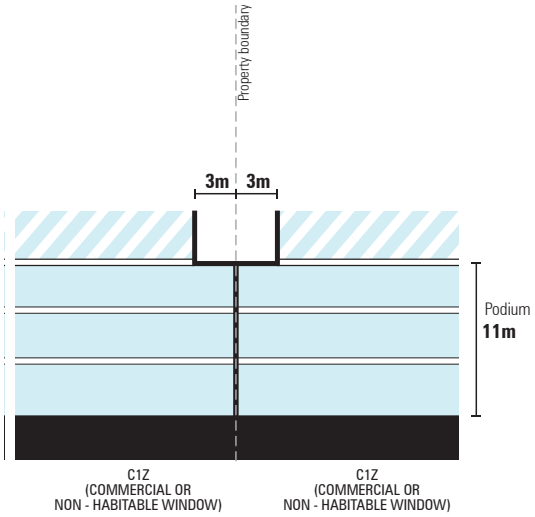
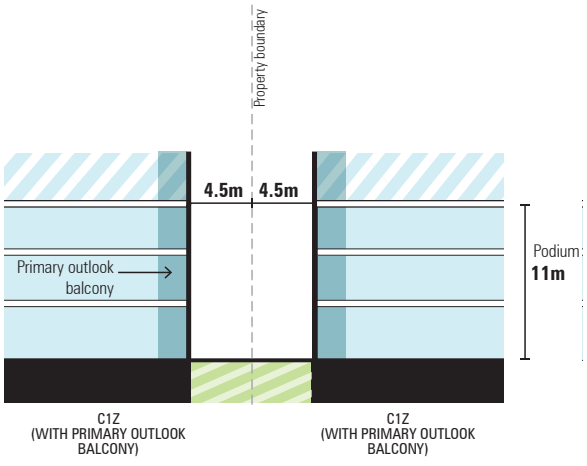
Interface Conditions	Preferred ground level setback	Preferred podium height	Minimum upper level setback above podium (1)	Typical Cross section
1111-1115 Heatherton Road and adjoining open space/ surrounding residential hinterland	0 metres 6 metres (west boundary) 7 metres (east frontage)	11 metres (3 storeys)	Not applicable	
Service laneway (no widening)	0 metres	11 metres (3 storeys)	4.5 metres from laneway centreline	
Pedestrian laneway (new)	1.5 metres from laneway centreline	11 metres (3 storeys)	4.5 metres from laneway centreline	

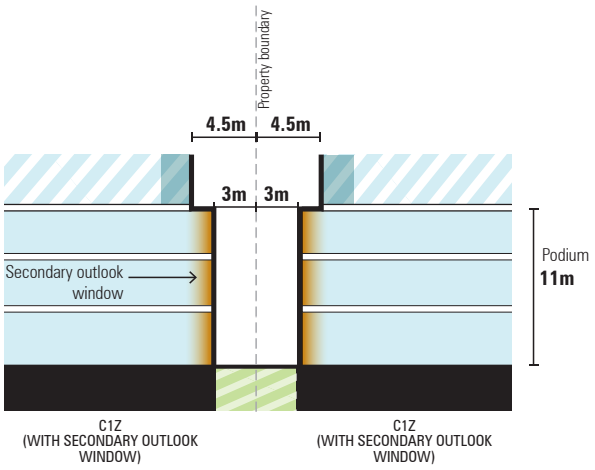
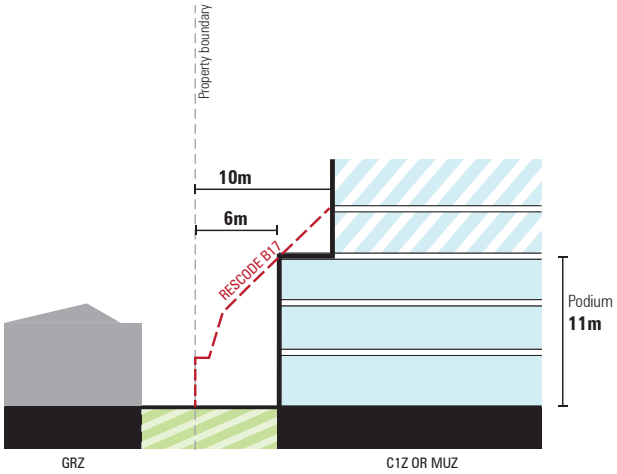
Interface Conditions	Preferred ground level setback	Preferred podium height	Minimum upper level setback above podium (1)	Typical Cross section
Service laneway widening	2.75 metres from laneway centreline unless specified on Map 9, page 31	11 metres (3 storeys)	4.5 metres from laneway centreline	
Buckleys Lane	4 metres to 7.5 metres from laneway centreline as specified on Map 9, page 31	18 metres (5 storeys)	3 metres	

Note:

1. Greater setback is expected above podium to minimise overshadowing to meet the overshadowing tests and avoid adverse wind impacts.

3C: Typical interface requirements for common boundaries

Zone Interface Scenario	Default Side and Rear Setbacks	Rationale
C1Z/C1Z	• 11 metre (3 storey) podium • 0 metre setback to 3 storey podium (11 metres), in the absence of habitable windows/balconies • 3 metre setback to 3 storey podium (11 metres) measured from the edge of residential balcony/habitable window • 4.5 metre setback above podium to 3 storey podium (11 metres) measured from the edge of residential balcony/ habitable window • 3 metre setback above 3 storey podium (11 metres) measured from common boundary where a commercial or non-habitable window is proposed	• To support increased development density within the commercial core and areas where moderate to high change is expected. • To provide separate between buildings (above podium) to facilitate outlook and amenity to existing and future occupants (residents and workers).  
C1Z/RGZ		

Zone Interface Scenario	Default Side and Rear Setbacks	Rationale
		
Other zone interfaces	• ResCode Standard B17 for up to 4 storeys (where applicable) • 10 metre upper level setback from boundary above 4 storeys (where applicable)	• To support increased development opportunity on consolidated land with regards to amenity requirements for existing and future occupants • To encourage new landscaping opportunities • To avoid repetitive stepped forms • To minimise amenity impacts on adjoining dwellings • To achieve a clear sense of transition to areas outside the activity centre 

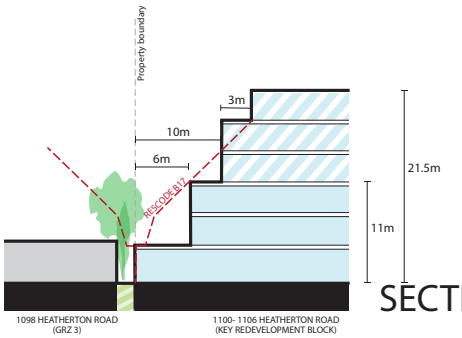
3D: Key view line guidance

View line	Design Guidance	Current conditions
From Lightwood Road through to Douglas Street (the main entrance in to the centre)	Landmark development and gateway treatment for the Douglas Street/Heatherton Road roundabout. 1-5 Douglas Street site (KRB1) will need to consider its 'gateway' response and consider the view line down Douglas Street	 View of centre from Lightwood Road with the roundabout in the centre and KRB1 to the right
North and south of the Noble Park Train Station from Leonard Avenue and Ian Street.	51A-57A Douglas Street (KRB6) should consider the view line between Ian Street and Douglas Street (along the Leonard Avenue extension) to retain this 'cross view' through the centre. This will also assist with wayfinding through the centre 1128 Heatherton Road (KRB7) should consider any future built form and the resultant views of the train station from Ian Street/ Heatherton Road	 View lines from Douglas Street through to Ian Street with KRB6 to the right  View from Ian Street towards Douglas Street  KRB7 with elevated rail in background

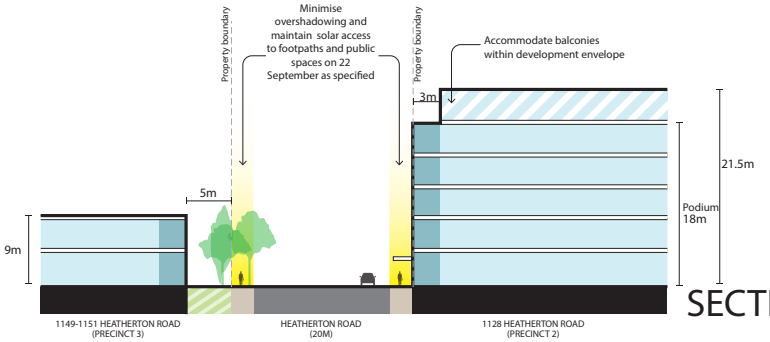
View line	Design Guidance	Current conditions
From Douglas Street/Heatherton Road roundabout looking north-east and north-west to Ross Reserve	A 7 metre setback (at ground and upper levels) is required to maintain a visual link between the existing pedestrian crossing (south of Heatherton Road) and the Aquatic Centre to the north	 Open space for retention looking across to Ross Reserve
From Mons Reserve looking north-west and south-west across to the skate park and Mons Parade	The front setback at 1133-1135 Heatherton Road is required to be retained	 Front setback to be retained to the right, with skate park in background

Map 10: Key Cross Sections AA to DD

The following mapping shows examples of cross sections and reflects the guidance provided in above.



SECTION AA



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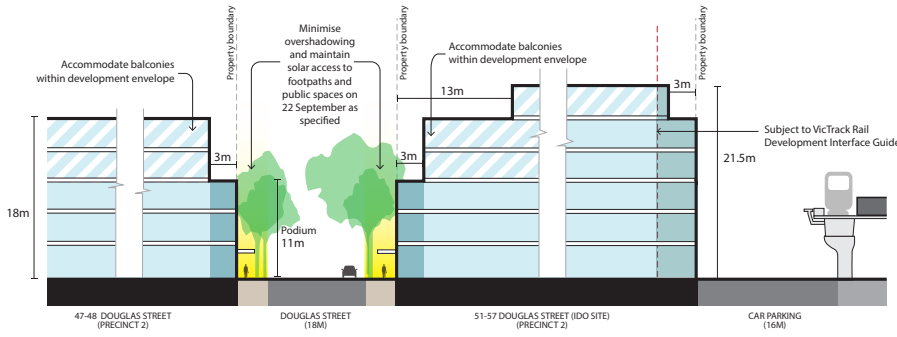

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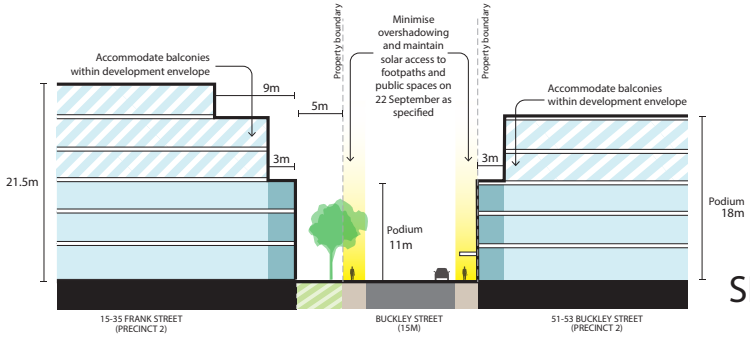
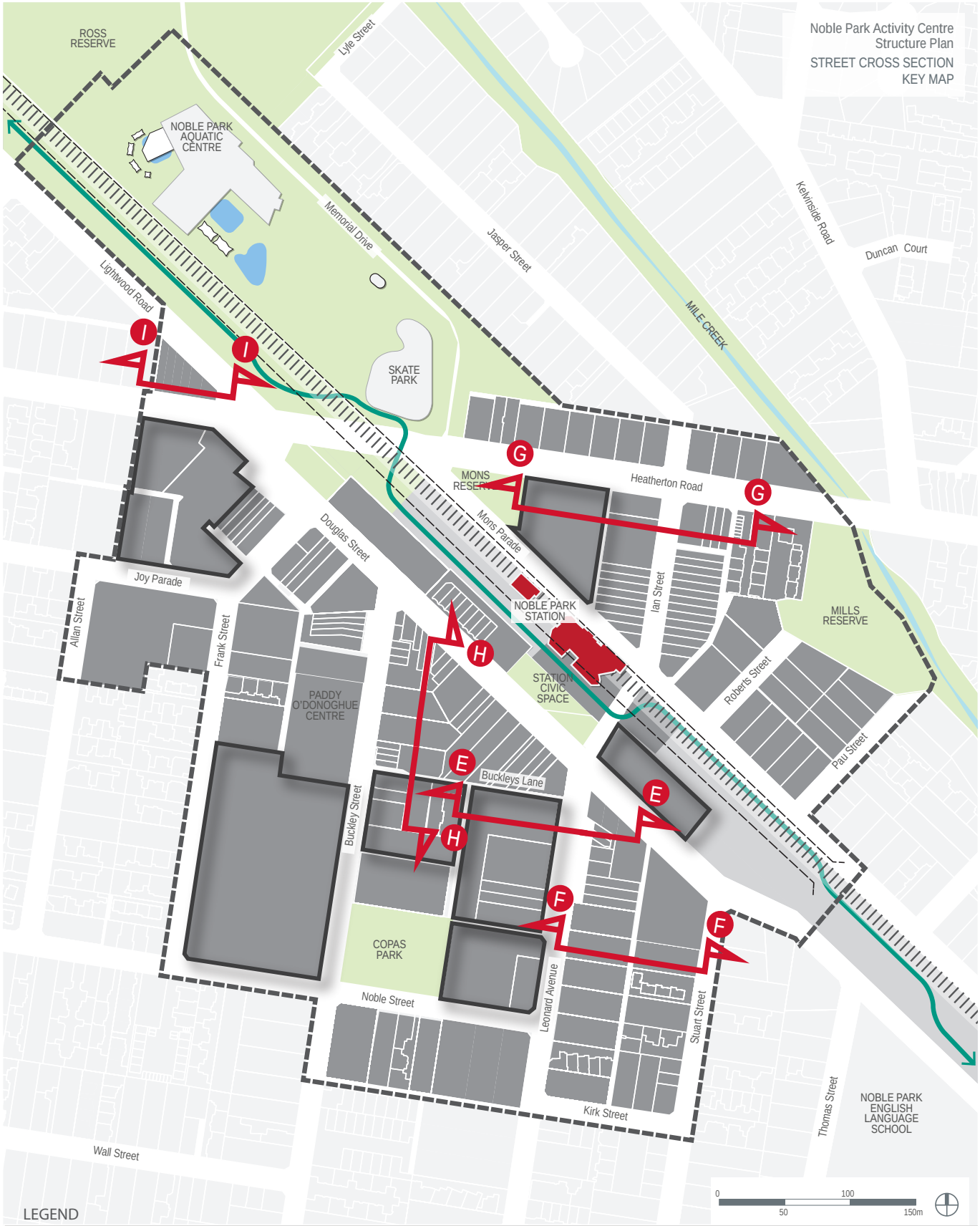
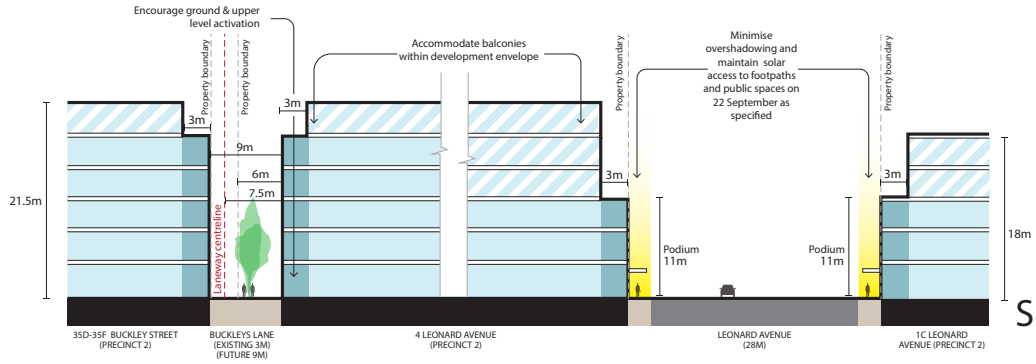


SECTION DD

Map 11: Key Cross Sections EE to II





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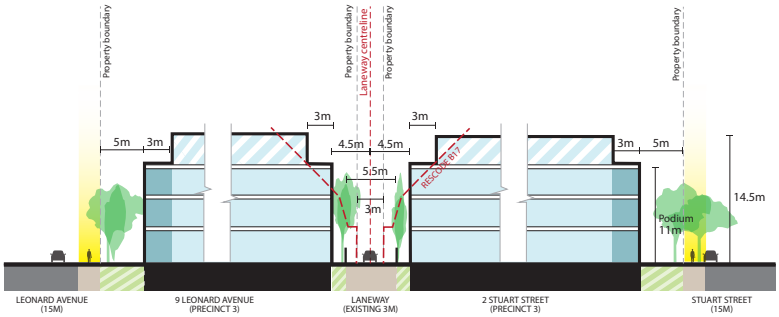

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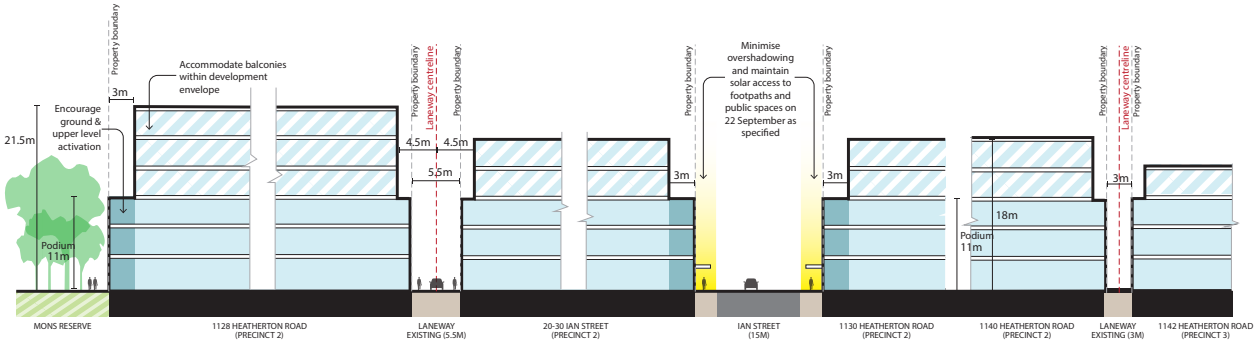

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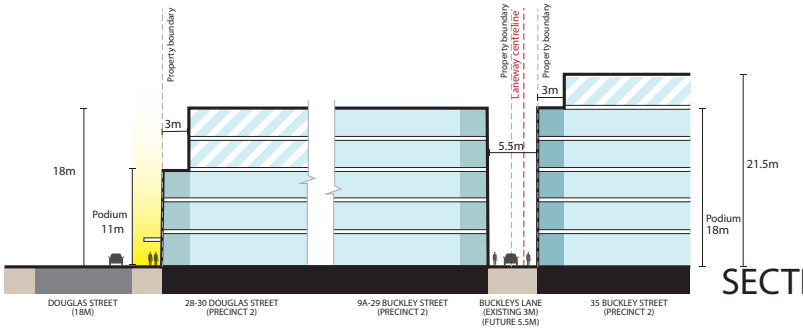

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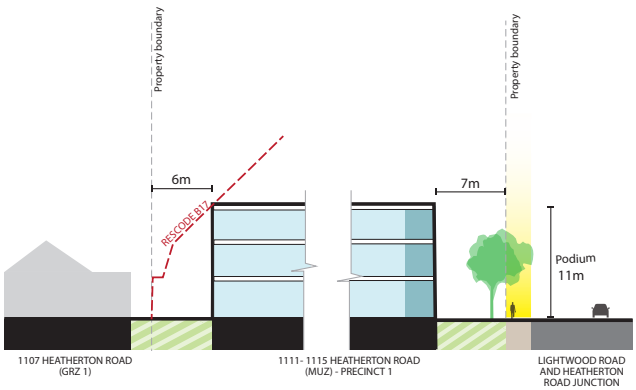


SECTION II

5.1.2.1 Key Redevelopment Blocks

The Structure Plan supports increasing the density of the centre, in line with its Major Activity Centre status. Key Redevelopment Blocks (KRB) provide opportunity to achieve greater heights in specific locations, while allowing for moderate or low change across the balance of the centre.

A Key Redevelopment Block is land that is:

- Located within the Activity Centre boundary
- Within the Commercial 1, Mixed Use or Residential Growth Zones
- With common land ownership, or land with opportunity for consolidation
- With notable land holding of 2000sqm or greater
- Having multiple frontages to either street or laneway
- Having limited sensitive interfaces to residential areas outside of the Activity Centre boundary.
- It can be a single site, or a number of sites that are grouped together

If a KRB is unable to make a land holding of at least 2000sqm due to lack of consolidation, the preferred maximum building height defaults to five storeys.

Seven sites are nominated as Key Redevelopment Blocks (KRB). One of these sites (KRB6) at 51A-57A Douglas Street is owned by VicTrack who refer to this site as an 'Integrated Development Opportunity (IDO) site'. Refer to Map 12 on page 47 and Figure 4 on pages 48 and 49 for further details.

Site consolidation

KRB3, KRB4 and KRB5 are not currently in single ownerships greater than 2000sqm and will require site consolidation in order to develop to six storeys.

If any other site in the centre is unable to obtain its preferred height through lack of consolidation, its preferred height defaults to the recommended street wall height.

Refer to Map 9 on page 31 for further details regarding street wall/podium heights across the centre.

Map 12 on page 47 identifies further sites through the Activity Centre that due to location, lot ownership and/or lot size has the potential for moderate change.

Map 12: Key Redevelopment Blocks and Precinct Boundaries

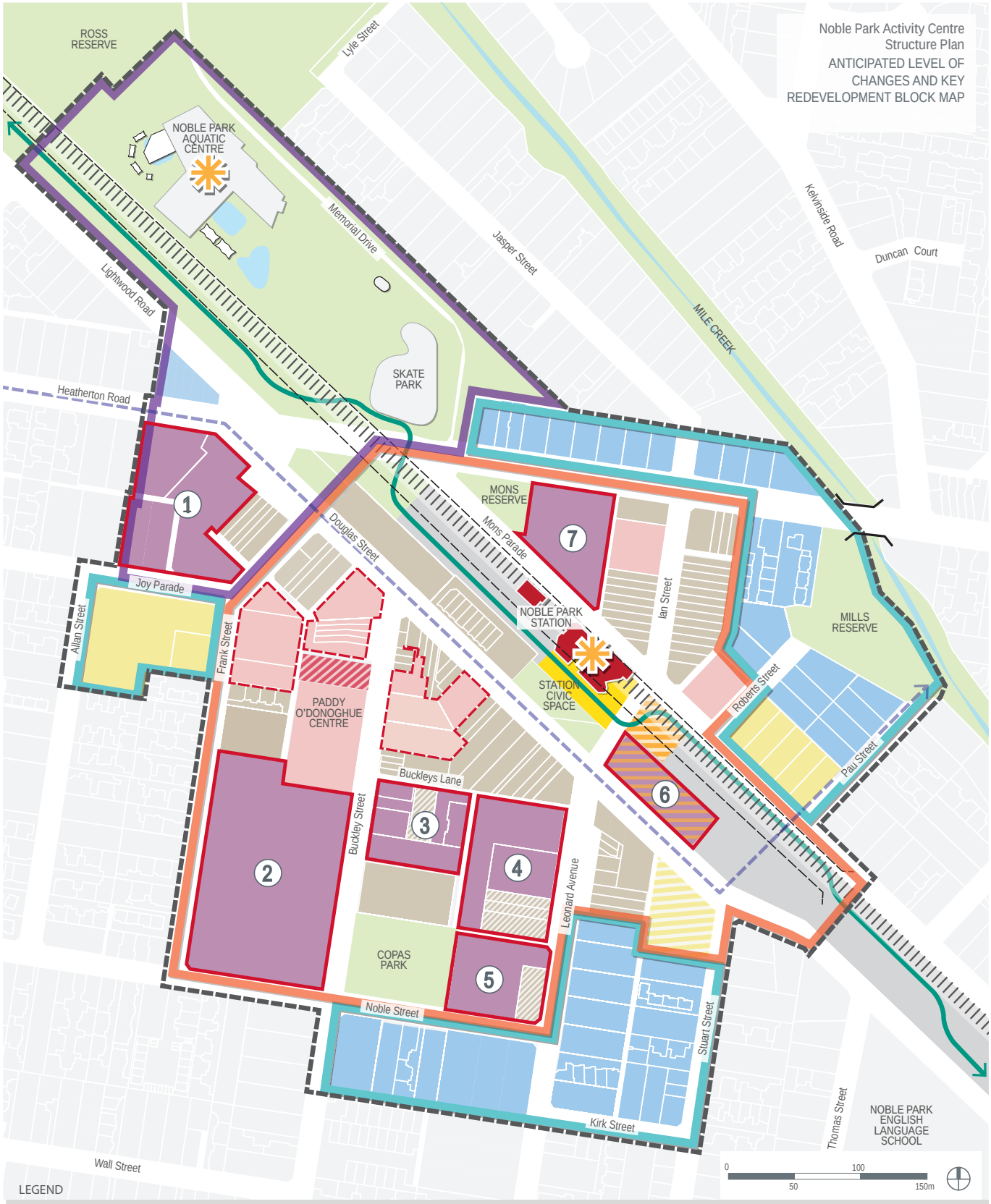
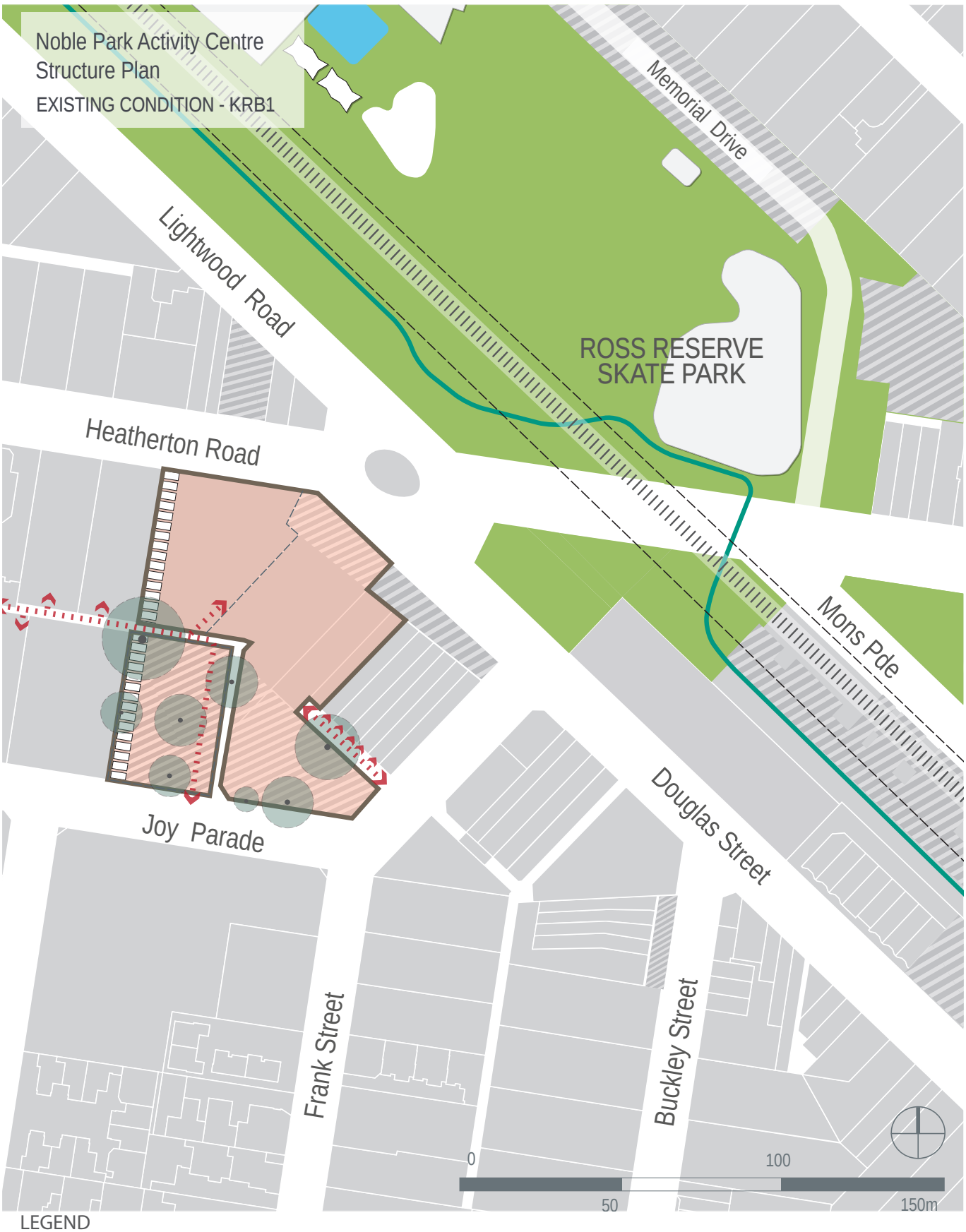


Figure 4: Key Redevelopment Blocks - this figure is to be read in conjunction with Map 12 on page 47 - all land sizes are approximate

KRB	Current site conditions	Comment	
1 1-5 Douglas Street (Coles site) and 1100-1106 Heatherton Road Landmark built form development Block is 7300sqm in two separate ownerships comprising: 1-5 Douglas Street - 5300sqm 1100-1106 Douglas Street - 2000sqm		Current split zoning may result in varied built form requirements Could accommodate a taller mixed-use development, including full line supermarket Future redevelopment should consider existing residential uses to the west, the potential amenity impact along Joy Parade and Frank Street, as well as providing a sense of transition to adjoining properties outside the Activity Centre Will define the key entry in to the centre from north-west Mid block access through the site will be required	5 to 6 storeys 18 to 21.5m
2 Noble Manor Residential Aged Care 15-35 Frank Street Block is in one single ownership of 14200sqm		Future redevelopment should consider the existing residential abuttal and allow for mid-block access	6 storeys 21.5m
3 Buckley Street West Precinct Block is 3960sqm in four separate ownerships comprising: 31 - 41a Buckley Street (3 sites, 1 owner) - 1040sqm 43 - 49 Buckley Street - 1320sqm Rear 35 Buckley Street - 630sqm 6/35D - 35F Buckley Street (2 sites, 1 owner) - 970sqm		Future development should contribute to improvements for Buckleys Lane Without consolidation, no sites in this precinct qualify as KRB	6 storeys 21.5m
4 Council car park and 4, 6, 12 and 14-14A Leonard Avenue Block is 6240sqm in five separate ownerships comprising: 4 Leonard Avenue - 3240sqm 6-10 Leonard Avenue - 1520sqm		4 Leonard Avenue currently accommodates a Council car park All other sites will need to be consolidated to qualify as a KRB	6 storeys 21.5m

KRB	Current site conditions	Comment	
1/12 Leonard Avenue - 370sqm 2/12 Leonard Avenue - 370sqm 14 Leonard Avenue - 740sqm			
⑤ MiCare Aged Care 1 and 3-7 Noble Street Block is 3660sqm in two separate ownerships comprising: 1 Noble Street - 730sqm 3 - 7 Noble Street - 2930sqm		Existing approval for five storey aged care development at 3-7 Noble Street. Without consolidation, 1 Noble Street (730sqm) does not qualify as a KRB	6 storeys 21.5m
⑥ Integrated Development Opportunity (IDO) site 51A-57A Douglas Street Landmark built form development Block is in one single ownership of 2500sqm A smaller IDO site is in one single ownership of 650sqm		Owned by VicTrack. Known as an Integrated Development Opportunity (IDO) Site Future redevelopment with a taller mixed-use development will positively contribute to the train station civic space Future development should consider potential amenity impact on the public realm along Douglas Street and the need to accommodate the future duplication of the rail corridor with further elevated rail tracks A smaller IDO site, located north-east of the main IDO site, is located underneath the rail bridge. Any future built form height will be determined by the height of the bridge. It is possible this site may be used for further open space or a 'pop up' type space in the future.	6 storeys 21.5m
⑦ RSL 1128 Heatherton Road Block is in one single ownership of 3700sqm		Future redevelopment will contribute to defining the north-western entry into the centre and should consider the potential amenity impact on the public realm along Mons Parade Future redevelopment to consider its presentation to Heatherton Road and its entry into the centre	6 storeys 21.5 metres

Map 13: Detail of existing layout and configuration of part of KRB1, including existing service access and car parking.



Map 14: Four development scenarios for how street activation and secondary service access could operate depending on how the block is developed. Pedestrian access and open space requirements have also been considered.

5.1.3 Access and Movement

The Noble Park Train Station and bus interchange are in the core of the Activity Centre. The primary road network comprising Douglas Street, Mons Parade and Heatherton Road serve as the centre's principal address for visitors and residents arriving by either car or public transport.

The Level Crossing Removal Project has significantly improved connections across the centre. For example, the key retail streets of Ian Street and Douglas Street are now connected via the Link Road. The introduction of the shared user path (Djerring Trail) is an additional mode of transport that contributes to the connectivity of the centre to other destinations.

Over the life of this Structure Plan, the provision of a third and fourth rail track along the Dandenong Corridor could occur. Should this ensue (and likely involve heavy freight movements) this would have implications on the amenity of the centre. VicTrack, who are the owner of all railway land, assets and rolling stock, have produced detailed guidance on how to establish an appropriate interface with railway land.

The VicTrack Rail Development Interface Guidelines (August 2019) will need to be considered for any redevelopment adjacent to the rail corridor.

Elevated rail with public realm space below

Map 15: Access and movement in Noble Park

Pedestrian centre

Noble Park is a very walkable centre and has few barriers to movement. The centre has a high level of pedestrian activity, with 61 per cent of those accessing the centre doing so by foot.

The Activity Centre is relatively compact and has good connections from the surrounding residential area, with 21,000 people living within a 20-minute walk of the train station.

Accessing the centre through Mills Reserve is the most common route when walking from the north (for both commuters and school children). Leonard Avenue is the most common route to the station from the south. Walking through Copas Park and along Buckleys Lane is also a notable route used.

The smaller scale of Noble Park allows pedestrian priority at crossings and results in fewer traffic or parking issues than are experienced in other Activity Centres in Greater Dandenong. It is imperative that future development continues to support high pedestrian movement and does not compromise pedestrian amenity.

Map 15 on page 53 shows the existing road and laneway network and identifies improvements to the centre. Key improvements include the widening of Buckleys Lane along the north-south alignment to 9m and the lowering of the speed limit along Heatherton Road to 40km/h. Improved pedestrian connections are proposed as part of any redevelopment of several of the KRB.

The Douglas Street/Heatherton Road roundabout is difficult for pedestrians to cross in a safe or timely manner and creates a significant barrier between open space assets and the core of the Activity Centre.

Wayfinding measures, such as in Central Dandenong and Springvale, are required to link key destinations across Noble Park. Clear connections through the centre will improve the pedestrian experience.

Laneways

The laneways in Noble Park provide an important structure to the centre, enhancing pedestrian activity and allowing for mid-block connections. Most are located at the rear of shops and have traditionally been used for service access and car parking.

Many laneways are poorly maintained, lack activity, have perceived safety concerns and are arranged in an ad hoc fashion that provides poor connections between key destinations. Many do not meet the minimum width standards for their function (such as for two-way traffic) or allow sufficient width for emergency vehicle access.

This Structure Plan seeks to resolve these issues through the following options:

- Widen laneways
- Alter the function of laneways (to make them pedestrian only for example)
- Close, sell or resolve titles
- Include way-finding signage and other place making opportunities.

Map 16 on page 55 illustrates the existing pedestrian and service laneways in the centre. The map also details pedestrian, service and shared laneways (including Buckleys Lane) which are to be created/ widened.

Buckleys Lane

Buckleys Lane is a key route from the south of the centre through to the core. Widening of the laneway will create shared pedestrian and vehicular access with opportunity for landscaping at ground level.

Future development along this laneway should contribute to the activation of the laneway, with zero lot setbacks encouraged along most of the laneway to establish a robust street wall.

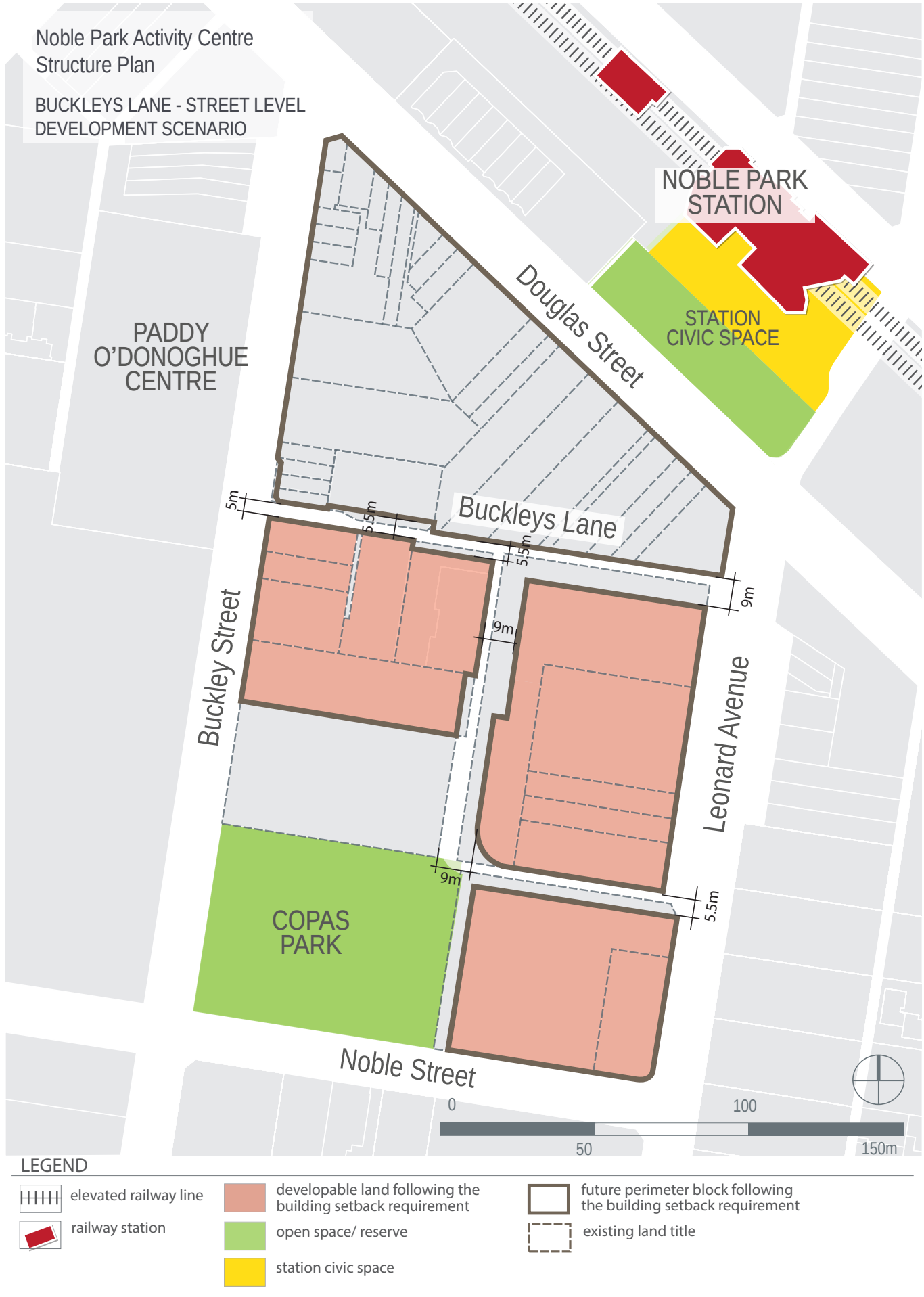
The widening of Buckleys Lane is proposed as follows:

- 9m along the north–south alignment
- 5.5m along the east–west alignment.

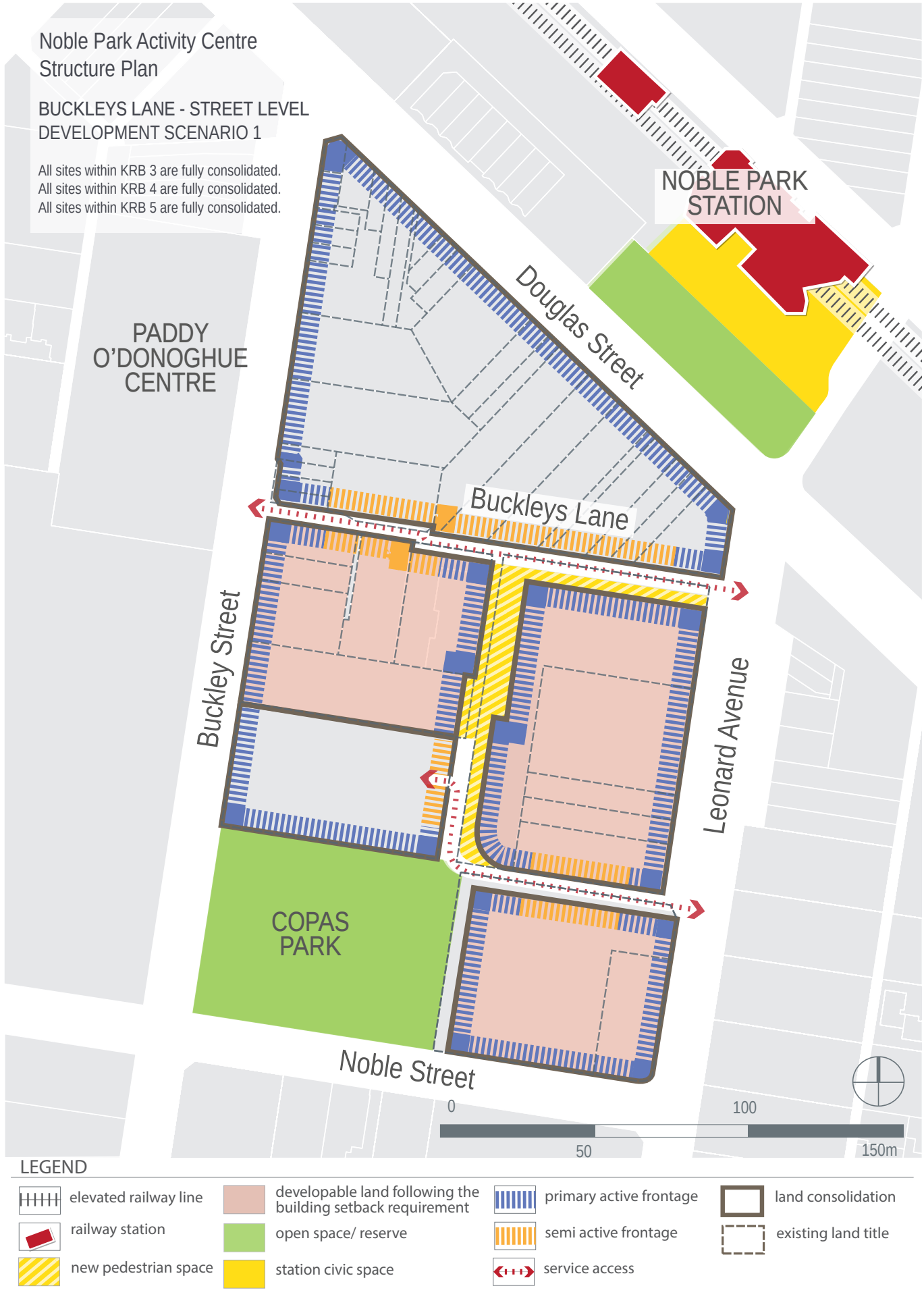
Map 17 on page 56 provides further detail of the laneway widening proposal and Map 18 provides four development scenaios for how street activation and secondary services could operate depending on how the surrounding sites are developed.

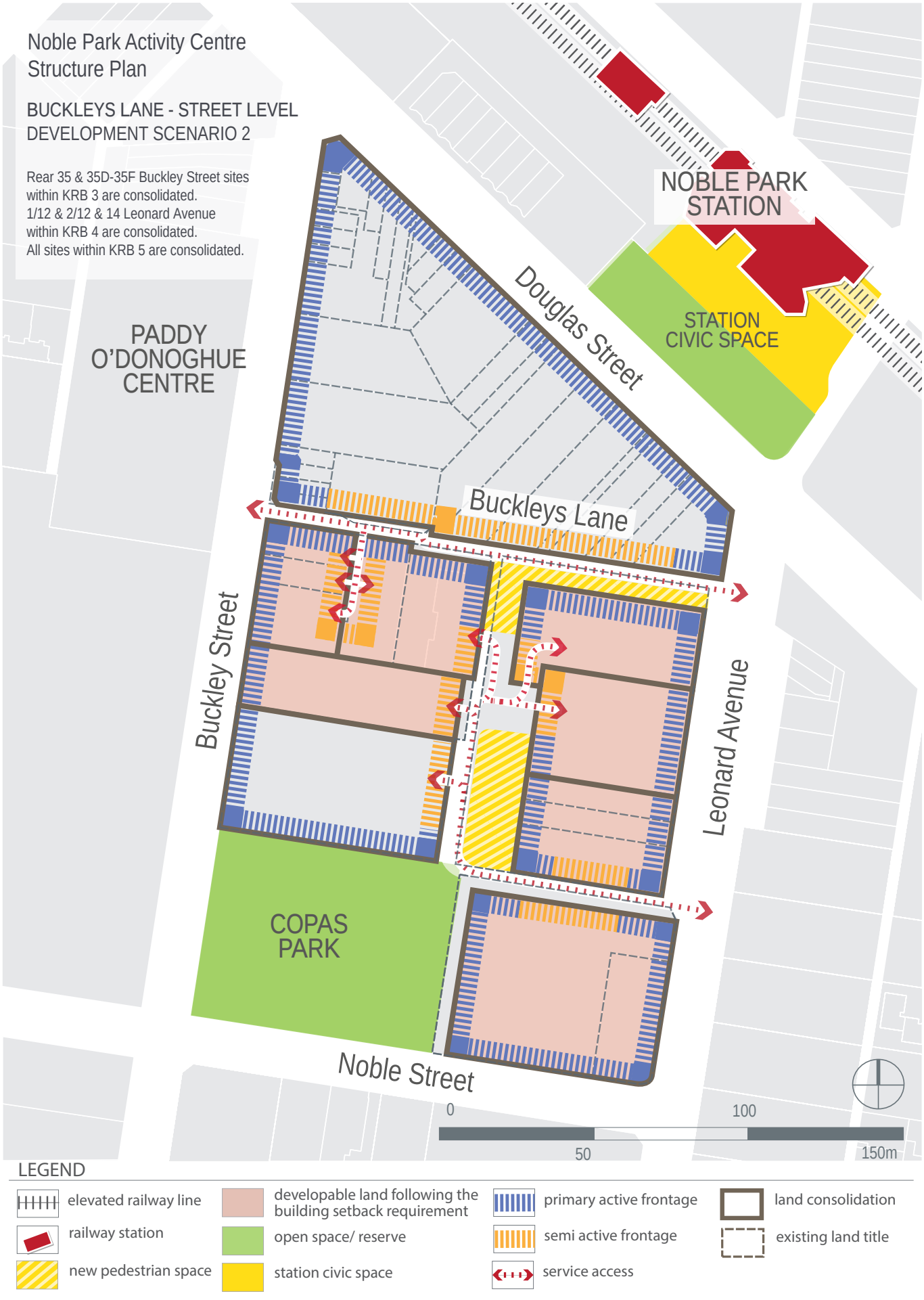
Map 16: Simplified Laneway map

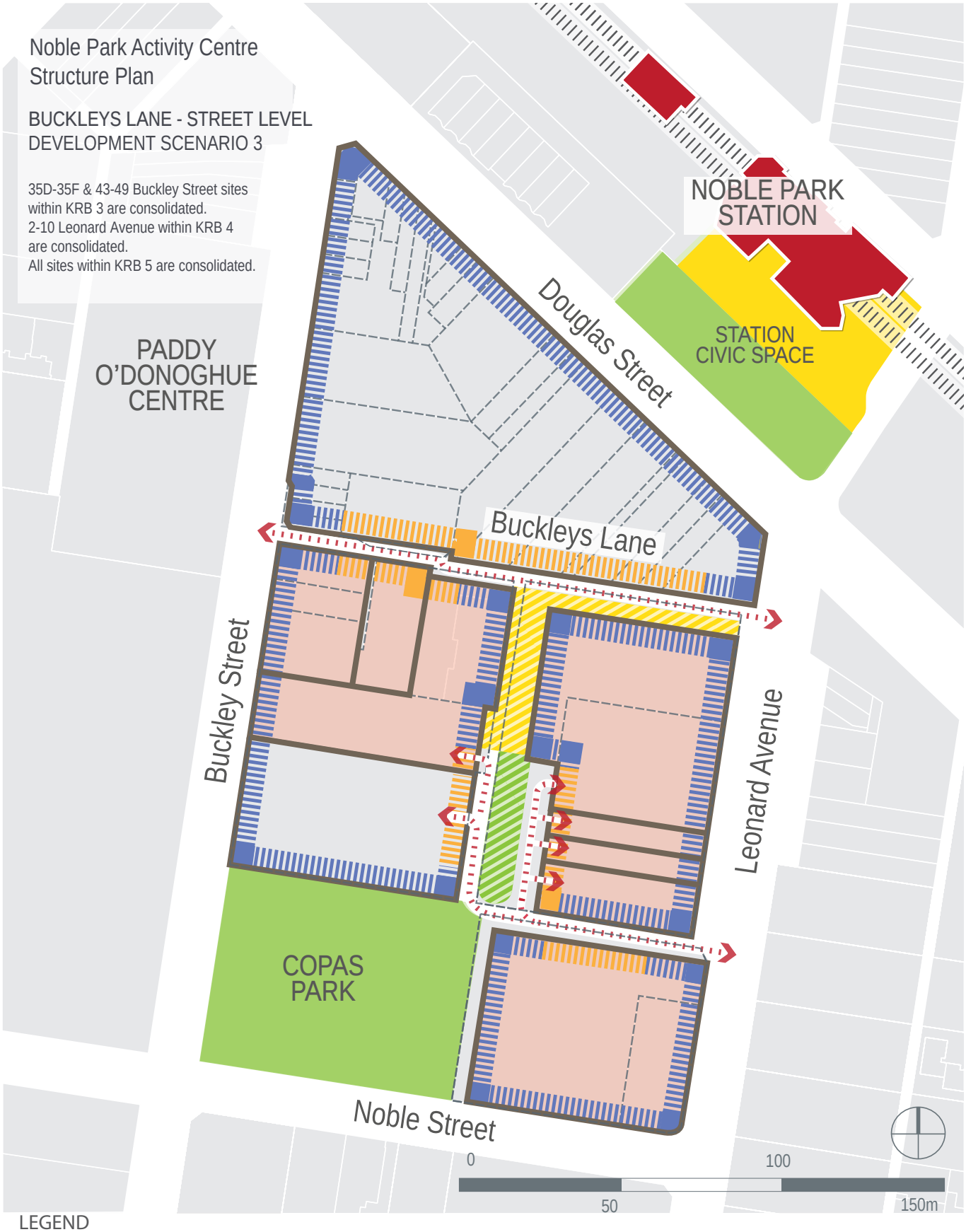
Map 17: Buckleys Lane widening

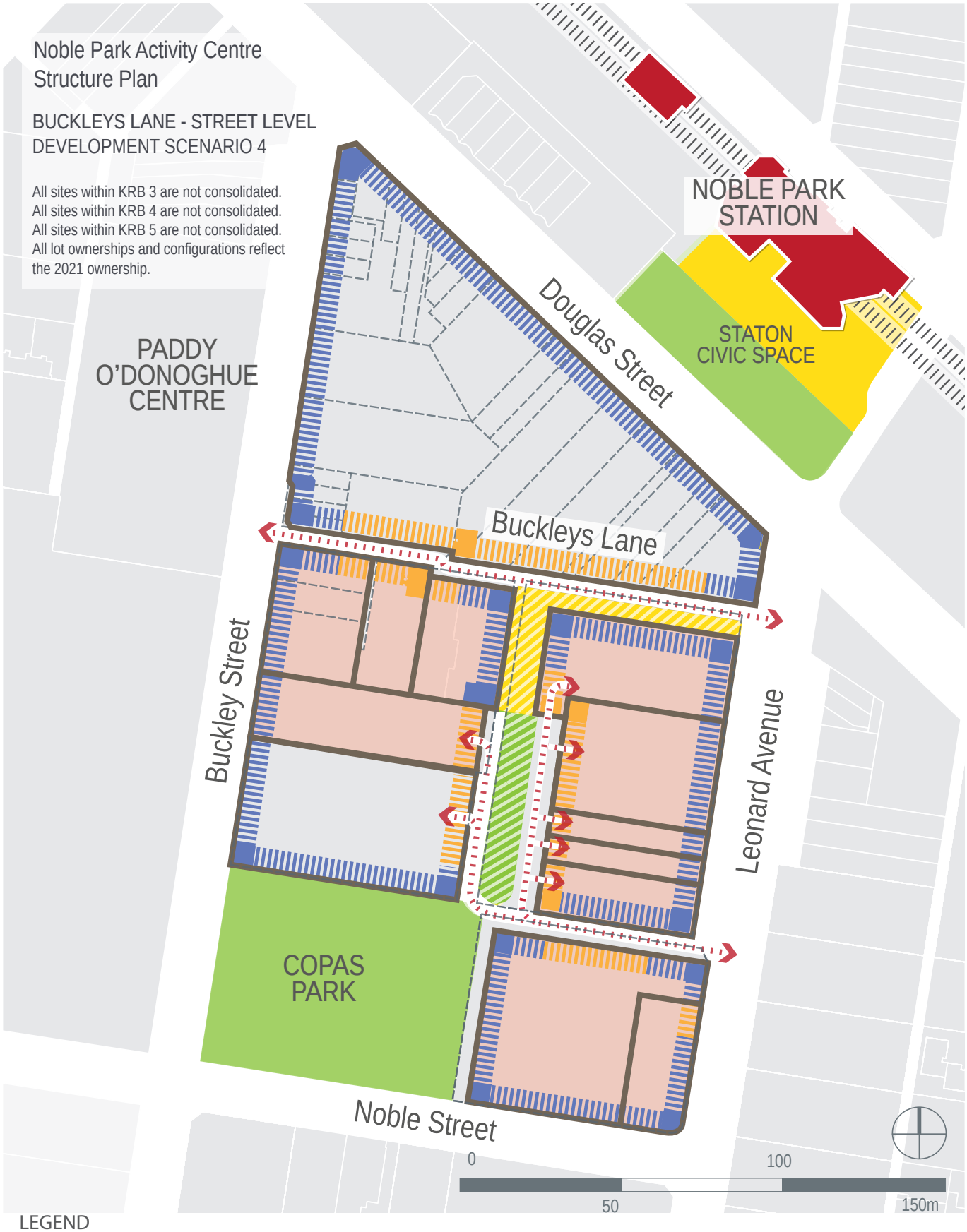


Map 18: Four Development Scenarios for Buckleys Lane




Noble Park Activity Centre
Structure Plan
BUCKLEYS LANE - STREET LEVEL
DEVELOPMENT SCENARIO 2
Rear 35 & 35D-35F Buckley Street sites within KRB 3 are consolidated.
1/12 & 2/12 & 14 Leonard Avenue within KRB 4 are consolidated.
All sites within KRB 5 are consolidated.
NOBLE PARK STATION
STATION CIVIC SPACE
Douglas Street
PADDY O'DONOGHUE CENTRE
Buckleys Lane
Buckley Street
Leonard Avenue
COPAS PARK
Noble Street
0
50
100
150m
LEGEND
elevated railway line
railway station
new pedestrian space
developable land following the building setback requirement
open space/ reserve
station civic space
primary active frontage
semi active frontage
service access
land consolidation
existing land title


Noble Park Activity Centre
Structure Plan
BUCKLEYS LANE - STREET LEVEL
DEVELOPMENT SCENARIO 3
35D-35F & 43-49 Buckley Street sites within KRB 3 are consolidated.
2-10 Leonard Avenue within KRB 4 are consolidated.
All sites within KRB 5 are consolidated.
NOBLE PARK STATION
STATION CIVIC SPACE
PADDY O'DONOGHUE CENTRE
Douglas Street
Buckleys Lane
Buckley Street
Leonard Avenue
COPAS PARK
Noble Street
0
50
100
150m
LEGEND
elevated railway line
railway station
new pedestrian space
developable land following the building setback requirement
open space/ reserve
new laneway greening
primary active frontage
semi active frontage
station civic space
land consolidation
existing land title
service access


Noble Park Activity Centre
Structure Plan
BUCKLEYS LANE - STREET LEVEL
DEVELOPMENT SCENARIO 4
All sites within KRB 3 are not consolidated.
All sites within KRB 4 are not consolidated.
All sites within KRB 5 are not consolidated.
All lot ownerships and configurations reflect the 2021 ownership.
NOBLE PARK STATION
STATON CIVIC SPACE
PADDY O'DONOGHUE CENTRE
Douglas Street
Buckleys Lane
Buckley Street
Leonard Avenue
COPAS PARK
Noble Street
0
100
50
150m
LEGEND
elevated railway line
railway station
new pedestrian space
developable land following the building setback requirement
open space/ reserve
new laneway greening
primary active frontage
semi active frontage
station civic space
land consolidation
existing land title
service access

Current Buckleys Lane configuration running north-south (2020)

Example of exemplar pedestrian/open space area

Accessibility

Noble Park's public spaces have been progressively upgraded through a range of improvement projects, such as the Douglas Street Streetscape improvements, Level Crossing Removal Project and Ross Reserve park improvements. Due to the spacing of these projects, a comprehensive review of Disability Discrimination Act (DDA) Accessibility of the centre has not occurred since 2010.

Consequently, there are issues with incorrect tactile markings and signage in some locations that continue to present barriers to allowing everyone to be able to move through the centre with ease.

Some private sites such as the Coles Supermarket, a key anchor of the centre, has a current configuration that is also difficult to navigate for people with limited mobility.

A full Accessibility Audit of the centre should be undertaken, including recommendations for rectification.

Cycling

Historically, cycling infrastructure and cycling routes in to Noble Park have been absent. The construction of the Djerring Trail, linking Caulfield and Dandenong, has been a major improvement.

The State Government categorises the Djerring Trail and the cycle route heading south from the train station along Leonard Avenue, Noble Street and Buckley Street as 'Strategic Cycling Corridors'. Place-based behaviour mapping of the centre and the station civic space has shown an increase in cycling since 2017 of more than 2000 per cent.

A Multi Modal Transport Infrastructure Plan will be developed to encourage greater efficiency of movement and to further consider cyclist infrastructure and routes.

Traffic

There are several very busy roads within the Activity Centre, including through the Douglas Street/ Heatherton Road roundabout. The roundabout causes a poor pedestrian connection from the core of the centre to Ross Reserve and NPAC. The removal of this roundabout will improve pedestrian safety and connections to these open space assets and is an important action of this Structure Plan.

The installation of traffic signals at Mons Parade and Heatherton Road has improved pedestrian and cycle access and resulted in improved traffic and bus movements within the centre.

The Link Road and Mons Parade/Ian Street intersection requires a redesign to improve safety. The pedestrian crossings are not raised to slow

traffic and have poor visibility. The vehicle volumes along the new Link Road are also higher than desirable (3,000 per day) adjacent to the station civic space.

The intersection of Douglas Street and Leonard Avenue will have a four-way traffic light signal installed. This will result in improvements to traffic circulation, including for buses and pedestrian safety.

Car Parking

Within the boundary of the Activity Centre, there are approximately 904 on-street public car parking spaces and 839 off-street public car parking spaces. On weekdays, all day car parking in the core of the centre is full by 11am. There is ample car parking available on the weekend.

There is underutilised off-street all-day parking on the fringe of the centre which provides an opportunity to relocate commuter parking from the core and encourage commuters to walk through the centre. The Noble Park Parking Precinct Plan, currently being developed, supports this approach.

Short term customer and visitor parking during the weekday and weekend operates well with parking available despite good utilisation and turnover. This suggests that the current parking restrictions are adequate. This may need to be reassessed as circumstances change.

Overall, Noble Park's traffic and parking are extremely efficient, and this is expected to continue into the future, even with a large increase in population in the centre over the next 20 years.

Current Mons Parade/Ian Street/Link Road intersection


Cycling facilities outside train station adjacent to the new Link Road

5.1.4 Public Realm

The public realm includes the natural and built environment used by the public on a day-to-day basis. It includes streets, plazas, parks and public infrastructure.

Noble Park benefits from community leisure facilities and open space assets including Ross Reserve, Mills Reserve, Copas Park and the Djerring Trail. The Noble Park Train Station and station civic space are the heart of Noble Park and provide a strong community focus for the centre.

Further public realm improvements are planned for Douglas Street and Ian Street. The station civic space also provides significant placemaking opportunities and is a key site for revitalisation.

As the population of Noble Park increases, public open space will continue to provide a diverse range of recreational activities for residents, workers and visitors.

Pedestrian Oriented Streets and Slow Speed Road Corridors

Streets play a key role as public spaces. Key pedestrian-oriented streets in the centre include Douglas Street, Mons Parade, Ian Street, Joy Parade, Buckley Street, Noble Street and Leonard Avenue. Development will need to provide a high-quality public realm which maintains sunlight and comfortable wind conditions to these streets.

The Structure Plan designates Heatherton Road as a slow speed corridor to encourage the lowering of vehicle speeds through this section of the centre to make for a more pleasant and safe pedestrian experience.

The proposed widening of Buckleys Lane to between 5.5-9m will result in a pedestrian priority focus that allows opportunities for landscaping and further activation of the laneway.

The streets are divided in to three main types as follows (and are shown on Map 19 on page 64):

Primary Active Frontages (Retail and commercial)

These streets are generally located along the retail and commercial spine of the centre where active frontages are strongly encouraged. Design responses include main entrances that open towards the street, glazed windows, and cafes with street seating.

Secondary semi-active frontages

These are the ‘secondary’ frontages for a building and are located to the side or rear of the ‘primary’ street frontage of the building. Shops and upper level dwellings require car park entries and service/utility areas and these elements of the development are generally located in side/rear laneways or along secondary frontages. There can still be some opportunities for some activation of these frontages.

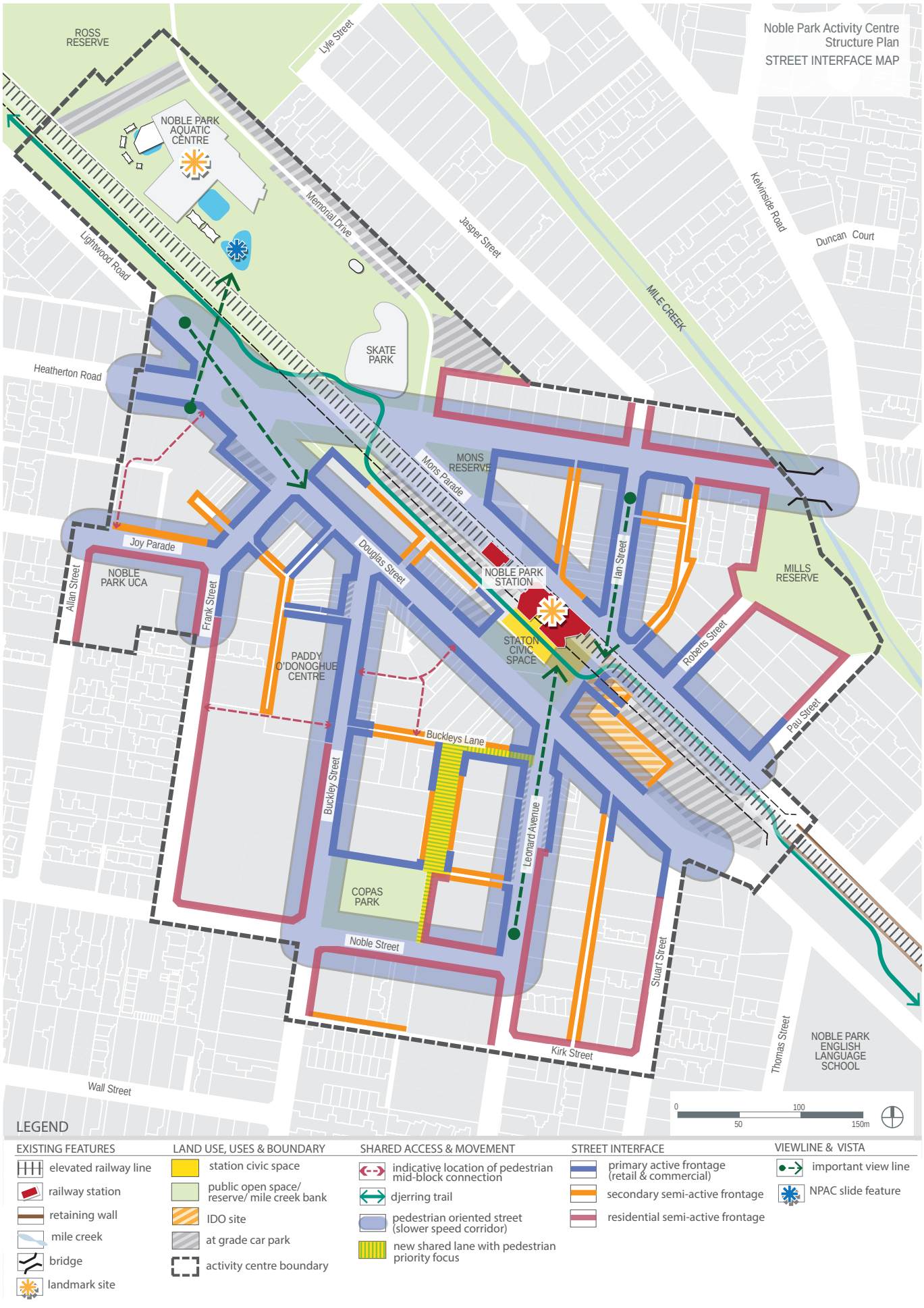
Residential semi-active frontages

These types of streets contain residential uses. Therefore, landscaping setbacks will be required in the front setbacks to facilitate the greening of Noble Park’s streets. Ground floor habitable room windows encourage surveillance of the public realm by occupants of the buildings.

Example of front setbacks in residentially zoned streets

Example of front setbacks in residentially zoned streets

Map 19: Pedestrian Oriented Streets and view lines



View lines through the centre

The most notable feature in Noble Park today is the elevated rail line and train station and it is important that future development does not prevent view lines to these features from the street. Other key views include to open space and through to the commercial core of the Activity Centre.

The following key view lines through the centre need to be considered as part of any redevelopment on or adjacent to them. These are:

- View lines from Lightwood Road through to Douglas Street (the main entrance into the centre)
- Views to Noble Park Train Station from Leonard Avenue
- The visual link between Ian Street and Douglas Street.

The Structure Plan seeks to protect these views. Refer to Figure 3D on pages 40 and 41 and Map 19 on page 64 for design guidance.

View lines from Lightwood Road through to Douglas Street with KRB1 (Coles site) to right

Views to Noble Park Train Station from Leonard Avenue

The visual link between Ian Street and Douglas Street viewed from Douglas Street/Leonard Avenue

Open Space Connections

The centre has open space assets to the north-west, east and south. However, the connection between them is poor. The Structure Plan proposes an open space connection from Copas Park travelling north along the widened Buckleys Lane to the station civic space, continuing north-east to Mills Reserve via Pau Street and north-west along Mons Parade to Ross Reserve. Refer to Map 20 on page 67. A Wayfinding Strategy is proposed to be developed for this centre.

KRB1 and KRB2 are sites where, when developed, a future public open space opportunity has been identified. This could take the form of a plaza, laneway or small park and would allow for a new pedestrian connection through the block. A further mid-block connection from Douglas Street through to Buckley Street and Buckleys Lane is also encouraged through any redevelopment of these sites.

Residential landscape setbacks

A 5m setback from the front boundary of the site to a new development in residential streets is proposed to encourage ground level landscaping. This will contribute to the 'greening' of Noble Park's streets and contribute to the attractiveness of the centre. Map 20 on page 67 nominates the streets in the centre where this is encouraged.

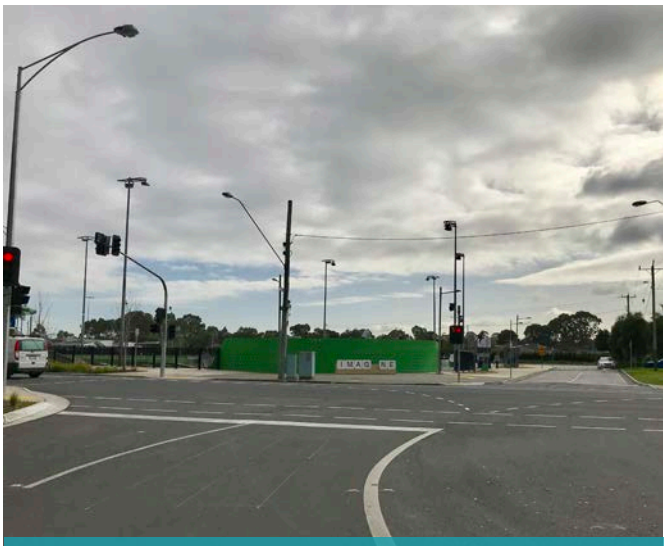
View lines to open space

The Structure Plan identifies three key views to open space through the centre. These are:

- View from Douglas Street/Heatherton Road roundabout looking north-east and north-west to Ross Reserve
- View from Mons Parade/Heatherton Road looking north and north-east towards the skate park and Ross Reserve
- View from Mons Reserve looking north-west and south-west across to the skate park and Mons Parade.

The Structure Plan seeks to protect these views. Refer to Figure 3D on pages 40 and 41 and Map 20 on page 67 for further design guidance.

View from Douglas Street/Heatherton Road roundabout looking north-west towards Ross Reserve



View from Mons Parade/Heatherton Road looking north and north-east to Ross Reserve

View from Mons Reserve looking north-west towards Ross Reserve

Map 20: Open space connections and green streets

6 Implementation

To ensure that the land use and development outcomes are delivered, the objectives of this Structure Plan need to be translated to form part of the Greater Dandenong Planning Scheme.

This translation will be achieved by undertaking a Planning Scheme Amendment. This will commence following Council's adoption of the Structure Plan.

As well as Council implementing the Structure Plan, cooperation will be needed from other State Government bodies such as VicTrack, Department of Transport and Melbourne Water as well as the private sector, local business groups and the community.

While the strategies listed in this Structure Plan are considered within Council's sphere of influence, resources to enable the implementation of some of the recommendations are not necessarily available currently or in to the future and will be the subject of the usual budget approval processes.

6.1 Non-statutory implementation

This involves any strategy in the Structure Plan that Council has no statutory obligation to undertake. These are actions generally at Council's discretion and often conducted as a result of the allocation of funds within Council's budget, or through advocacy to another body. These include:

- Streetscape and pedestrian improvements
- Public art and place making
- Development of strategies such as the Laneway Strategy
- Advocacy.

7 Monitoring and Review

Ongoing monitoring and review of the implementation of the plan will involve:

- Reporting in the Council Plan against the relevant actions
- An officer desktop review in 2026 to examine the objectives and actions, including an update of demographic changes and development activity during the period.

Elevated rail running through Ross Reserve

8 Policy References

The following documents informed the Structure Plan:

- Accessibility Audit of Noble Park Retail Precinct, Equal Access, 2010
- Activities Centres Place Score Report – Ian Street, Placescore, 2015-2017
- Activity Centre Placemaking Framework, City of Greater Dandenong, 2016
- Better Apartment in Neighbourhoods Discussion Paper, DELWP, 2019
- City of Greater Dandenong Gateways Strategy, December 2011
- Floorspace projections for Noble Park Activities Area, SGS, 2012
- Greater Dandenong Business Audit, City of Greater Dandenong, 2016 and 2019
- Greater Dandenong Climate Emergency Strategy, 2020-2030
- Greater Dandenong Council Plan, City of Greater Dandenong, 2017-2021
- Greater Dandenong Flood Management Plan, City of Greater Dandenong and Melbourne Water, August 2018
- Greater Dandenong Gateway Strategy, Planisphere, 2011
- Greater Dandenong Housing Analysis Final Report, SGS, 2015
- Greater Dandenong Housing Strategy, City of Greater Dandenong, 2014
- Greater Dandenong Open Space Strategy, 2020-2030
- Greater Dandenong Planning Policy and Control's Project Final Report, Planisphere, 2015
- Greater Dandenong Sustainable Stormwater Strategy, City of Greater Dandenong, 2017-37
- Ian Street Noble Park Streetscape Assessment Report, Tract, 2011
- Imagine 2030 Community Plan, City of Greater Dandenong, 2011
- Noble Park Activity Centre Building Heights and Setbacks Study, Hansen 2019
- Noble Park Activity Centre History, City of Greater Dandenong, September 2015
- Noble Park Activity Centre Profile, City of Greater Dandenong, 2016
- Noble Park Activity Centre Retail and Office Economic Analysis, Essential Economics, 2011
- Noble Park Activity Centre Structure Plan, City of Greater Dandenong, 2009
- Noble Park Activity Centre Structure Plan Review Discussion Paper, Hansen, 2017
- Noble Park Centre Residential Demand Study, SGS, 2018
- Noble Park Pedestrian and Traffic Counts, City of Greater Dandenong, 2019
- Plan Melbourne, DELWP, 2017
- VicTrack Rail Development Interface Guidelines (August 2019)

Noble Park Train Station with Ian Street in background

Glossary of Terms

Term	Definition
Active frontages	Street frontages where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street. Ground floors may accommodate uses such as cafes, shops or restaurants. However, for a frontage to be active, it does not necessarily need to be a retail use, nor have continuous windows. A building's upper floor windows and balconies may also contribute to the level of active frontage. Active frontages can provide informal surveillance opportunities and often improve the vitality and safety of an area.
Anchor tenant	An occupant (such as Coles) of a retail shopping centre that brings in a significant volume of customers to drive business for other tenants in that centre.
Climate Change Emergency Declaration	A formal resolution from a government body or institution that puts action on climate change at the centre of all government policy and planning decisions. The City of Greater Dandenong made this declaration in January 2020.
Comfortable wind conditions	A mean wind speed from any wind direction (minimum 16 wind direction sectors) with probability of exceedance of 0.1%, equal to or less than: • 5m per second for sitting areas • 7m per second for standing areas • 9m per second for walking areas.
Feature form	A distinctive or prominent building or structure.
Fine grain	The general subdivision pattern of a traditional shopping strip where shops are on sites that are long and narrow, often with rear laneway access.
Floor-to-floor	Building height measurement from the top of the floor to the top of the floor on the level above.
Gateway	A place of entry or a point of transition from one area to another. It can include a municipal (boundary) entry marker, a key building or structure at the entrance to an Activity Centre or a strong built form and landscape entrance in to a suburb.
Integrated Development Opportunity Site	A site identified in this Structure Plan as being available for development as a result of the Level Crossing Removal Project freeing up land.
Interface	The relationship between one building or area and how it looks or responds to an adjoining building or area. For example, the relationship a new residential apartment building has with the adjoining residential area.
Internal amenity	Elements of a building (both residential and office/retail) which make it enjoyable for occupants, visitors, workers and the general public. This includes good levels of light (both sunlight and daylight), natural ventilation to enable the flow of fresh air, and visual and acoustic privacy between neighbouring buildings.
Key Redevelopment Blocks (KRB)	Blocks identified in this Structure Plan as having large landholdings (of 2000sqm or greater) in either single or multiple land ownerships (subject to land consolidation). Sites that have multiple frontages to either streets or laneways and have limited sensitive interfaces to residential areas. These sites are designated as having high change potential with heights of up to six storeys.
Laneway	A narrow roadway which can serve dual purposes of providing servicing/access to parking on lots with another street frontage and/or providing a pedestrian and bicycle pathway.

Term	Definition
Level Crossing Removal Project (LCRP)	A State Government project involving the removal of 75 level crossings across metropolitan Melbourne, in addition to other rail network upgrades such as new train stations.
Major Activity Centre	Major Activity Centres are places that provide a suburban focal point for services, employment, housing, public transport and social interaction. There are 121 existing and future Major Activity Centres across Melbourne, including the Noble Park Major Activity Centre.
Mean wind speed	The maximum of: • Hourly mean wind speed or • Gust equivalent mean speed (3 second gust wind speed divided by 1.85).
Pedestrian oriented street	Identified streets where development will need to deliver a high-quality public realm which maintains sunlight and comfortable wind conditions for pedestrians.
Placemaking	A multi-faceted approach to the planning, design and management of public spaces. Placemaking capitalises on a local community's assets, inspiration, and potential, with the intention of creating public spaces that promote people's health, happiness, and well-being.
Primary active frontage – retail and commercial	Active frontages (see definition) that are located on land with a retail or commercial ground floor use.
Public realm	The natural and built environment used by the public on a day-to-day basis. It includes streets, plazas, parks, and public infrastructure. Privately owned spaces and buildings contribute to the public realm, but are not the public realm themselves.
Renewal and revitalisation	A program of land redevelopment to make improvements to a centre. It aims to create opportunities for higher quality housing and businesses. Revitalisation is closely related to renewal and provides the potential for the future growth and redevelopment of a centre. It can include public realm improvements such as footpath upgrades and the encouragement of high-quality shops and apartments.
Residential semi-active frontage	The street frontage of a residential development that will have a landscaped setback with ground floor habitable room windows looking out to the public realm.
Secondary semi-active frontage	Is any road, other than the primary street address, that shares a boundary with the site on which the building is situated (or is to be situated). Car park entries and service/utility areas are generally located along these secondary frontages. There can be some opportunities for some activation of these frontages.
Street wall	Any part of the building constructed within 5m of a lot boundary facing the street.
Street wall height	The vertical distance from natural ground level to the highest point of the street wall.
Unsafe wind conditions	Defined as the hourly maximum 3 second gust which exceeds 23m per second from any wind direction (maximum 16 wind direction sectors) with a probability of exceedance of 0.1 per cent.
Wayfinding	The act of finding one's way around an area, and the experience of orientation and choosing a path within the built environment. Wayfinding can be aided by logical space planning and a consistent use and organisation of definite sensory cues, such as visual, audible or tactile elements along paths and at destinations. Signs can aid way-finding.
Weather protection area	A permanent structure designed to minimise any potential increase in the level of wind at ground level and any adverse effect on pedestrian comfort.
Urban design	The design and shaping of the physical features of a city or town. Includes buildings, infrastructure, streets and public spaces with the goal of improving the quality of the place for residents, visitors and workers.

Action Plan

The Action Plan recommends a staged timeline for implementation. The timelines nominated have taken in to account the complexity and nature of each action and whether further collaboration with other parties is required.

The relevance of some actions, or their timing, may change due to the availability of resources.

The recommended timing for these actions is:

- Immediate – to commence within 18 months (before 2023)
- Short – to commence within five years (before 2027)
- Medium – to commence within five to ten years (before 2032)
- Ongoing actions.

No	Objective	Action	Timeframe	Responsibility	Measurement
Land Use and Economic Activity					
1	Encourage major development and activity to occur in the retail core and on identified Key Redevelopment Blocks	Rezone land at 4, 5, 6, 7 and 8 Mons Parade, 1, 3 and 5 Frank Street and 1100-1106 Heatherton Road, Noble Park from the Residential Growth Zone 2 to the Commercial 1 Zone	Immediate	Planning and Design	Planning Scheme Amendment approved and gazetted
2		Prepare a local planning policy that strongly encourages lot consolidation and highest built form to the nominated Key Redevelopment Blocks and discourages further lot fragmentation within the retail core	Immediate	Planning and Design	Planning Scheme Amendment approved and gazetted
3		Support and advocate for the expansion and/or refurbishment of the existing Coles Supermarket to support the retail role of the centre	Ongoing	Business and Revitalisation Planning and Design	Land adjacent to Coles rezoned to C1Z
4		Support the expansion and/or refurbishment of the key anchor tenant of the RSL	Ongoing	Business and Revitalisation	RSL expanded/ refurbished
5	Encourage high quality residential development to support a range of housing types and affordability options	Prepare a local planning policy that strongly encourages: • A mix of well-located dwelling types and sizes which provide housing for a range of people with diverse needs • Residential uses above retail and commercial premises, to enable more people to live in the centre and create greater surveillance of streets and public spaces • Student accommodation at suitable locations	Immediate	Planning and Design	Planning Scheme Amendment approved and gazetted

No	Objective	Action	Timeframe	Responsibility	Measurement
Land Use and Economic Activity					
6	Provide a strong sense of arrival in to the centre	Encourage a landmark future built form development and a gateway treatment at 1-5 Douglas Street (KRB1) and 51A-57A Douglas Street (KRB6)	Immediate	Planning and Design	Planning Scheme Amendment approved and gazetted
7		Investigate opportunities (such as visual cues) to announce the entrance to the Activity Centre along Heatherton Road from Mills Reserve to the Douglas Street/Heatherton Road intersection	Short	Business and Revitalisation Transport and Civil Development Department of Transport	Further design treatments and visual cues investigated
8	Improve the ongoing viability of the centre	Strongly support measures to have people 'stay' including supporting: • Streetscape upgrades • Placemaking opportunities • Cultural Precincts • Traders and shop owners to maintain a high standard of maintenance and visual appearance of their shopfronts	Ongoing	Business and Revitalisation	Budget bids for street improvements granted Continued support for place-based measures to monitor key attributes such as behaviour, business mix, pedestrian activity and placescore Higher standard of visual presentation of shops
9		Continue to identify and approach businesses essential for the economic growth and prosperity of Noble Park	Ongoing	Business and Revitalisation	Business investment and attraction work undertaken Business Audits continue to be conducted at three yearly intervals
10		Assess street, laneway, car park and open space lighting levels and: • Advocate for funding to respond and resolve problem areas, including along Ian Street. • Future urban and road design to accommodate the installation of public lighting upgrade works, including smart lighting installations	Medium	Infrastructure Services and Planning	Street and lighting level study conducted and appropriate mitigation measures taken

No	Objective	Action	Timeframe	Responsibility	Measurement
Built Form and Urban Design Objectives					
11	Ensure urban design, including climate change mitigation and adaptation is a central consideration during all stages of project development	Prepare a local planning policy and Design and Development Overlay that incorporates the Urban Design Principles and key design and development guidance of the Structure Plan	Immediate	Planning and Design	Planning Scheme Amendment approved and gazetted
12	Ensure consideration of design elements to protect from flooding and allow for the passage of overland flows	Drainage infrastructure upgrades to cater for increased stormwater discharge arising from higher density development including to: • Investigate an upgrade of stormwater drainage infrastructure along Douglas Street • Consider design mechanisms such as raised kerbs • Examine the removal of the embankment along the railway line to facilitate overland flows • Preserve ability for a pipe to access Pau St from the Douglas Street car park	Immediate	Infrastructure Services and Planning Melbourne Water Planning and Design	Planning Scheme Amendment approved and gazetted Drainage improvements made with installation of pipes and examination of railway line embankment
13		Continue to advocate to Melbourne Water for the naturalisation of Mile Creek	Medium	Infrastructure Services and Planning Melbourne Water	Channelization removed and Mile Creek restored to natural creek
14		Investigate funding mechanisms for infrastructure upgrades within the Noble Park Major Activity Centre	Short	Infrastructure Services and Planning	Funding mechanisms investigated

No	Objective	Action	Timeframe	Responsibility	Measurement
Access and Movement					
15	Improve walkability within the centre	Analyse existing infrastructure, including footpaths, roads, street furniture, signage, lighting, carparks and laneways and ensure pedestrian movement and amenity is prioritised through any maintenance or upgrade projects. Prioritise amenity improvements that support high pedestrian movements.	Ongoing	Transport and Civil Development Business and Revitalisation	Infrastructure analysed Amenity maintained Upgrades made as required
16		Continue to strongly advocate to Department of Transport for the removal of the Heatherton Road/Douglas Street roundabout and for 40km/h vehicle speed limits along Heatherton Road where it passes through the centre	Ongoing	Transport and Civil Development Department of Transport	Heatherton Road/ Douglas Street roundabout removed Heatherton Road to have 40km/h vehicle speed limits through Noble Park
17		Redesign the Link Road to improve pedestrian safety	Immediate	Transport and Civil Development	Link Road safety improvements made

No	Objective	Action	Timeframe	Responsibility	Measurement
Access and Movement					
18		Conduct an Accessibility Audit to see how Noble Park is performing and implement its findings	Short	Planning and Design Infrastructure Services and Planning Community Access	Accessibility Audit conducted and improvements made
19	Facilitate new pedestrian connections and mid-block links within the centre	Support the widening of key identified laneways and the creation of pedestrian oriented streets and strongly encourage investment and activation of streets and lanes as identified in this Structure Plan	Immediate	Planning and Design Transport and Civil Development	Planning Scheme Amendment approved and gazetted Widening of laneways and creation of pedestrian oriented streets in all relevant planning decisions Laneway functions are resolved
20		Strongly advocate that development along existing laneways and key pedestrian-oriented streets consider the lanes as an amenity source that contributes to surveillance and activation	Immediate	Planning and Design Transport and Civil Development Business and Revitalisation	Planning Scheme Amendment approved and gazetted Activation of laneways considered in all relevant planning decisions Laneway Strategy development for the centre
21		Develop a Wayfinding Strategy for Noble Park to link the key sites of Copas Park, NPAC, the Skate Park, Train Station, Ross Reserve and Paddy O'Donoghue Centre	Medium	Business and Revitalisation Planning and Design	Wayfinding Strategy developed and implemented
22		Support the Noble Park Parking Precinct Plan which seeks to locate long-term parking (both for commuters and workers) on the edge of the centre, ensuring short-term parking availability in the core	Medium	Transport and Civil Development	Ongoing parking availability to cater for short-term parking demand within the core
23		Investigate closing off/selling of laneways in the centre that no longer have public access	Medium	Governance Transport and Civil Development	Investigation completed in consultation with the Laneway Strategy (see Action No. 20)

No	Objective	Action	Timeframe	Responsibility	Measurement
Access and Movement					
24	Encourage greater efficiency of movement and sustainable trips through improved public transport services, walking and cycling opportunities	Develop a Multi Modal Transport Infrastructure Plan. The plan should include but not be limited to: • Identify the anticipated future function of all existing rights of way with regards to the Victorian Governments Movement and Place Framework • Identify opportunities for increased pedestrian space and shared urban space within existing road reserves • Identify existing barriers to movement and investigate the costs and benefits of infrastructure projects to address these • Outline a plan for progressive upgrading of transport infrastructure through Council's CIP program and other Government funding sources	Short	Transport and Civil Development Business and Revitalisation	Multi Modal Plan developed and implemented
25		Consider cyclist facilities and safety though public realm design	Ongoing	Transport and Civil Development Business and Revitalisation	Cyclist facilities and safety considered when designing for the public realm
26		Advocate to the Department of Transport for the continued rationalisation of bus services in and around Noble Park.	Ongoing	Transport and Civil Development, Department of Transport	Bus services reviewed and rationalised

No	Objective	Action	Timeframe	Responsibility	Measurement
Open Space					
27	Enhance existing and create new open spaces for recreation and leisure for residents, workers and visitors	Strongly support and encourage development of identified Key Redevelopment Blocks to facilitate opportunities for new urban open spaces which contribute to the centre's liveability, and are useable and accessible to the public	Ongoing	Planning and Design	Planning Scheme Amendment approved and gazetted
28		Ensure the station civic space design encourages people to visit and spend more time in the centre	Ongoing	Business and Revitalisation	As evidenced by place-based measures monitoring key attributes including behaviour, pedestrian activity and placescore
29		Encourage the integration of development with surrounding public spaces to create a well-defined public realm with useful community spaces	Immediate	Planning and Design Business and Revitalisation	Planning Scheme Amendment approved and gazetted
30		Support the 10-year Infrastructure Plan for the Activity Centre that prioritises a program of public realm and streetscape improvements	Ongoing	Business and Revitalisation Infrastructure Services and Planning	Infrastructure Plan implemented
31	Encourage the greening of streets and appropriate landscape setbacks	Prepare a Design and Development Overlay that includes the provision for a five-metre landscaped setback on residentially zoned land and the creation of pedestrian oriented streets as identified in this Structure Plan	Immediate	Planning and Design Transport and Civil Development	Planning Scheme Amendment approved and gazetted Widening of laneways, the creation of pedestrian oriented streets and the consideration of landscaped setbacks considered in all relevant planning decisions
32		Identify pedestrian oriented streets and semi-active streets for a street planting program and identify suitable tree species. This should be considered in unison with public realm and urban design initiatives	Short	Business and Revitalisation Conservation and Horticultural Services	Streets for planting program identified Considered when conducting public realm and urban design initiatives Activity Centre 10 Year Planting Plan
33	Protect and create key views within the centre	Prepare a Design and Development Overlay that details the key view lines guidance of the Structure Plan	Immediate	Planning and Design	Planning Scheme Amendment approved and gazetted

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