

Coldstream Structure Plan

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Acknowledgements

Council Project Team

Damian Closs, Manager Strategic Planning
Claudette Fahy, Executive Officer Strategic Planning
Ben Champion: Strategic Planner / Project Manager

Hansen Partnership

Craig Czarny: Project Director
Richard Stevenson: Project Manager / Associate Urban Planner
Gerhana Waty: Associate Urban Designer
Danielle Jewson: Urban Designer and Urban Planner

Tim Nott: Economic Analysis + Strategy

Tim Nott: Economic Geographer

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Executive Summary

The Coldstream Structure Plan has been prepared as a strategic document that sets out a long term planning and design vision for Coldstream and is intended to set a 15-20 year strategic framework to manage and guide the future development the centre.

The Structure Plan addresses matters relating to landuse, activity and design guidance within both the public and private realms. It is specifically concerned with initiatives that Council can have a direct role in influencing, facilitating or implementing. This includes the provision of design guidance for both public land (streetscapes and public land/open space) as well as private land holdings such as The Lodge shopping centre and its surrounds.

Three specific precincts within Coldstream have been identified as special places where a range of initiatives can potentially be implemented, including:

1. Precinct 1: The Lodge
2. Precinct 2: The Gateway
3. Precinct 3: Margaret Lewis Reserve

Some of the primary objectives for the Structure Plan are:

- To establish clearly defined entries to improve the recognition and identification of Coldstream along Maroondah Highway.
- To promote Coldstream within its wider regional Yarra Valley tourism context.
- To define and strengthen the commercial and retail roles of The Lodge and The Gateway and provide clear urban and built form guidance associated with The Lodge and The Gateway.
- To improve the appearance of the public spaces within the Township.
- To improve connectivity and movement throughout the township, including links to community activity nodes.
- To encourage new forms of residential and commercial development on vacant land surrounding The Lodge shopping centre.

See page 9 for a complete list of Structure Plan objectives.

Figure 1 Precinct locations



Introduction

Yarra Ranges Council have engaged hansen partnership (hansen), a planning and design consultancy, to work with key stakeholders in preparing the Structure Plan for Coldstream. hansen have been assisted with supporting sub-consultant input of Tim Nott Economics.

How will the structure plan be used?

The aim of the Coldstream Structure Plan (the Structure Plan) is to guide future land use and development in a coordinated manner and provide greater certainty for all stakeholders in delivering a preferred future. In establishing an agreed vision for the centre for a period of 15 - 20 years, the Structure Plan seeks to outline key policy directions, and important physical outcomes as they relate to the built form and activity, landscape and environment, and access and movement.

The Structure Plan will be used by:

Yarra Ranges Council:

As a basis for introducing new planning policies, zones and overlay controls into its planning scheme (as appropriate);

- 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;

- in delivering community services; and
- as a basis for Council to lobby State Government about Green Wedge Policy and infrastructure related initiatives.

The Community:

- to understand how the township and specific precincts within are likely to change in the future;
- to assist community groups in prioritising future work and in seeking funding for projects; and
- to provide a framework for community groups to assist in making long term plans.

Existing Business Owners:

- to create greater certainty and appreciation regarding the future direction of the commercial centres/ nodes.

Developers:

- to understand the development opportunities that exist and the matters that will be taken into account in assessing development proposals.

Other government agencies:

- in coordinating infrastructure improvements with work undertaken by Yarra Ranges Council and other agencies including roads.

The Structure Plan must be regularly reviewed to ensure its directions and ambitions continue to be relevant to the centre as it changes over time.

What is the Coldstream Structure Plan?

The Structure Plan is a strategic document that sets out a long term planning and design vision for the evolution of Coldstream and is intended to set a 15-20 year strategic framework to manage and guide the future development the centre.

The Structure Plan addresses matters relating to landuse, activity and design within both the public and private realms. It is specifically concerned with initiatives that Council can have a direct role in influencing, facilitating or implementing. This includes the provision of specific design guidance for both public land (streetscapes and public land/ open space) as well as private land holdings such as The Lodge shopping centre and its surrounds.

The residential area of Coldstream is currently prevented from expanding outwards by the Urban Growth Boundary (UGB), which separates urban areas of Melbourne from non-urban land beyond. Matters relating to the potential expansion of Coldstream beyond its existing UGB are addressed later in this report.

The Coldstream Structure Plan builds upon the earlier analysis and findings documented within the Coldstream Structure Plan Issues and Opportunities Paper (May, 2015); and the Coldstream Structure Plan Consultation Summary on Issues and Opportunities Paper (July 2015). This document does not replicate the detailed content of above documents; rather they form necessary background information which is relevant to the detail contained within this Structure Plan. Refer to Appendices 1 and 3 for these documents.

Three specific precincts within Coldstream have been identified as places where a range of initiatives can potentially be implemented, including;

- Precinct 1: The Lodge
- Precinct 2: The Gateway
- Precinct 3: Margaret Lewis Reserve

Design initiatives and associated guidelines for each precinct are elaborated on within their relevant chapters.

Coldstream Context

Coldstream Township is located in the Yarra Ranges on the eastern side of the Maroondah Highway, approximately 40 kilometres from Melbourne's Central Business District and 5 kilometres north of Lilydale. Over the last 50 years, Coldstream has established itself as a contained and independent urban environment, set within the rural context of the lower Yarra Valley, within close proximity to the expanding Lilydale Activity Centre.

The residential area of Coldstream comprises a population of approximately 1,746 people including 575 households (Coldstream Community plan, 2014). A limited range of commercial and retail facilities are located along the western edge of the township, including The Lodge shops fronting the Maroondah Highway at the Killara Road intersection and The Gateway shops setback from the highway interface.

Coldstream is provided with an extensive network of passive and active public open spaces that are well distributed throughout the Township.

Key public open space areas include:

- Halley Supple Reserve: a large formalised open space hub located centrally within the Township which contains a recreational oval, tennis courts, cricket nets, a playground and a community centre; and
- Margaret Lewis Reserve: a substantial informal public open space reserve which contains a playground, picnic area and significant canopy vegetation throughout.

Secondary informal public open space is accommodated in the form of a number of small 'pocket parks' located throughout the township which are generally surrounded by rear boundaries of residential properties and accommodate grass cover and sparse canopy planting.

Coldstream's highway position offers the Township with a potential role as a key entry to the Yarra Valley tourism region, although the majority of passing traffic does not stop at the township. The Township's interface to Maroondah Highway is considered an important element to provide a township setting, with the highway providing a primary point of access to and from retail services and residential land.

In a commercial context, Coldstream is within the wider Yarra Ranges Activity Centre network. In accordance with the Yarra Ranges Activity Centre Network Strategy (2012), a retail hierarchy has been identified. Coldstream is nominated as one of 10 small Neighbourhood Activity Centres/ Town Centres, the lowest level of the retail hierarchy. This specifically informs its current and future commercial role within its wider regional context.



view of clubrooms at halley supple reserve



outlook to margaret lewis reserve

Study Area

The Study Area is focused around the Township of Coldstream (the area located inside of the current Urban Growth Boundary), in addition to the land and associated activities surrounding (within 1km), as illustrated in Figure 1.

The Urban Growth Boundary (UGB)

The UGB was established by the State Government in 2001 in order to protect green wedge land, or non-urban land, from residential development. Protection of 'green wedge' land is necessary to preserve these areas for a range of functions including:

- Agriculture
- Quarries
- Open space and recreational opportunities
- Tourism
- Major infrastructure such as airports, water treatment facilities etc
- Biodiversity conservation

In Coldstream's case, 'green wedge' land is currently well utilised for agriculture. The value of this land to Yarra Ranges is underlined by the Recycled Water Pipeline Project, which seeks to 'drought-proof' agricultural areas in the Yarra Valley by connecting high value horticulture to a supply of recycled water in the future.

Green Wedge land surrounding Coldstream also contains a quarry, a waste transfer station, an animal shelter, an airport, a broiler farm, and Coombe Cottage, all of which are legitimate green wedge land uses which could not easily locate elsewhere.

Figure 2 Study Area Aerial Diagram



Exploration of township expansion options

Consultation with the Coldstream community revealed a preference among some residents for the town to expand to accommodate a higher population. It was thought this would equate to improved medical and community services, stronger sporting clubs, a better retail offering, and a general reinvigoration of the town.

The issue was explored with various Council and State Government Departments. A Commercial Assessment was also undertaken to analyse the benefits to the local economy of four growth scenarios presented in the Issues and Opportunities Paper (May 2015).

The town has a significant existing opportunity for residential growth. There is considerable vacant land surrounding The Lodge shopping centre on the south side of the intersection of the Maroondah Hwy and Killara Road. There are 4.5 hectares of land in the Mixed Use Zone which can be developed for either commercial or residential as well as some another 1 hectare of land in the Commercial 1 Zone, which only half is developed. A rezoning of commercial land to Mixed Use Zone could also free up additional land for residential development. Medium density development in this location is acceptable to the community, would not require a change to the Urban Growth Boundary (UGB), and would position an estimated 10 per cent population increase with convenient access to The Lodge.

There is currently no sound strategic basis for an expansion of the residential area of Coldstream into adjoining green wedge land. Should one emerge in the future, the issue can be revisited through a similar analysis to that undertaken as part of the Coldstream Structure Plan. The development of the Mixed Use Zone land and the full utilisation of existing commercial floor space in the town are the logical priorities for town improvement.



Maroondah Highway entry to Coldstream

Vision Statement

The Vision Statement which underpins the Coldstream Structure Plan is as follows:

In 2040 Coldstream will be:

- ***A contained township, with commercial uses serving the day to day needs of the local community, coupled with a range of specialist commercial activities serving the tourism market accessing the wider Yarra Valley region.***
- ***A township with inclusive, vibrant, active and highly utilised and patronised community facilities (including kindergarten, school, sporting clubs and social groups etc.).***
- ***A vibrant, inviting, attractive and clean township with well-designed, 'green' streetscapes and pedestrian connections linking community gathering nodes.***
- ***A township with safe vehicle access.***

Objectives

The primary objectives for the Structure Plan are:

- To establish clearly defined entries to improve the recognition and identification of Coldstream along Maroondah Highway.
- To promote Coldstream within its wider regional Yarra Valley tourism context.
- To define and strengthen the commercial and retail roles of The Lodge and The Gateway.
- To provide clear urban and built form guidance associated with The Lodge and The Gateway.
- To improve the appearance of the public spaces within the Township, including primary streetscapes and secondary areas such as public car parks, laneways etc.
- To improve pedestrian and cyclist mobility and infrastructure throughout the township, including links to community activity nodes.
- To minimise pedestrian and vehicular conflict zones.
- To improve access and connection of Margaret Lewis Reserve with the surrounding street network.
- To protect and enhance the established format of existing housing stock, which predominantly consists of single detached dwellings on larger landscaped allotments.
- To encourage new forms of residential and commercial development on vacant land surrounding The Lodge shopping centre.
- To explore opportunity for the limited expansion of the township.

Key Themes & Directions

Following the investigation and documentation of issues and opportunities and completion of community consultation (refer to Appendices 1, 2 & 3), a series of key themes and directions were devised to frame the Structure Plan around. These Key Themes and Directions seek to guide future development, public realm improvements and economic revitalisation.

The Key Themes and Directions outlined below are expanded upon within the balance of the Structure Plan to include identified objectives and specific actions.

1 Enhance Coldstream's presence and regional connectivity

- Upgrade edge conditions along Maroondah Highway to improve the sense address and presentation of Coldstream.
- Increase exposure and access of Margaret Lewis Reserve from Maroondah Highway as a potential entrance feature for Coldstream Township.
- Investigate other entrance opportunities along Maroondah Highway through community led programs and local small business initiatives (ie. signage, banners, flag poles).
- Facilitate safe pedestrian and cycle links to Lilydale and the Yarra Valley by connecting to existing trails and investigating the potential of a new trail along the disused rail line.

2 Maximise commercial opportunities: Coldstream's strategic location

- Promote Coldstream within its wider regional Yarra Valley tourism context.
- Emphasise The Lodge shopping centre as the location where consolidated commercial and retail activities could be focused in Coldstream.
- Conceptually link localised tourism activities (i.e. Coombe the Melba Estate) and The Lodge and Gateway shopping centre.

3 Define the role and function of Coldstream's Activity Nodes

- Maintain and enhance Coldstream's two Activity Centre's, (The Lodge and The Gateway) for local and tourism focused commercial and retail activity.
- Designate Coldstream Primary School/ Margaret Lewis Reserve as Coldstream's 'Community Activity' precinct.
- Develop a variety of design concepts and actions for each of the above precincts, to be documented within a detailed Framework Plan.
- Acknowledge and support the community's preferred housing typology in established residential areas i.e. single the detached dwellings.

4 Facilitate 'True Village Lifestyle' in Coldstream

- Facilitate opportunities for diverse medium density housing types through the development of the vacant Mixed Use Zone land surrounding The Lodge shopping centre. Potential housing typologies may include; medium density townhouses; integrated shop top housing; and/or a retirement village etc.
- Improve pedestrian links, and establish footpaths in residential streets where there are currently none.
- Improve the public realm throughout the township. This may include upgrades to footpaths, street planting, street furniture, public open space upgrades utilising consistent design themes.

5 Improve Coldstream's 'Hidden Gems'

Halley Supple Reserve:

- Upgrade and/ or relocate toilet block.
- Improve pedestrian access paths and connections between key activity areas.
- Improve edge treatments and interfaces of the reserve to residential areas to the north, south and west.

Margaret Lewis Reserve:

- Improve reserve address and connectivity within Coldstream at all edges.
- Implement clear wayfinding and path network signage.
- Seek to facilitate educational links between the primary school and the reserve (i.e. tree planting initiatives, 'friends of the park' scheme etc.).

Internal 'Pocket Parks'

- Support community-led projects for pocket parks (i.e. Community Garden, urban forest).

Figure 3 Key Directions diagram



Maroondah Highway Interface

A key concern of the community is the seeming invisibility of Coldstream to passing motorists, which largely results from the somewhat nondescript vegetation along the Highway, the minor reduction in speed limit, the concealed appearance of buildings in the residential estate, and the arguably uninviting appearance of the commercial area.

In order to address this, the Structure Plan proposes boulevard planting and upgraded footpaths along the eastern side of the Highway; and improved landscaping, lighting, flagpoles and signage along the west side. The objective of these changes is to visually distinguish Coldstream from other parts of the Highway, as a residential and commercial centre.

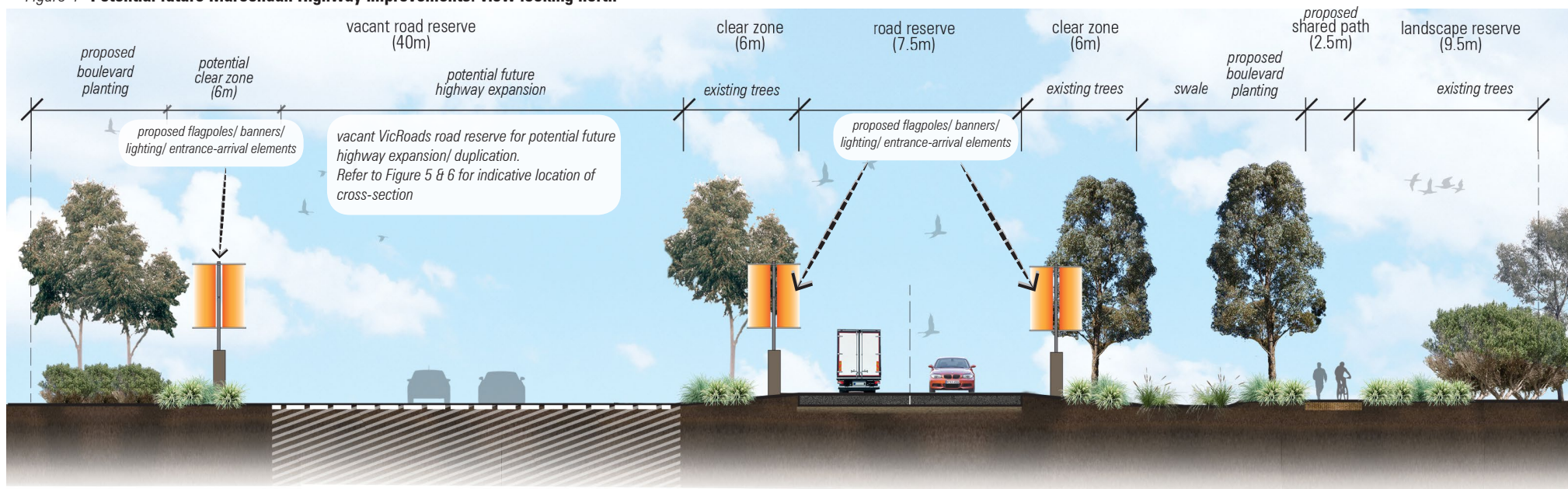
This aim brings into question VicRoads' longer term intentions to duplicate the Highway through the town and the effects this would have on connectivity within the town and also on the perception of Coldstream as a destination by outsiders.

It is therefore recommended that Council engage with VicRoads to identify changes to the Maroondah Highway that would slow traffic, increase safety for pedestrians, increase the visibility of the town to passing traffic, improve connectivity, and contribute to a sense of entrance to the town.

One suggestion is to reduce the speed limit to 50-60km, with a particular emphasis on The Lodge commercial area (although there is inherent difficulty in this given VicRoads have provided advice that it is unlikely for any further speed reductions along Maroondah Highway).

It is further suggested that an alternate Highway configuration could be to involve single lanes in each direction with a wide, planted median strip to visually distinguish Coldstream from other parts of the Highway. This could combine with pedestrian refuges at strategic locations to encourage safe crossing. Obviously such outcomes would need to be advocated for and negotiated with VicRoads.

Figure 4 Potential future Maroondah Highway improvements: view looking north



Addressing potential highway duplication

Despite the highway initiatives and upgrades discussed above, it is understood that VicRoads have longer term intentions to duplicate Maroondah Hwy (to include 2 lanes in each direction with central median). A vacant road reservation already exists to facilitate this outcome. However from Council's perspective such a major duplication of Maroondah Hwy is not a preferred urban realm outcome due to the negative impact it would have on the Coldstream township along this interface due to the more significant barrier this would create between the east and west sides of the Highway.

Nevertheless Figure 4 provides a sectional diagram concept of the layout and separation of elements associated with recommended upgrades along the Maroondah Highway corridor. These works would include the designation of new 'clearways' between vehicle carriageways and new vegetation as well as pedestrian and public realm improvements.

More specifically the proposed pedestrian pathway to the east side of the highway illustrates the utilisation of the existing path which will form part of the designated Melba Trail. It is proposed for this path to include new canopy vegetation and understorey planting to compliment existing planting along abutting residential land, and includes informal drainage swales to provide a sense of separation and refuge for pedestrians from the highway edge.

Addressing Killara Road/ Station Street Intersection

Safety and functionality issues with the intersections of Killara Road and Station Street with Maroondah Highway have been highlighted throughout the development of the Structure Plan.

The existing arrangement is problematic for safety and functionality due to the proximity of the two right hand turn lanes into Station Street and Killara Road respectively, which are each on a different side of the Highway. When there is heavy traffic, cars in these lanes build up, delay traffic and create an unsafe road environment.

A potential improvement suggested by VicRoads is to remove the right-hand turn lane into Station Street (being the less busy road). This would mean Station Street would accommodate only left in/left out traffic, and cars wanting to travel from Station Street to Lilydale would need to go via Coldstream West Road and Victoria Road. In exchange, the intersection of Killara Road and Maroondah Highway could be significantly improved. This might include signalisation at the intersection of Killara Road with the Highway combined with a left turn 'slip lane' from Killara Road into the Highway (as explained under 'Option 2—Retain Road Alignment'), together with an improved approach to truck parking in the vicinity (as explained under 'Truck Parking at the Lodge'). In addition to this, a lengthy median strip may be considered to prevent traffic from Station Street circumventing the new traffic rules by undertaking U-turns on Maroondah Highway.

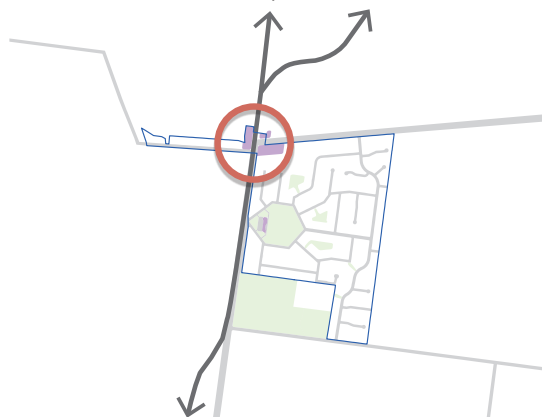
Ideally, Killara Road and/or Station Street would be realigned to create a four way, 'cross intersection' with the Highway. However, this is complicated by VicRoads' long-term intentions to duplicate the Highway through Coldstream. Any cross intersection would need either signalisation or a roundabout. Advice from VicRoads indicates a roundabout is not viable. Similarly, signalisation would be costly, would involve land acquisition, and may not be viable.

To read VicRoads comments on these issues in full, please refer to Appendix 2., as well as p.67 of the Issues and Opportunities Paper contained in Appendix 1.

Precinct 1: The Lodge

Precinct Description

- The Coldstream Township is at a key entrance to the Yarra Valley wine and food region.
- The precinct is located within a highly advantageous position situated 500m south of the junction of Maroondah and Melba Highways.
- The precinct extends along the Maroondah Highway between the intersections with Station Street and Killara Road, presenting significant traffic and pedestrian conflicts.
- The area comprises of a mixture of small and varying commercial and retail uses on both sides of the Maroondah Highway including the Coldstream Brewery, IGA, Gateway Estate and Coldstream Roadhouse.
- The Lodge shopping centre is located at the south east corner of the Killara Road and Maroondah Highway intersection and comprises small, locally oriented retail tenancies with at grade car parking surrounding the building to the north and west.
- Surrounding The Lodge shopping centre is a large, predominately-vacant parcel of land within the Mixed Use Zone.
- This land has immediate residential abutments to the south and east and main road exposure to the west and north.



The Vision

The Lodge precinct will be established as Coldstream's most visible and accessible commercial hub. Building on its advantageous highway exposure and proximity to the Coombe Cottage Estate, this precinct will re-define the southern approach into the Yarra Valley. The precinct will integrate a mixture of existing and new tourism related activities and local businesses, centred at the edges of the Maroondah Highway and Killara Road intersection. It will also provide diverse, new housing typologies currently unavailable within the township.

Precinct Objectives

1. Establish connections from The Lodge to Nellie Melba's legacy, the town's agricultural surrounds, and other defining characteristics, to promote the town (incl. Melba Trail).
2. Enhance the image of the precinct by encouraging local businesses and uses to integrate within the precinct on both sides of the Highway.
3. Establish a strong sense of arrival to the Yarra Valley along the Maroondah Highway.
4. Improve the existing intersection of Killara Road, Station Street and Maroondah Highway for safer pedestrian and vehicle movement.
5. Identify suitable 'resting points' and targeted commercial uses for a variety of motorists, including caravans, trucks and buses to improve patronage.
6. Provide more diverse housing choice and commercial uses, focused around the Mixed Use Zone land.
7. Establish a safe and clear pedestrian access between The Lodge and The Gateway.



Existing signage pattern along the Maroondah Highway looking north



Existing interface conditions of The Lodge shopping centre



Existing tourism related local business along the Maroondah Highway

Landuse, Zoning and Overlays within The Lodge Precinct

Landuse, Zoning and Overlays within The Lodge precinct warrants consideration, particularly from angles of availability, supply and suitability. These aspects as relevant to The Lodge precinct are considered in greater detail below.

Supply of Commercial Land

The economic assessment undertaken as part of the Issues and Opportunities report broadly identified that sufficient commercially zoned land (i.e. Commercial 1 and 2 Zone) is currently provided within The Lodge precinct, noting that there is currently undeveloped Commercial 1 Zone and Mixed Use Zone land and underutilised Commercial 2 Zone land.

With the available supply of vacant Commercial 1 Zone land, it provides an opportunity to investigate the targeted rezoning of land to the Mixed Use Zone. Such a zone would assist in facilitating commercial and residential development within the existing Urban Growth Boundary, and could logically be located within The Lodge on the undeveloped C1Z land east of the existing shopping centre building.

Furthermore the extent of currently vacant Mixed Use Zone land which surrounds The Lodge shopping centre (and particularly the vacant land to the south) provides for flexibility in potential future development of commercial and residential land uses.

Based on these supply and land use implementation considerations, the Structure Plan does not make any recommendations for additional Commercial 1 or 2 Zone land to be provided within The Lodge precinct.

However, it must be acknowledged that in addition to allowing a range of desirable residential and commercial land uses and development, the Mixed Use Zone has potential to allow land uses the community may consider inappropriate. These include industrial and manufacturing uses, and warehouses. Therefore, there should be consideration of the benefit of rezoning some of the considerable land area currently zoned Mixed Use Zone to a suitable residential zone which would allow the type of medium density residential development the Structure Plan foresees, such as the General Residential Zone.

Design and Development Overlays

Design and Development Overlay Schedule 13 (DDO13) applies to the Commercial 1 Zone land located at The Lodge shopping centre, whilst Design and Development Overlay Schedule 17 (DDO17) applies to the surrounding Mixed Use Zone land. Both overlays are general in nature and apply to more locations in Yarra Ranges than just Coldstream. The overlays provide general built form design guidance, including a recommended maximum height of 7.5 metres, while DDO17 seeks new development to contribute to a rural town centre character. Noting that community consultation revealed a general acceptance for more intensive built form at The Lodge shopping centre and surrounds, it is likely that the existing DDO13 and DDO17 would need to be amended or replaced to facilitate such outcomes.

Land to the West of the Maroondah Highway

Currently the land located on the western side of the Maroondah Highway (north of Station Street) is within the Commercial 2 Zone. In summary this zone is intended to provide land for offices, bulky goods retailing and associated businesses (noting there are floorspace limits on retailing). In particular, the zone requires a permit for shops (other than restricted retail premises and supermarkets) unless they total less than 500 square metres and are adjacent to a supermarket of 1,800 square metres or less. This restriction is designed to prevent full line supermarkets but to allow the provision of small-scale supermarkets and associated retailing in order to increase competition. However, a supermarket of more than 1,800 square metres is not viable at this location.

More generally the Commercial 2 Zone may be seen to discourage retail outlets to serve visitors given that a Planning Permit is required for the use, noting that if the zone were altered to the Commercial 1 Zone it would allow the use of shops 'as of right'.

Changing the zoning to the Commercial 1 Zone would signal Council's desire for increased commercial activity and investment. In practical terms this could be facilitated in conjunction with public realm/ urban design improvements and marketing. Because any rezoning could create more pedestrian oriented business to the western side of Maroondah Highway, measures to improve pedestrian safety would need to be considered in consultation with VicRoads.

Land on the South West Corner of Station St and Maroondah Hwy

The land on the south west corner of Station Street and the Maroondah Highway is outside the UGB, being within the Green Wedge Zone. Although this land is not currently commercially utilised, the Green Wedge Zone allows for a limited range of commercial activities that are connected to rural pursuits and would allow a nursery, restaurant, function centre, leisure and recreation, exhibition centre, residential hotel or group accommodation as long as a rural connection can be demonstrated.

Beyond questions of land use and activity, any potential development in this location should achieve a high standard of urban design, including the interface with Maroondah Highway, it would also need to appropriately consider access and traffic safety.

Land use restrictions of green wedge zone

Written submissions to Council have raised an issue that within the Green Wedge Zone, a large number of land uses requiring a planning permit can only be approved if the lot on which the use is conducted meets the minimum subdivision area in that location. Land uses affected include: Function Centre, Group Accommodation, Residential Building, Residential Hotel, and Restaurant.

Green Wedge areas surrounding Coldstream are either Green Wedge Zone Schedule 2 (minimum subdivision area of 12 hectares) or Schedule 4 (minimum subdivision area of 18 hectares). Because some land surrounding the Urban Growth Boundary in Coldstream is on relatively small lots (i.e. properties on the north side of Killara Road opposite The Lodge commercial area are roughly 4 hectares each), these sites cannot be permitted to accommodate any of the above mentioned land uses.

Without downplaying the importance of protecting Green Wedge areas from inappropriate land uses and intensity of use, an argument could be made that the potential use of green wedge land in proximity to an established commercial and residential area might reasonably be considered differently to land far from centres or settlements.

It is therefore recommended that Council advocate to the State Government to relax the requirements of the Green Wedge Zone relating to certain land uses being prohibited as a consequence of not meeting relevant minimum subdivision sizes. Should this be changed, the above land uses would still require a planning permit from Council. The change would simply allow a planning permit application to be made, and could logically lead to well located commercial land uses in the Green Wedge Zone surrounding Coldstream.

The Lodge Concept Options

Two different Concept Plan options with associated 'actions' have been developed for The Lodge precinct. The major difference between the two involves the potential realignment of the Station Street/ Maroondah Highway/ Killara Road intersection. Each are described in turn.

Option 1-Road Realignment

During the earlier phases of the Structure Plan, vehicular and pedestrian safety issues were raised with the Station Street/ Maroondah Highway/ Killara Road intersection, which are exacerbated by the offset alignment of Station Street and Killara Road on Maroondah Highway. The ability to improve the safety and overall connectivity of this intersection is considered to be a major action to be recommended through the Structure Plan process. The 'optimal' solution and outcome would involve the realignment of Killara Road to meet Station Street, which would in turn allow the reorganisation of the combined intersection to improve pedestrian and vehicular safety and connectivity.

However this option is a highly complex one, as the realigned road would be located on privately owned land which currently accommodates The Lodge shopping centre. As such Option 1 could only be pursued as part of a larger comprehensive redevelopment of The Lodge shopping centre and surrounding precinct and would involve a complex arrangement of negotiated land agreements and associated 'land swaps'.

Should this option become feasible or viable through specific landowner interest, Council would have a central role to play in negotiating and facilitating outcomes with a range of stakeholders, which would particularly including: parties seeking to redevelop The Lodge shopping centre, relevant landowners, internal Council Departments and Government Agencies such as VicRoads.

Option 2- Retain Road Alignment

Noting the complexities associated with Option 1, it is acknowledged that this may not be feasible for a range of reasons, particularly if land owner interest were absent. If Option 1 is not facilitated, there are still a range of specific initiatives and actions which can be facilitated within The Lodge precinct.

Option 2 involves the retention of the existing road alignment. Vehicular and pedestrian connectivity and safety are still specific issues to be addressed. The main recommended action is to advocate for the signalisation of the Maroondah Highway/ Killara Road intersection.

An immediately achievable action to improve the intersection includes is the potential creation of a left turn slip lane along the southern side of Killara Road, in order to improve traffic movements at the Maroondah Highway/ Killara Road intersection. This would assist the flow of traffic from Killara Road out onto the Highway.

Additional Issues at The Lodge

Urban Realm Upgrades to the West

The commercial land located west of Maroondah Highway (immediately to north of Station Street), is physically separated and disconnected from the balance of The Lodge Precinct due to the traffic volumes accommodated along Maroondah Highway.

The commercial uses in this location are 1-2 storey commercial properties with limited setbacks and areas of hard standing for vehicle parking, and larger warehouse buildings set well back, with chain wire front fencing. Currently there is limited landscaping or positive urban realm treatments in this location; meaning it does not present well to passing traffic. As this commercial area is arguably the most visible part of the town, it is a key element to Coldstream's image.

On this basis there is a clear justification to investigate opportunities to integrate the commercial land on the west side of Maroondah Highway more effectively with The Lodge precinct through urban design improvements, changes to the road reserve, improved pedestrian safety and connection, and general public realm treatments and upgrades (including but not limited to: landscaping, paving treatments, fencing and boundary treatments, rationalisation of vehicle parking etc.).

While the potential rezoning of this land may improve and encourage a greater range of commercial activity to the west of Maroondah Highway, public realm upgrades could be undertaken by Council in the absence of any land rezoning. Public realm upgrades would need detailed urban design analysis and design documentation.

Melba Trail

Although separate from the current Structure Plan project, a current Council initiative is the Melba Trail which has its basis in the Coldstream Community Plan in 2014. It is a proposed public walk to commemorate Nellie Melba that would link The Gateway precinct with Coombe Cottage, passing en route through The Lodge precinct. Resting points along the pathway are anticipated to feature high quality seating, lighting, artwork, storytelling panels and significant horticultural plantings.

Within any future development of The Lodge and Gateway precincts, consideration must be given to the location and form of this trail, including any resting points or other associated features (refer to Figure 1 for trail alignment).

Truck Parking at The Lodge

An identified traffic management issue along Maroondah Highway relates to trucks heading in a southerly direction, which park on the east side of the road along the frontage of The Lodge shopping centre. These trucks block sight lines for vehicles exiting Killara Road onto Maroondah Highway, whilst further pedestrian safety issues are created by truck drivers crossing Maroondah Highway to access the Coldstream Roadhouse Café located on the west side of Maroondah Highway.

These issues warrant further investigation through the Structure Plan, including whether there is a desire to encourage and formalise truck parking within Coldstream.

Interface with Mixed Use Zone land

The currently Mixed Use Zone land located at the Lodge constitutes a significant opportunity for the integration of the commercial area with the immediately interfacing and surrounding residential areas of Coldstream, particularly along the southern and eastern interfaces.

It is considered that the residential properties with an immediate abuttal to the Mixed Use Zone land may have future development potential, which should be fostered and encouraged. This would logically be facilitated by locating an internal access road on the Mixed Use Zone land along the eastern and southern boundaries to allow a secondary access for adjoining residential properties to subdivide with new development to face onto the newly created roadway.

The benefits of this outcome would be an improved sense of integration between any new development and the residential estate; improved development potential in this area; and more efficient utilisation of any new vehicle access infrastructure provided.

This would need a Design and Development Overlay drafted for the Mixed Use Zone land to designate the location of the new access road, in combination with an amendment to the existing planning controls which currently apply to the adjoining residential properties and effectively limit development to 1 dwelling per site.

Existing Drainage Issues

Drainage issues exist within Coldstream. Currently, stormwater from the residential estate drains to an area near the intersection of Maroondah Highway and Station Street, from where it is piped under the highway and west along the rear of residential properties facing Station Street, to Olinda Creek. During times of heavy rainfall, it is common for the Highway to flood in this area.

More generally land to the west of the Highway is also subject to flooding. Should further development be proposed in the town, thorough consideration of drainage capacity will be required.

In the long term, upgrades to drainage infrastructure are recommended. Council will consider working collaboratively with Melbourne Water to identify methods for improving Coldstream's drainage issues, and particularly via creation of retarding basins or other modifications to upstream conditions.

The Lodge Urban Design Principles

In addition to the general concept options already discussed, the following forms the general urban design principles to be applied to all future development in The Lodge precinct, involving either upgrades to the existing Lodge shopping centre or otherwise as part of a new development. Equally the same general urban design principles can be applied to residential development on the Mixed Use Zone land:

1. Strengthen the image and identity of The Lodge commercial precinct through the integration of existing building/s with new development; improvement of the streetscape appearance of existing buildings; creation of active, well designed streetscape frontages.
2. Encourage the build-up of commercial areas with a mixture of retailing/ commercial activity and integrated residential development.
3. Encourage a coherent, legible and interconnected street layout which avoids cul-de-sacs so as to facilitate pedestrian and roadway connections to the surrounding street network, including Murrac Street, Wheeler Street and Glenhurst Park.
4. Ensure urban form which creates a human scale setting with a comfortable and safe pedestrian environment and increased vibrancy in high pedestrian areas.
5. Implement high quality streetscape and public realm landscaping throughout the area.
6. Encourage built form of up to three storeys in scale. Proposed third storey levels are to be recessive in form and the roof form should emphasize domestic pitched roof residential character.

7. Sensitively manage built form transitions at interfaces between commercial and residential areas by stepping down building height from a consolidated commercial centre to the residential areas surrounding the precinct (located to the south and east) as well as existing and proposed future open space.
8. Ensure the siting of buildings is sympathetic to the surrounding locality and provides ample space for high quality aesthetic streetscape planting and landscaping.
9. Ensure car parking does not dominate primary frontage through integrated landscape design.
10. Ensure buildings are of high quality design and construction and incorporate materials and colours of earthy, or natural tones that complement its surrounding environment.
11. Ensure that the identified residential node within the vacant Mixed Use Zone land parcel provides opportunity for abutting residential lots to the east and south to subdivide the rear of dwellings and front new vehicle accessways created as part of the overall development.



Example of potential new commercial form at The Lodge to be complimentary of agricultural context - Jensen Architects



Example of high quality public realm improvements within a small scale commercial context- Langtree Mall Mildura, Hansen Partnership



Example of landscape treatment in commercial area avoiding car parking at commercial frontages- Central Dandenong, BKK Architects



Example of 2 storey residential form complementary to environmental and landscape context - Six Degrees Architects

Option 1-Road Realignment

Precinct Actions

1. Investigate the potential to re-align Killara Road and Station Street as part of an improved intersection arrangement.
2. Investigate options with VicRoads for the signalisation of the new Maroondah Highway/ Killara Road intersection.
3. Encourage the major redevelopment of The Lodge, including supermarket, retail businesses and integrated medium density development and/or tourism focused accommodation.
4. Establish streetscape and public realm improvements as part of the Lodge redevelopment.
5. Implement boulevard planting and upgraded footpaths along the eastern side of the Maroondah Highway.
6. Establish streetscape upgrades along the western side of the Maroondah Highway, including improved landscaping, lighting, flagpoles and signage.
7. Encourage future medium density residential development on the Mixed Use Zone land with meaningful connections to Glenhurst Park and wider Coldstream.
8. Within the context of any proposed development, establish new internal roads on Mixed Use Zone land to align along east and south boundaries and facilitate integration by encouraging adjoining allotments to subdivide to allow additional residential development.
9. Investigate options to change planning controls to allow subdivision on residential properties adjoining the Mixed Use Zone.
10. Encourage active commercial use permissible and consistent with the Green Wedge Zone on southwest corner of Maroondah Highway/ Killara Road.
11. Encourage active frontages and a sense of address along Killara Road. Encourage improved presentation and sense of address along Maroondah Highway.
12. Consolidate and improve traffic and way-finding signage along the Highway.
13. Investigate opportunities to integrate the commercial land on the west side of Maroondah Highway into the town more through the application of urban design principles to new built form (ie. passive surveillance and outlook) and modifications to the highway to improve pedestrian connectivity, such as a pedestrian refuge.
14. Ensure Council work closely with the development of the Mixed Use Zone land to ensure a high-quality development outcome, tailored to the needs of the Coldstream community.
15. Investigate whether truck parking should be formalised within the Maroondah Highway road reserve or The Lodge precinct more generally.
16. Council to work closely and collaboratively with the future developer/ permit applicant of vacant land at The Lodge shopping centre to ensure a high quality design development outcome is achieved.



Precinct Action 3: Existing Conditions



Precinct Action 7: Existing Conditions



Precinct Action 11: Existing Conditions

Figure 5 The Lodge Framework Plan (road realignment)



NOTE: Figure 5 is a conceptual diagram only, noting that any potential road layout and new road connections would be subject to detailed design investigations.

Option 2 - Retain Road Alignment

Precinct Actions

1. Advocate with VicRoads for traffic management upgrades and/ or the signalisation of the Maroondah Highway/ Killara Road intersection.
2. Seek to redevelop The Lodge shopping centre to provide active commercial uses at its main streetscape edges, and integrated medium density development and/ or tourism accommodation.
3. Reinforce the commercial and retail hub around the Maroondah Highway/ Killara Road intersection as the entrance to the Yarra Valley, including streetscape/ public realm improvements and rearrangement of the existing car park to improve vehicle movement and pedestrian connectivity.
4. Implement boulevard planting and upgraded footpaths along the eastern side of the Maroondah Highway.
5. Establish streetscape improvements along the western side of the Maroondah Highway. This will include landscaping, lighting, flagpoles and signage.
6. Encourage future medium density residential development within the Mixed Use Zone land with meaningful connections to Glenhurst Park and wider Coldstream.
7. Within the context of any proposed development, establish new internal roads on Mixed Use Zone land to align along east and south boundaries and facilitate integration by encouraging adjoining allotments to subdivide to allow additional residential development.
8. Investigate options to change planning controls to allow subdivision on residential properties adjoining the Mixed Use Zone.
9. Encourage active commercial use permissible and consistent with the Green Wedge Zone on southwest corner of Maroondah Highway/ Killara Road.
10. Encourage active frontages and a sense of address along Killara Road. Encourage improved presentation and sense of address along Maroondah Highway.
11. Improve 'back-of-house' presentation to The Lodge with public realm improvements and clear connections to the wider street network.
12. Consolidate and improve traffic and way-finding signage along the Highway.
13. Investigate opportunities to integrate the commercial land on the west side of Maroondah Highway into the town more through the application of urban design principles to new built form (ie. passive surveillance and outlook) and modifications to the highway to improve pedestrian connectivity, such as a pedestrian refuge.
14. Ensure Council work closely with the development of the Mixed Use zone land to ensure a high-quality development outcome, tailored to the needs of the Coldstream community.
15. Investigate whether truck parking should be formalised within the Maroondah Highway road reserve or The Lodge precinct more generally.
16. Explore the potential rezoning of undeveloped Commercial 1 Zone land to the Mixed Use Zone.
17. Investigate potential to create a left turn slip lane along the southern side of Killara Road (to improve traffic movements at the Maroondah Highway/ Killara Road intersection).



Precinct Action 1: Existing Conditions

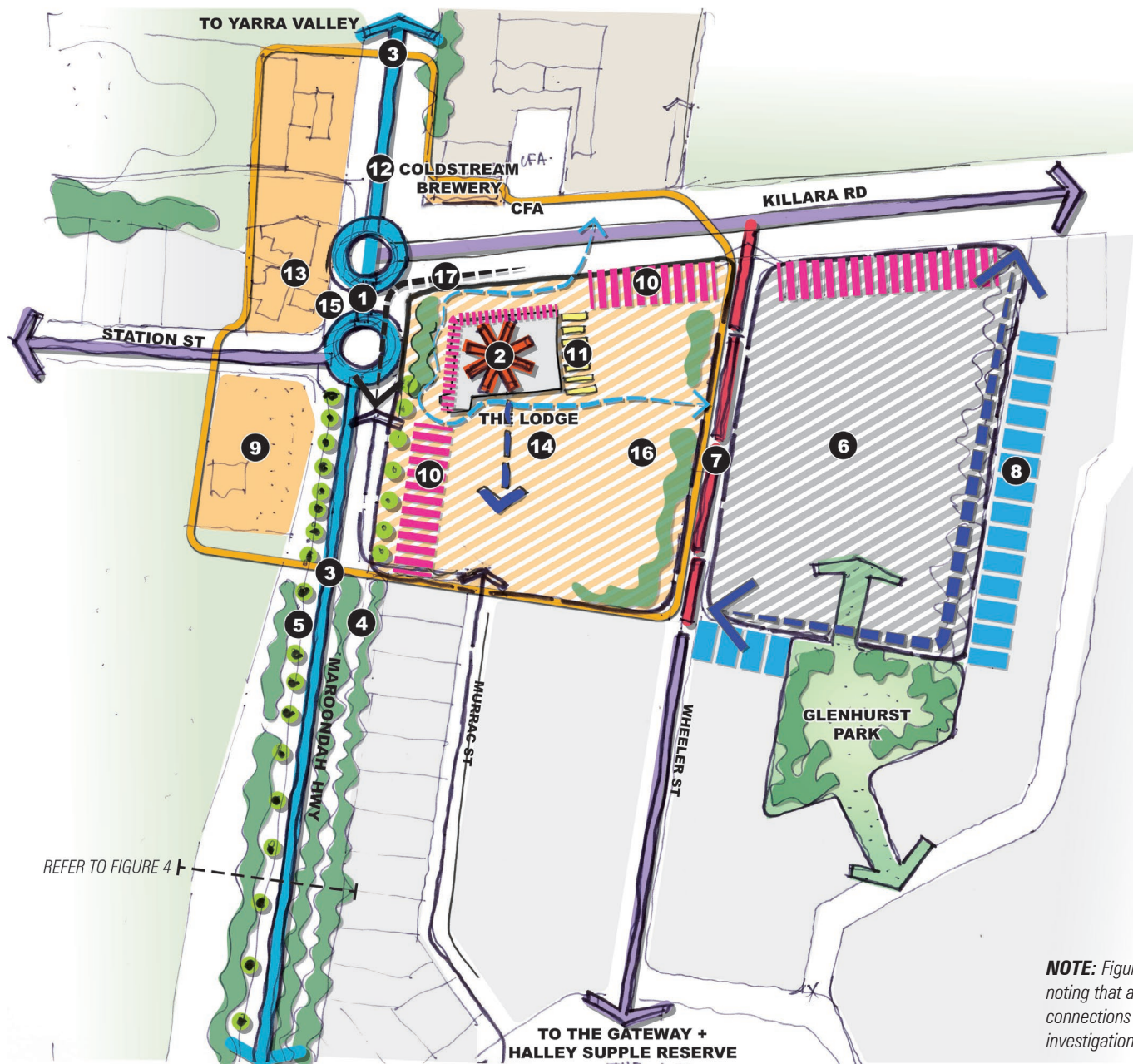


Precinct Action 2: Existing Conditions



Precinct Action 10: Existing Conditions

Figure 6 The Lodge Framework Plan (retain intersection alignment)



NOTE: Figure 6 is a conceptual diagram only, noting that any potential road layout and new road connections would be subject to a detailed design investigations.

Precinct 2: The Gateway

Precinct Description

- The Gateway precinct is located east of the Maroondah Highway at the centre of Coldstream.
- It presents the 'front door' of the residential area of the Township, with a demarcated entry off Maroondah Highway.
- Views from the highway highlight the unique subdivision pattern of the Township with the presentation of the retail shop frontages nestled behind a large grassed 'forecourt' and at grade carpark.
- The narrow attached retail tenancies have a direct interface to at grade car park.
- To the rear, the commercial building has a direct interface to Halley Supple Reserve. The reserve comprises of football clubrooms, playground, tennis courts and cricket nets.
- Informal signage is located on Maroondah Highway which creates visual clutter.



Existing interface of The Gateway shops to the customer carpark

The Vision

The Gateway will provide retail and commercial facilities and integrate an outdoor community hub at the forecourt of the commercial building. The precinct will also establish strong connections to the Halley Supple Reserve and associated facilities forming a holistic community activity node

Precinct Objectives

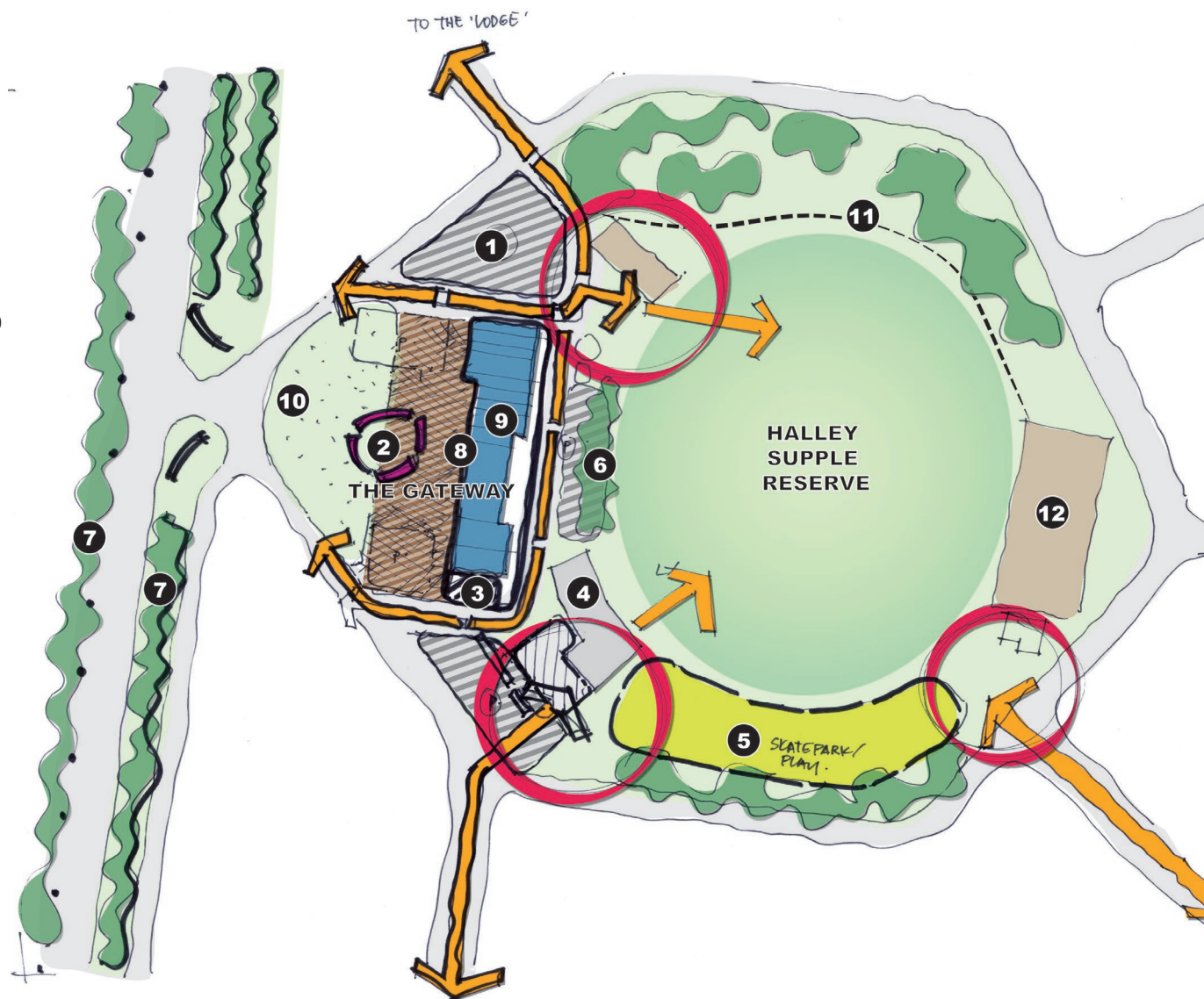
1. Reinforce The Gateway as a commercial and retail hub.
2. Enhance the sense of arrival to The Gateway from the Maroondah Highway.
3. Establish a 'main street' retail experience at The Gateway and establish a more inviting urban environment.
4. Encourage community focused activities and develop The Gateway as a key public gathering space in the township
5. Seek to establish visual and physical connections to the Halley Supple Reserve and associated facilities.
6. Capture local spending and improve retail exposure for local businesses through consolidated formal signage.
7. Encourage non-retail businesses to have improved streetscape presentation during business hours.
8. Explore ways to improve and activate the shopfront through alternative retail/ commercial offerings.
9. Encourage future public realm improvements around Halley Supple Reserve to activate its interface and establish a safe and attractive environment.

Precinct Actions

1. Relocate and re-organise car parking to either sides and, or rear of The Gateway shops.
2. Implement a community open space hub and public realm/ shop forecourt upgrades at the existing Gateway carpark integrating a mixture of paved areas, landscaping and street furniture to cater for a variety of events and community uses.
3. Relocate the existing public toilet block to the south of The Gateway shops, subject to future design consideration and detail.
4. Investigate potential improvements and upgrades to the football/ cricket club building, such as including female change rooms, disabled access, improvement of entrances, more storage areas and general beautification. Also investigate the potential future expansion of the building to the south-west to allow dual activation and surveillance.
5. Implement a youth space/ skate park adjacent to the proposed playground (already approved and funded through a separate Council project).
6. Upgrade outlook to Halley Supple Reserve by reconsidering its boundary condition.
7. Establish a boulevard treatment along the east and west of Maroondah Highway.
8. Encourage landlords and traders to undertake aesthetic improvements and upgrades to existing shopfronts, including: routine maintenance of façades (re-painting and material upgrades where required), creation of active and visibly open shopfront window displays, implementation of consistent signage and external display lighting etc.

9. Investigate short-term initiatives for The Gateway shopping centre to improve economic functionality, including short term initiatives (pop-up shops, artisan based business, etc.) to create activity in vacant shopfronts so as to increase business activity.
10. Implement a single consolidated signage board which can advertise each business within The Gateway.
11. Investigate the potential construction of a path around the perimeter of the oval to improve pedestrian access and create additional informal vehicle parking.
12. Investigate potential improvements of the old tennis club facility to accommodate the current netball club.

Figure 7 The Gateway Framework Plan



Precinct 3: Margaret Lewis Reserve

Precinct Description

- Margaret Lewis Reserve is an expansive precinct of approximately 19 hectares located at the southern portion of the township.
- The area comprises of a large informal reserve, a community playground, BBQ and picnic facilities, Coldstream Primary School, Coldstream Community Hub, Coldstream Preschool, Maternal & Child Health facility and a public carpark.
- A pedestrian loop track runs around the open reserve with connections to Belchester Avenue, Keelson Street, Lauriston Drive and Ingram Road.
- Vehicle access to the precinct is gained via Kelso Street to the north and Ingram Road to the south. The driveway extending from Ingram Road is unsealed and is often perceived as a private road.



The Vision

Margaret Lewis Reserve will be consolidated to establish itself as the community and leisure destination. The precinct offers a natural arrival point into Coldstream, achieved through public art and strategic signage initiatives to enhance its presence and legibility within the broader Township. As a prime destination attracting visitors from within and outside the township, Margaret Lewis Reserve will continue its role as an integrated community and civic precinct, set within an attractive landscape setting and supported by high quality public open space, the precinct will present itself as inviting to the local community, employees, customers and visitors alike.

Precinct Objectives

- Establish Margaret Lewis Reserve as a Community Activity precinct and as the township's southern entrance.
- Improve recognition of Margaret Lewis Reserve from Maroondah Highway and adjoining areas to promote better utilisation of the Margaret Lewis Reserve as a local, accessible and informal open space.
- Facilitate better physical and visual connections within and beyond the precinct and enhance the image and legibility of the precinct.
- Clearly define desired line of movement for pedestrian and cyclists through improved connectivity and way-finding from surrounding residential areas.



Existing interface of the Coldstream Community Centre



Existing playground and open space conditions of Margaret Lewis Reserve

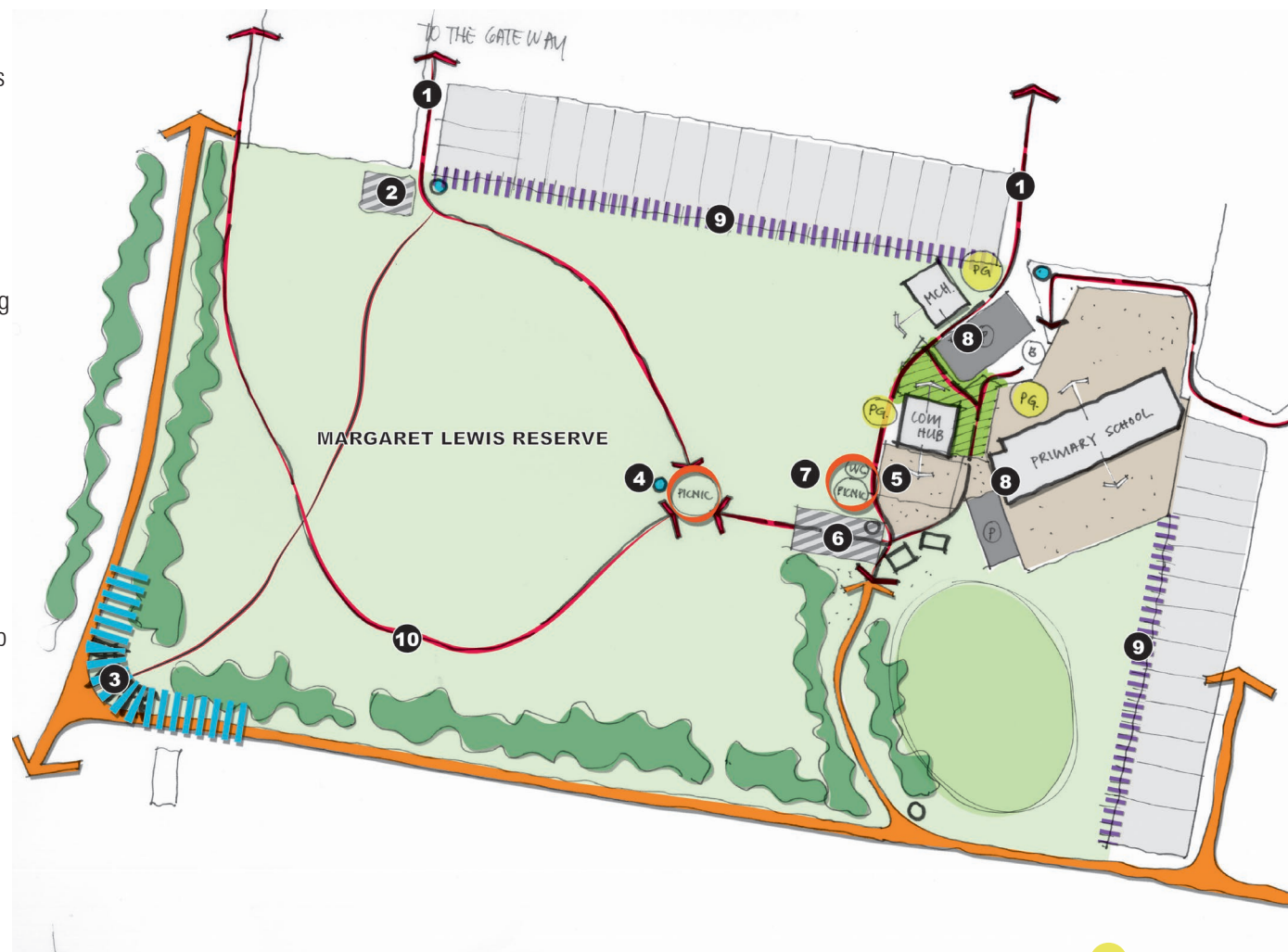


Existing car park from Kelso Street at the Community Hub

Precinct Actions

1. Facilitate pedestrian connection and establish legible entries into the Reserve along Maroondah Highway (service road) and Ingram Road.
2. Implement a new car park to the north of Margaret Lewis Reserve adjacent to Belchester Avenue.
3. Implement clear way – finding signage, or public art at the north eastern corner of Maroondah Highway and Ingram Road junction which establish a positive relationship with its landscape setting.
4. Implement integrated pedestrian and vehicular wayfinding signage at strategic locations throughout the precinct, particularly at the northern entrance from Kelso Street and the southern entrance from Ingram Road.
5. Establish a new public toilet block between the existing playground and community hub.
6. Consider the establishment of a visitor carpark at the north of the reserve, integrated within a landscape setting.
7. Establish new picnic area adjacent to the Community Hub adjacent to future car parking and public toilet facility.
8. Consider improving sense of address by encouraging utilisation of multiple access points for existing buildings, or encouraging future redevelopment to address the public realm.
9. Consider opportunity for dwellings fronting Bronwyn Street and Lauriston Drive to have pedestrian access (via rear garden) to improve reserve access and surveillance.
10. Develop a landscape masterplan for Margaret Lewis Reserve, which includes a clear 'loop' path to connects with public open space amenities and existing community facilities.

Figure 8 Margaret Lewis Reserve Framework Plan



PG Public Gathering

Potential Uses for Coldstream's Hidden Gems

The township of Coldstream comprises of several vacant parcels of land aligned within the centre of residential blocks, commonly referred to as 'pocket parks'. The pocket parks are currently underutilised and bordered by high paling fences of surrounding dwellings.

Throughout the consultation period, several ideas emerged which sought to utilise these unique land parcels for various community and development opportunities. These ideas include:

Community Garden

A community garden is typically a piece of land gardened and maintained by a group of community members, utilising either individual or shared plots on private or public land. The garden may produce fruit, vegetables, and/or ornamentals.

Case study: Merri Corner, Brunswick East

Moreland City Council owns the land and leases it to the Merri Corner Community Garden Inc. Plot holders pay annual rent to the MCCG to lease their plots and they own the vegies they grow. Fruit and vegies in the communal areas are shared. (<http://www.merricorner.org/>)



Merri Corner Community Garden (Brunswick East)



Community Garden: Buna Reserve, Banyule City Council

Urban Forest

Urban forests provide critical ecosystem services such as air and water filtration, shade, habitat, oxygen, carbon sequestration and nutrient cycling. The urban forest also provides opportunities for experiencing a connection to nature, something that is often perceived to be missing in the urban areas (Urban Forest Strategy, City of Melbourne, 2014).

Coldstream's pocket parks have the potential to adopt these urban forest principles and be re-vegetated with native canopy vegetation, shrubs and understorey plantings to create informal areas of open space for use.



Example of an 'urban forest'

Subdivision of Adjoining Residential Lots

The pocket parks could allow for the two lot subdivision of adjoining residential lots. This dwelling typology could require new dwellings to face the park (including pedestrian access). Vehicle access would only occur 'backwards' through the existing dwellings driveway to the main street frontage, with parking for the existing dwelling relocated to the rear. Front fences facing parks would be low in height and semi-transparent to create an open outlook to the pocket parks. This could improve safety by providing passive surveillance of park areas and lead to increased community use and activity. It would likely result in higher quality and better maintained park areas.



Residential lots abutting 'pocket parks' with 2 lot subdivision potential



New dwellings (red) oriented to face park with low, semi-transparent front fences. Access for new dwellings backwards through driveway of existing dwelling and onto road. Parking for existing dwelling relocated to the rear



Existing condition of a Hidden Gem

Structure Plan Implementation

The implementation of this Structure Plan will occur progressively over a long time period (10-15 years), and will require careful on-going management and continued communication with the local community, business owners and landowners. The co-ordination across a wide range of stakeholders and funding partners is necessary to ensure a productive approach to the development of township improvements.

The Coldstream Structure Plan outlines a series of objectives, actions and strategies that will serve to enhance the character, image and role of the township. Key actions, which are directly drawn from stated strategies, outline the roles and responsibilities which will be critical to the implementation of this Plan. While many immediate actions will be the responsibility of departments within Yarra Ranges Council, initiatives will also need to be pursued by other government agencies and landowners as indicated in the tables.

While the Council's lead role in review of development proposals is critical, it is also acknowledged that the township has a strong history of community engagement and involvement through local associations. These groups will all have opportunities to influence the implementation of this plan and their support for the document will add weight and urgency to the actions contained within it.

In addition, the role of private organisations in facilitating development of many of these ideas should not be underestimated through the use of public-private partnerships where appropriate. Where these are supported by the plan, Council has a role to play in facilitating the plans outcomes.

As with many townships, the Structure Plan area has a basic zoning structure, which includes a large area of undeveloped Mixed Use Zone land surrounding The Lodge shopping centre, but with no guidance regarding the type and form of development sought to be facilitated.

The first and critical step in realising the objectives of the Structure Plan is the establishment of appropriate planning controls to implement the overarching directions of the Structure Plan, involving a range of options, including: local polices and potential design controls which require formal implementation into the Yarra Ranges Planning Scheme. The potential suite of local polices and design controls will be determined in detail later, following a community consultation process. Notwithstanding, the range of potential statutory planning tools is briefly outlined below.

Once the Structure Plan and the associated recommendations for an appropriate suite of local polices and design controls has been considered and formally adopted by Council, it will be necessary to facilitate a Planning Scheme Amendment to formally incorporate the recommendations into the Yarra Ranges Planning Scheme.

Finally, it must be accepted that changes in the township will unfold over a long time period and the needs and aspirations of the community will change over time. Therefore the Structure Plan must be flexible enough to be adapted to changing circumstances, be they relating to economic, social or environmental factors.

Continued monitoring and evaluation of the Structure Plan must be undertaken by the Council to ensure that it remains relevant to current practice and community expectations.

Planning Policy

In order to achieve the Objectives and Strategies detailed in this Structure Plan, the Local Planning Policy Framework would need to be updated, either through amendment of existing policies, or addition of a new local policy specifically applicable to the Coldstream. However in order to elevate the importance of proposed Coldstream initiatives as outlined within this Structure Plan, it is recommended that the benefit of a local policy for Coldstream to be included in the Yarra Ranges Planning Scheme be investigated.

Land Rezoning

As part of the development of the Structure Plan it has been suggested that the existing Commercial 2 Zone located to the west side of Maroondah Highway may not be the most appropriate zone to facilitate land use and development outcomes for The Lodge shopping centre. On this basis it is suggested that the rezoning of the Commercial 2 Zone to the Commercial 1 Zone to be pursued. Such a rezoning would function to increase flexibility for retailing activity and to send strong market messages that Council is supportive of commercial development and growth.

Design and Development Overlay

The Structure Plan makes a range of general recommendations regarding built form scale and design on specific and particular sites such as The Lodge shopping centre and surrounding Mixed Use Zone land. Noting the recommendations for substantial variation of the existing built form environment, options should be investigated to replace the DDO17 which applies to the vacant Mixed Use Zone land. This may include a review of the DDO13 which applies to the Commercial 1 and 2 Zoned land in The Lodge precinct.

Funding Strategies

The Structure Plan requires a funding strategy to outline the means by which concepts may be implemented over time. Yarra Ranges Council will need to carefully consider how this will occur as part of the broader funding strategies. The role of a funding strategy will be to identify sources from which funds will be derived for this particular project. A funding strategy will need to look at all income sources and the potential of different sources to contribute to the total cost of implementing the Structure Plan. Importantly, in the Coldstream context, the on-going partnership and collaboration between Council and the many active community associations and other agencies operating in the area will be crucial to identifying and accessing a broad range of funding opportunities to achieve the aims of this plan. Other elements of the funding equation are likely to include the following:

- **Funding from General Rates** - The ability of the Council to fund public works from general rates is limited by budgetary constraints and the current commitment of funds for existing major capital works projects. However, in order to demonstrate its commitment to civic improvements in this important local centre, the Council should to provide some funds from general revenue. This could be either for specific projects, or on a dollar for dollar basis (or some other proportion) to match funds derived from other sources.
- **State Government Funds** - The State Government makes funds available to local government for public works and urban improvements. This document will provide the Council with strong strategic justification to support applications to the State Government for project funds as they become available.

- **Special Charges** - The levying of a special charge to cover the cost of works would be an option for generating funds for works in situations where existing property owners and businesses benefit (such as the provision of streetscape upgrades or consolidated car parking opportunities for example). A special charge could also be levied to cover the administrative and operational costs of any implementation body established to implement the plan. Political and equity considerations need to be taken into account in deciding to introduce a special charge.
- **Other Sources** - A series of new and innovative approaches to development funding are available, including opportunities for 'partnership projects' that demonstrate collaboration and joint venturing between private and public sectors. In addition, funding is available through agencies such as Sustainability Victoria and other organisations that focus specific areas. More standard public / private partnerships could also be pursued by Council to achieve some key identified projects.

Other Actions

In addition to implementing the Structure Plan through the Yarra Ranges Planning Scheme, a number of other actions should be initiated by Yarra Ranges City Council, other authorities and local stakeholders to achieve the 'vision' of this plan. There is also further work which this plan has identified which will need to be undertaken before particular strategies can be pursued. These are also outlined on the following pages. As mentioned in the introduction to this section, the development of the initiatives identified above will happen over a period of time as developments are proposed and funding becomes available. Priorities may also change over time, as selected initiatives of the plan become more critical or of greater importance to the Coldstream community.

To assist in the process, however, a number of priorities have been identified which should be the focus for the pursuit of funding. The resolution of some more specific areas through a process of more detailed concept design is also highlighted.

Identified actions will require the cooperation of a number of different parties including landowners and other government authorities. Prioritising the actions allows not only for the key projects to be highlighted but for additional weight to be added when seeking funding for specific projects identified as priorities. As opportunities for funding become available this Structure Plan will demonstrate the strategic importance of noted projects. The following timeframes have been adopted for this project (immediate: as soon as possible, short term: 2015 - 2020, medium term: 2020 - 2025 and long term: 2025-2035). The table outlining these actions can be found on the following page.

Coldstream Structure Plan 2016: Actions

Update 2022

Land use and built form

Structure Plan Action		Responsible Council Department	Other agencies, groups	Priority
1.1	Facilitate ongoing liaison with Public Transport Victoria regarding the potential location of a train stabling yard at the site of the former Coldstream Train Station.	Strategic Planning (lead), Infrastructure Services	PTV, Victrack, land owner	Short term
1.2	Advocate to the State Government to relax the requirements of the Green Wedge Zone on land in the vicinity of commercial areas, relating to certain land uses being prohibited as a consequence of not meeting the relevant minimum subdivision sizes.	Strategic Planning	N/A	Short to medium term

Community and Economy

Structure Plan Action		Responsible Council Department	Other agencies, groups	Priority
2.1	Facilitate working group meeting with landowners, body corporate and tenants of commercial properties within the Lodge and Gateway shopping centres to encourage activity and development.	Economic Development	N/A	Medium
2.2	In coordination with Yarra Ranges Tourism, explore opportunities to expand the Coldstream trail experience to benefit the retail and tourist offer in Coldstream.	Economic Development	Yarra Ranges Tourism	Short term
2.3	Encourage landlords and traders to undertake aesthetic improvements and upgrades to existing shopfronts, including routine maintenance of facades (re-painting and material upgrades where required), creation of active and visibly open shopfront window displays, implementation of consistent signage and external display lighting, etc.	Economic Development (lead), Strategic Planning	Land owners, local businesses	Short term

Structure Plan Action		Responsible Council Department	Other agencies, groups	Priority
2.4	Investigate short-term initiatives in the Gateway shopping centre to improve economic functionality (including pop-up shops, artisan-based businesses, etc) to create activity in vacant shopfronts so as to increase business activity.	Economic Development (lead), Strategic Planning	Land owners, local businesses	Short term
2.5	Work collaboratively with Melbourne Water to identify methods for improving Coldstream's drainage issues.	Infrastructure Services	Melbourne Water	Short term
2.6	Investigate opportunities for community/commercial events in the public area in front of the Gateway shops, such as community markets, farmers' markets, car boot sales, etc.	Economic Development (lead), Strategic Planning	Local traders	Short-medium term

Public spaces and Recreation

Structure Plan Action		Responsible Council Department	Other agencies, groups	Priority
3.1	Undertake landscape masterplan/s to investigate design detail and implement upgrades to the public realm within the centre in line with the Coldstream Structure Plan, with a particular focus on the initiatives outlined in the Framework Plans for the Lodge, the Gateway & Halley Supple Reserve, Margaret Lewis Reserve, and Maroondah Highway (arrival elements, flags, etc). For the highway corridor, this may include: a) signage rationalisation strategy b) a planting scheme, and/or c) use of identification features to distinguish the town from surrounding rural areas.	Urban Design and Landscape Architecture (lead for public realm areas inside the activity centre), Recreation and Active Living (lead for public realm areas outside the activity centre), Infrastructure Services	Department of Transport (re the lodge and Maroondah Highway, Friends of Margaret Lewis Reserve (re Margaret Lewis Reserve, landowners, local businesses, local community	Short term
3.2	Support community led projects for pocket parks, with reference to Council's Community Garden Guidelines (under the Recreation and Open Space Strategy) and Asset Management Plans, in consultation with Coldstream Voice.	Place Recovery (lead), Urban Design and Landscape Architecture	Coldstream Voice	Medium

Movement and Transport

Structure Plan Action		Responsible Council Department	Other agencies, groups	Priority
4.1	<p>Engage with VicRoads to further discuss:</p> <ul style="list-style-type: none"> • An additional reduction of the speed limit through Coldstream • Road configuration changes that would slow traffic, increase safety for pedestrians, increase visibility of the town to passing traffic, improve connectivity, and contribute to a sense of entrance to the town • Short term uses of the currently vacant land within the Maroondah Highway road reserve, west of the Highway, including landscaping, flagpoles, public art, or other initiatives • Signalisation options for the intersections of Station Street and Killara Road with Maroondah Highway. • Alternatives to the current informal truck parking arrangement on the side of Maroondah Highway immediately south of Killara Road with consideration of road and pedestrian safety, visual impacts, and effects on existing businesses. 	Infrastructure Services (lead), Urban Design and Landscape Architecture, Strategic Planning	Department of Transport	Short to medium term
4.2	Investigate options to link the Lodge precinct to the potential future Yarra Valley Trail link. This may include a shared bicycle and pedestrian link along Station Street.	Design and Place (lead) to advocate for the constructed Station Street path to connect into the Lodge precinct effectively, when DoT's proposal for intersection upgrade is known, Infrastructure Services	Department of Transport	Medium term