

Diamond Creek Major Activity Centre

Structure Plan and Leisure Facilities Plan

Approved
September 2006

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Acknowledgements

A wide range of people and organisations contributed to the development of Diamond Creek twenty20. The following particular contributions should be acknowledged. The project Reference Group which includes Nillumbik Shire Councillors, people from Diamond Creek, local trader group representatives, community and interest groups, sporting groups or clubs and individuals with a range of interests and Council officers. A special working group set up to consider the options and issues for a new indoor sports facility have also contributed ideas and issues. Many people have contacted Council to contribute ideas or raise concerns about Diamond Creek. This local knowledge and understanding of how Diamond Creek works, has added greatly to this plan.

Nillumbik Shire Council must also acknowledge the support and significant financial contribution by Sport and Recreation Victoria (SRV) to the Leisure Facilities Plan. SRV has also participated in the project Reference Group.



Abbreviations / acronyms

Abbreviations and acronyms are generally very limited and explained in the text. The only commonly used acronym is:

Main Hurstbridge Road	MHR
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1.0 Introduction

This is a plan about the town centre and its immediate surrounds. The study area is shown on the Masterplan Figure 2. It deals with land use, buildings and landscape, community and leisure facilities, and transport and mobility. It sets out an overall vision for the centre and objectives, strategies and actions focused on themes and precincts.

Diamond Creek twenty20 was approved by Nillumbik Shire Council at the Ordinary Council meeting 26 September 2006.

Diamond Creek twenty20 – Major Activity Centre – Structure Plan and Leisure Facilities Plan will guide planning and development of Diamond Creek to the year 2020. It is the synthesis of two separate plans:

- A leisure facilities plan and
- A structure plan

The structure plan component implements the objectives of Melbourne 2030 (the Victorian Government metropolitan plan for Melbourne) and local strategic planning objectives in the Nillumbik Planning Scheme. It will be used to guide planning permit and other Planning Scheme related decisions.

The leisure facilities component sets out priorities for new infrastructure and services to meet community needs and will also be used to guide Council decisions regarding infrastructure in and around Diamond Creek.

Process

Diamond Creek twenty/20 has been developed through a process that has included the following:

Preliminary analysis and data collection	February to September 2005
Issues and Options Report	October/November 2005
Public consultation on Issues and Options Report	November to December
Assessment of submissions	February 2006
Draft Diamond Creek twenty20 plans prepared	March to April 2006
Consultation on draft Diamond Creek twenty20	June to July 2006
Approval date	September 2006

This plan is the result of input from the following consultants: urban economics – SGS P/L, urban design – Planisphere, transport – Maunsell P/L, leisure and community facilities - Leisure Solutions and The Leisure Planners. The work was project managed by Council and a wide range of staff have also contributed to the end result.

Further details of the analysis, research, issues, options and submissions are available from Nillumbik Shire Council on request. Reference and background documents are provided in Appendix 1.

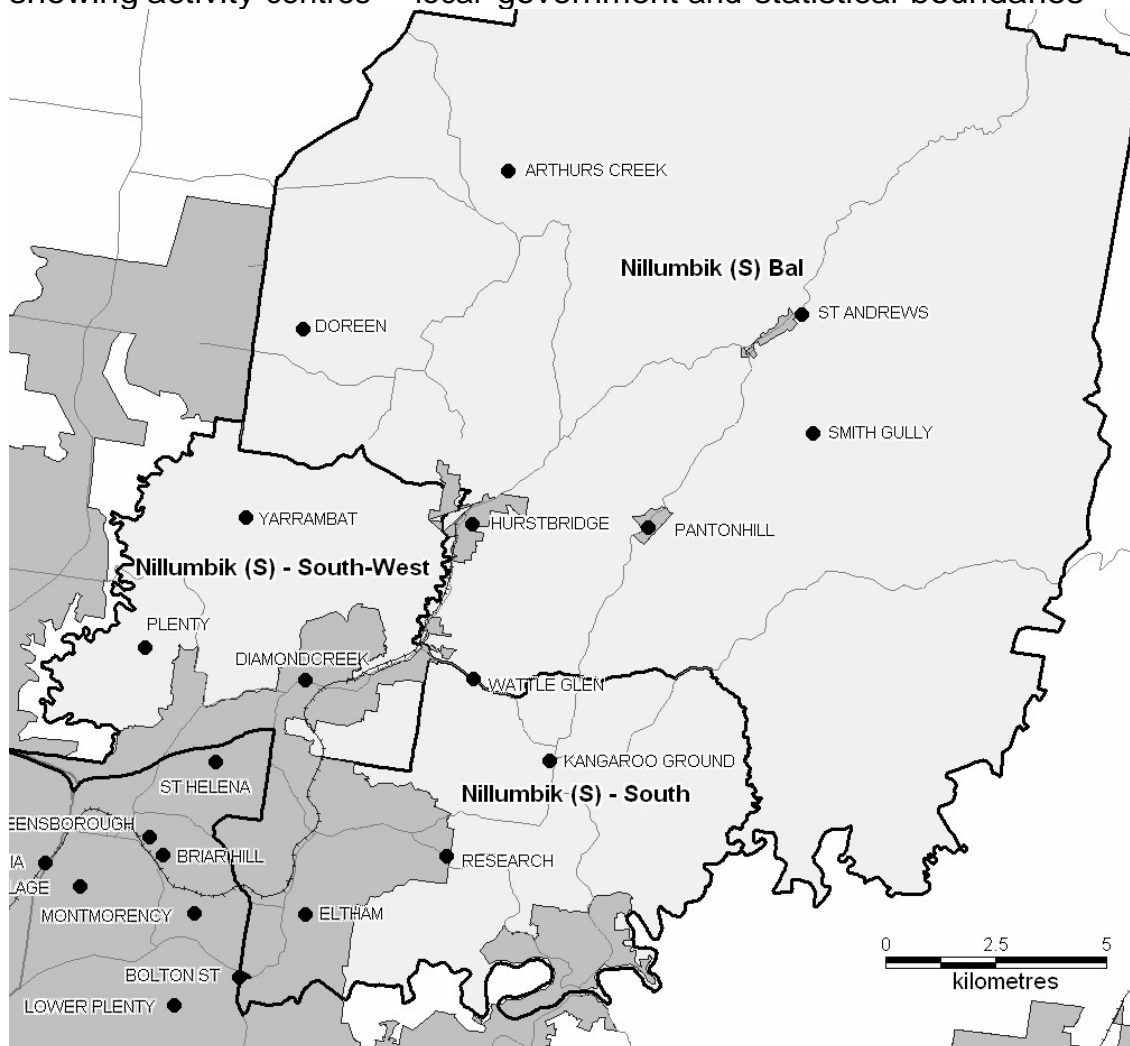
Study area and implementation

This project is focused on the activity (or shopping) centre of Diamond Creek but also includes the shopping, commercial, industrial and residential areas generally within normal walking distance of the town centre. The study area location is shown in Figure 1 Location Plan. The study area boundary is shown in Figure 2 Masterplan. It is important to note that analysis of some influences such as economic and leisure facilities catchments extend well beyond the study area boundary. While the majority of proposed strategies and actions will be implemented within the study area some will go beyond it. The study area is therefore only a guide to the main area of interest for Diamond Creek twenty20.

Diamond Creek twenty20 will be implemented over the life of the plans to the year 2020. An Implementation Program will be attached to the approved plan and detail priorities and timing in general terms in the following categories:

Short term	0-3 years – 2006 to 2009
Medium term	4-7 years – 2010 to 2013
Long term	8 years or more – 2014 to 2020

Figure 1 Location Plan
showing activity centres – local government and statistical boundaries



2.0 Executive Summary

Summary of findings and proposals

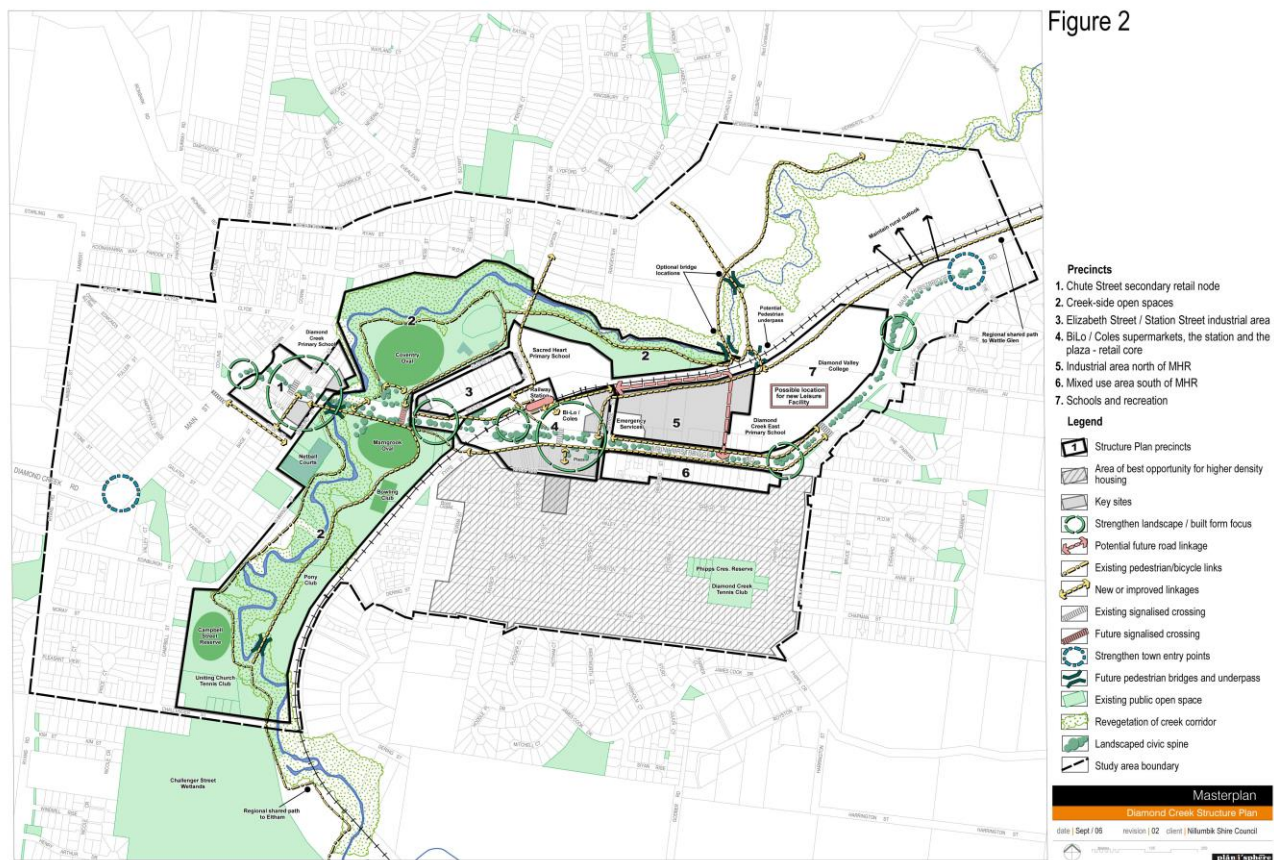
Diamond Creek is an activity centre significantly constrained by its location on the urban fringe. The scope for growth is limited by a location close to the Urban Growth Boundary and away from designated growth areas in Melbourne 2030. Population and demographic projections indicate modest growth to 2020. Key demographic changes include an ageing population, smaller households, increased household spending and an overall population increase of 10 to 16% in the Diamond Creek catchment by 2021. Demographic, population, household and economic projections have been done for the Nillumbik – South-West Statistical Local Area (SLA) shown in Figure 1, which we are treating as the catchment area. Population, demographic and economic projections are based on the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning).

The shopping centre struggles to compete with larger and newer centres nearby with about 70% of potential spending from the catchment going elsewhere. However, there is scope for growth in retailing based on projected population growth and increased per capita spending, of between 60 and 80% floor-space expansion. A key component of expansion and of the potential to trade at or above this projection is to secure an anchor 'full-line' supermarket. There is also scope for a significant increase in office space. While there is potential demand for industrial development there is a shortage of available industrial zoned land, which may be needed for more commercial activities given its closeness to the activity centre.

Residential trends indicate a significant demand for new dwellings and some scope for a greater diversity of homes. Supply is unlikely to meet demand for housing with a potential 26% of the projected 2,427 new dwellings to 2031 being sought in growth areas (such as Whittlesea) outside the catchment. Single detached dwellings will continue to dominate the building stock declining only 2% from 94% to 92% by 2030. This 2% change in housing preference translates into the need to accommodate approximately 300 higher density dwellings within the catchment area, ideally within the Diamond Creek Town Centre.

Diamond Creek is unusual in Melbourne as a centre dominated by topography and vegetation. The town is split by the creek of the same name, the related flood plain and parkland. Its history as a rural town is visible in old buildings, the landscape and the general semi-rural character of the place.

Figure 2 - Masterplan



Currently the demand for community and leisure facilities far exceeds the supply. Unusually high levels of participation in active sports like basketball, netball, football and other sports has seen strong demand for both outdoor and indoor facilities. Sports fields are limited by topography. Leisure needs generally will see a continuing demand for sports and leisure facilities and a shift as populations age to less active recreation. Path networks and access to parkland are partly developed and have great potential given the corridor of creek-side open space and the proximity of bushland.

Community facilities are poorly located and would benefit from clustering and better facilities.

Vision for the centre and key objectives, strategies and actions

This plan is structured around:

- Vision for the centre
- objectives - broader statements of intended change
- Strategies and actions – how to achieve the objectives including some specific actions

The overall vision for the centre is outlined at the start of section 5

The Plan focuses on key areas likely to see change and are represented in the seven precincts illustrated on the Masterplan, Figure 2.

Precincts

1. Chute Street
2. Creek-side open spaces
3. Elizabeth Street/Station Street industrial area
4. BiLo supermarket, the station and the Plaza
5. Industrial area east of George Street – north of Main Road
6. Mixed use area east of Wensley Street – south of Main Road
7. Diamond Creek East Primary School and Diamond Valley College

The key objectives, strategies and actions can be summarised in the following categories as:

Land use – activity and development

- Plan for moderate retail and other commercial expansion within a relatively compact town centre, supported by higher density housing, community and leisure services and infrastructure
- Plan for a 60 to 80% increase in retail space to 2021
- Focus retail expansion in a retail core east of the rail crossing along MHR and south of the Station in Precinct 4
- Develop Chute Street as a secondary retail node (with limited retail expansion) and a range of office and service activities
- Provide new retail space through a combination of more intensive redevelopment, incremental rezoning and monitoring over the life of the plan
- Develop plans to guide redevelopment in the core, in particular at the Plaza

- Provide a significant amount of new office space in and around the retail nodes and in mixed-use development
- Maintain industrial land and activity to meet local needs
- Provide for 300 or more additional higher density dwellings in and around the centre

Building form and landscape

- Use the concept of 'preferred future character' to guide development
- Cluster development at key nodes
- Retain and enhance the treed and semi-rural character of the town
- Create pedestrian priority areas at the activity nodes
- Link the activity nodes with the nearby parkland and landscaped areas
- Develop the 'rural township' character of Diamond Creek
- Design buildings, spaces and streetscapes to reflect the local identity
- Develop an architectural style which expresses this local identity and image
- Encourage redevelopment of under-utilised land
- Make the image and signage more compatible and cohesive
- Retain the low scale and treed character of residential areas
- Promote the open space corridor along the creek as a centre-piece for the town
- Maintain the visual dominance of the landscape and tree canopy in all areas
- Develop links between the activity nodes and the open space
- Develop a 'civic landscaped spine' along Main Hurstbridge Road as the connecting feature of the town
- Develop one or more urban space in the town centre
- Promote environmental sustainability through a range of features in new development

Community facilities

- Cluster new and compatible community facilities near the town centre
- Investigate redevelopment options for the existing community centre
- Integrate changes to community facilities with the proposals to establish an indoor sports centre
- Investigate opportunities for dedicated or multi-purpose performing arts space and library facilities; services which are currently very limited in Diamond Creek

Leisure facilities

- Provide for a network of spaces and facilities to meet projected community needs
- Balance the future needs of active, informal and passive sport and leisure
- Develop a range of sports facilities to meet the needs of organised sport
- Develop a network of local and regional shared recreational paths through the open space corridor with links to facilities, activity nodes and residential areas
- Plan for the more effective use of under-utilised parkland
- Ensure that activities in or adjoining parkland enhance park use

- Develop an indoor sports centre on land adjoining the Diamond Valley College (Precinct 7)

Transport and mobility

- Improve traffic management and access in the centre
- Enhance the traffic environment for pedestrians and shoppers
- Address local congestion and shopping access problems
- Develop a new masterplan for Main Hurstbridge Road which puts priority on staged improvements to traffic flow, pedestrian safety and crossings and creating a more attractive shopping environment
- Use this new masterplan to help integrate the retail core
- Reduce speeds for traffic in the Main Road
- Improve access along Gipson Street and Elizabeth Street into the town centre
- Develop a long term plan for managing car-parking to ensure an adequate supply
- Make better use of available car-parking
- Make sure adequate commuter parking is available
- Advocate to the State Government and transport agencies a range of improvements to public transport including:
 - A transport interchange and related improvements around the station
 - Better bus stops and services
 - Improvements to the rail services and infrastructure including track duplication

Implementation Plan

This plan is supported by an Implementation Plan, which outlines timing, priority, responsibilities and additional work. The Implementation plan also notes a number of specific future strategic planning projects. These will implement specific aspects of Diamond Creek twenty20 that may require further investigation. These include planning scheme changes, possible parking management or precinct plans, a feasibility study for the proposed sports stadium and a new master plan for Main Hurstbridge Road.

3.0 Background

Brief history of Diamond Creek

Early white settlers were known to be in the area of Diamond Creek in the 1830's. The township was established after gold was discovered in the area in 1854. It was initially named Nillumbik, which also became the name of the parish. By the time the government proclaimed it as a township in 1866, popular usage of the name Diamond Creek prevailed, and it was officially given this name.

The first bridge across Diamond Creek in this area was near the present Chute Street by the late 1840's. The pattern of early tracks from the 1840's and 50's has become the pattern of roads linking townships like Diamond Creek, Kangaroo Ground and Hurstbridge.

A government township was reserved on the west side of Diamond Creek in the early 1850's but it was neither subdivided nor sold until 1866. In 1863 the Diamond Reef was discovered on Dr Phipps' land east of the creek and the rush to Diamond Creek began. This saw the establishment of a bustling township with a hotel, churches and school dating to the late 1860's and early 1870's.

After the gold rush Diamond Creek was cultivated for orchards and small farms. The town developed a more settled and rural character. By the time of the First World War the town could boast one hotel, a bank, police station, boot-maker's shop, Ryan's butcher shop, a Mechanics Hall and the Cool Stores. The population peaked around 1900 and then declined until the 1960's when new residents began to choose Diamond Creek as a place to live.

A railway came to Diamond Creek by 1912 and extended to Hurstbridge to serve the local orchards. Orchards gradually declined facing competition from areas like Doncaster and Nunawading.

A number of houses around Collins Street are evidence of this early history as are the churches, Diamond Creek Primary School and a small number of commercial and community buildings. Bushfires have been part of the history of the town and claimed a number of important buildings. Many of the early buildings were not built to last.

Diamond Creek was for most of its European history part of the City of Heidelberg. It became part of the Shire of Diamond Valley in 1964 which was amalgamated into the Shire of Nillumbik in 1994.

Policy context

Diamond Creek twenty20 responds to State and local planning policy.

Melbourne 2030

The Victorian Government's metropolitan policy and plan for Melbourne, known as Melbourne 2030, provides an important framework and trigger for councils to undertake structure planning. Melbourne 2030 specifically calls for structure plans for designated activity centres. In the Shire of Nillumbik, Diamond Creek and Eltham are both identified as 'Major Activity Centres' in Melbourne 2030. In summary, the key elements of Melbourne 2030 which relate to Diamond Creek twenty20 include:

- An emphasis on integrated planning of activity centres
- Linking the clustering of services and transport to the network of activity centres
- Planning for reduced dependence on cars and increasing other transport, including walking and cycling
- More intensive and contained urban development in established areas
- Higher density housing in and around activity centres
- Protecting green wedge areas from encroachment by urban development and subdivision through a range of mechanisms including the Urban Growth Boundary
- Using structure plans to direct and manage development in and around activity centres
- Planning for a hierarchy of activity centres linked to the principal public transport network
- Improving the quality of urban design and local character
- Planning for a metropolitan network of open space

Nillumbik Planning Scheme – Municipal Strategic Statement

The principal planning scheme strategies are set out in the Municipal Strategic Statement with the following key references relevant to this plan:

- Concentrate commercial and community activities in townships
- Focus medium density housing near centres
- Concentrate the major retail development in Diamond Creek and Eltham
- Develop a sense of place and opportunities to meet and interact in these centres
- Focus retail activities in core areas and at ground or pedestrian thoroughfare level

Diamond Creek Township Strategy 1999

Over recent years, considerable work has been done planning for change to activities, services and infrastructure in the Diamond Creek activity centre. The most useful and relevant to this report is the Diamond Creek Township Strategy (September 1999). This examined a number of themes including: transport, environment, retail, commercial, industrial, townscape, sport, recreation and community.

The Township Strategy included a long list of proposed actions and recommendations including planning scheme changes, capital works, environment,

townscape and image. It also examined a range of options for the future of Main Hurstbridge Road, including by-pass routes.

The result of the Township Strategy was a range of changes to the centre. These include streetscape works and the major development of public transport land now occupied by BiLo and the Shopping Station. Circumstances and the State policy context have also changed significantly since 1999. This means that those aspects of the Township Strategy, which have not been implemented, now need to be re-assessed.

Diamond Creek Primary School – corner of Cowin Street and Clyde Street



4.0 Snapshot of the study area - key influences

Activity centres and leisure facilities operate in the context of a network of centres and facilities. Shopping centres compete economically. The future economic, social and environmental development of activity centres depends, at least in part on their potential to compete and grow within the shopping centre (activity centre) hierarchy. Major facilities such as sports centres also operate in the context of a wider network of centres.

Analysis of issues which impinge on Diamond Creek were discussed in the Issues and Options Report (November 2005) and in the relevant reference documents. The main population, demographic and economic projections are based on the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning). The key influences, issues and projections can be summarised as follows:

Fringe location

- A fringe location on the edge of suburban Melbourne
- Catchment population significantly limited by this fringe location
- This limited catchment means less expenditure to support services and retailing
- Strong competition from nearby centres such as St. Helena and Greensborough, which is a principal activity centre and the major location for comparison shopping (see Figure 1)
- A large proportion (70%) of expenditure 'leaks' to other centres
- Access limitations due to the poor service provided by the Hurstbridge rail line and very limited bus service constrain public transport use
- High dependence on the car as the major mode of travel
- 75% of workers commute out of the Shire – 16% to inner city

See the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning) for details.

Modest growth

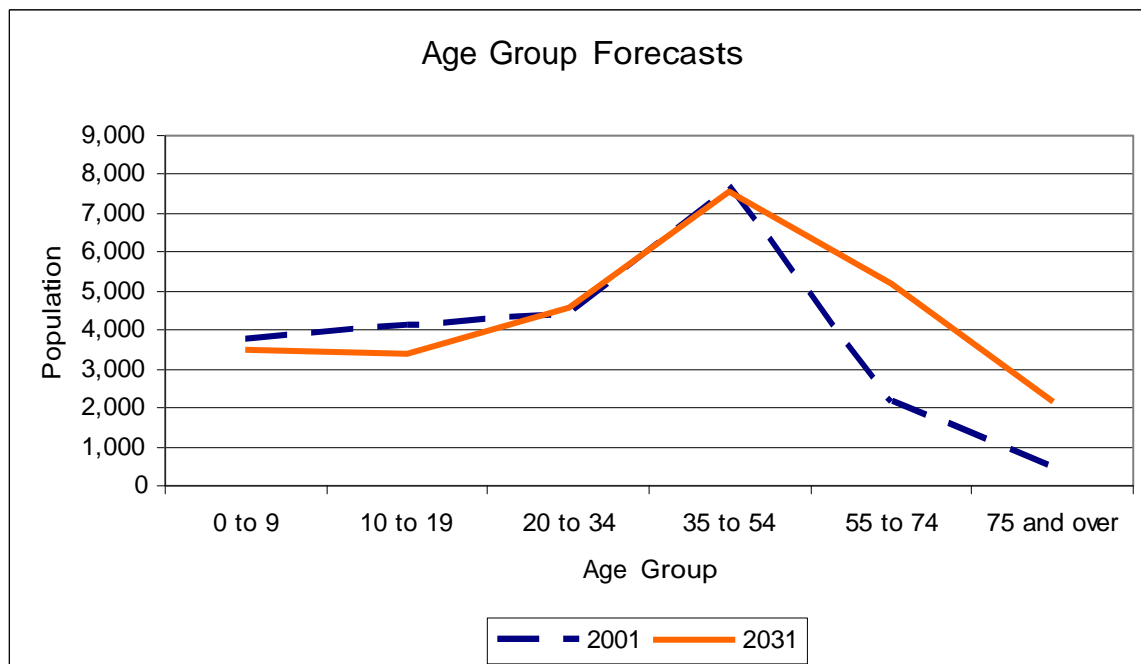
- Population growth is likely to be modest at between 10 to 16% in the Diamond Creek catchment (to 2031) (the Nillumbik South West SLA increase is 3,672)
- Population projections depend on the supply of land which is constrained by the Urban Growth boundary and Melbourne 2030 policies of urban containment

Table 1 Population forecast for Nillumbik (S) South West SLA

Persons	1996	2001	2006	2011	2016	2021	2026	2031	2001 to 2031
0-4	1,645	1,743	1,551	1,455	1,533	1,690	1,750	1,683	-60
5-9	2,006	2,037	1,791	1,610	1,507	1,584	1,751	1,826	-211
10-14	1,897	2,159	2,053	1,811	1,628	1,525	1,608	1,780	-379
15-19	1,628	1,976	2,163	2,060	1,818	1,634	1,534	1,618	-358
20-24	1,191	1,413	1,738	1,957	1,833	1,576	1,418	1,364	-49
25-29	1,312	1,307	1,367	1,709	1,926	1,806	1,567	1,435	128
30-34	1,681	1,724	1,387	1,479	1,809	2,037	1,945	1,752	28
35-39	2,054	2,098	1,785	1,476	1,556	1,887	2,130	2,064	-34
40-44	1,757	2,189	2,101	1,794	1,484	1,565	1,897	2,145	-44
45-49	1,538	1,827	2,133	2,053	1,742	1,436	1,522	1,859	32
50-54	964	1,599	1,777	2,086	2,002	1,693	1,394	1,485	-114
55-59	643	931	1,381	1,578	1,853	1,763	1,473	1,218	287
60-64	404	610	753	1,187	1,356	1,609	1,530	1,266	656
65-69	283	376	476	623	1,018	1,185	1,441	1,389	1,013
70-74	215	256	276	383	515	893	1,066	1,326	1,070
75-79	141	213	226	247	346	472	821	987	774
80-84	93	118	171	185	206	291	405	705	587
85 and over	54	107	122	169	203	237	317	450	343
Total	19,506	22,683	23,251	23,861	24,335	24,883	25,567	26,355	3,672

Source: Department of Sustainability and Environment, (2004) Victoria in Future

Table 2 - Age group forecasts Nillumbik (S) South West SLA



Source: DSE Forecasts and SGS Calculations

See the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning) for details.

Ageing population

- A projected significant increase in people aged over 55 by 2031 of 4730
- This may lead to lower retail expenditure
- Increased demand for health and other services
- Changes in lifestyles, leisure and recreation

Changing housing needs

- Ageing, smaller households and changing needs such as less maintenance and easier access to services may change the needs or demand for housing
- Need a greater diversity in housing stock (94% single detached dwellings in 2001)
- Add some smaller sites and more flexible, lower maintenance designs

Constraints on supply of land

- Land is scarce, hence very limited scope for new subdivision and lack of vacant sites
- Supply will probably not meet demand, particularly for housing and industry
- Priority in the activity centre will probably go to retail and office or other commercial redevelopment – some housing and industrial demand will most likely be met in other areas such as the growth areas in the City of Whittlesea

Retail and office needs for expansion

- Floor space requirements have been projected to 2021
- Retailing could undergo significant expansion from about 9,300 to 15,500 or 16,950 square metres - an increase of between 6,200 to 7,650 square metres (between 60 and 80%)
- The extent of expansion will depend on factors such as the strength and size of the core convenience retail available in expanded supermarket space, and a potential 'full line' supermarket
- Key options for expanded and improved retail development include a redeveloped Plaza and expansion adjoining BiLo near George Street
- Office space could increase significantly by about 3600 square metres
- Office space could be located above shops or in mixed use redevelopments on the edge of the shopping areas

See the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning) for details.

Industrial trends

- Significant demand exists for local industry and employment in the industrial sector
- Industrial land in the activity centre is scarce, so the supply of industrial space is likely to be limited and may be reduced by competition from commercial activities
- Retail and office or other commercial activities are likely to compete for the limited industrial land
- Given the industrial zones are centrally located in close proximity to the activity centre, some industrial activities may give way to commercial activities, as the activity centre grows

Residential trends

- Residential demand in the area will exceed supply with the shortfall equivalent to 26% of the 2,427 dwellings projected to 2031
- Demand can be broken down to 2,100 detached dwellings and 310 higher density dwellings
- The proportion of detached dwellings will remain very high but is expected to drop from 94% to 92%
- The activity centre has a projected need for more than 300 higher density dwellings, most likely through multi-dwelling redevelopment which means one existing dwelling would be replaced by 2 or 3 dwellings, on a 600 to 900 square metre site

See the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning) for details.

Environmental Influences

- The form and character of Diamond Creek is strongly influenced by topography and the course of Diamond Creek (the watercourse)
- Creek-side open space has a range of influences:
 - Provides a corridor of parkland for a range of leisure and remnant habitat
 - Restricts access with only two road bridge crossings in the town
 - Constrains development with a large flood-prone area
- Large allotments, remnant vegetation and areas of open space create a sense of a dominant tree canopy and generally treed landscape
- Despite the extent of suburban development and subdivision the steep topography, proximity of rural land and tree cover contribute to giving a semi-rural character
- Topography and road networks tend to reduce the extent of the walkable catchment for the town centre

Leisure and community issues and influences

Diamond Creek twenty20 integrates a leisure facilities plan. During the early planning stages the two potentially separate structure plan and leisure planning projects were combined to increase integration and take advantage of similar time horizons.

Sport

- Despite the limitations of its available facilities, Diamond Creek is home to some of the largest sports clubs in Nillumbik
- Many local sports clubs have experienced rapid growth and cannot accommodate new demand, especially for junior sports
- This increased demand has led to a shortage of outdoor and indoor sports and recreation facilities for both competition and training purposes
- A number of existing sports grounds and recreation facilities have deteriorated through overuse and lack of infrastructure development
- The supply of indoor and outdoor sport and recreation facilities within Diamond Creek cannot cope with the demand placed upon them by local

clubs. Sports grounds are being used beyond their capacity which limits access to the facilities, and can result in poor playing surfaces

- Demand for indoor highball courts has outstripped the available supply. The existing facilities are unable to accommodate new teams, thus reducing access for those interested in the sport. Netball is currently experiencing a decline in numbers as players are leaving to participate in competitions using indoor facilities outside the Shire of Nillumbik

Leisure

- A number of Council-owned leisure facilities in and around Diamond Creek have not received any significant capital investment in the last decade and now require major improvements
- There is now greater community demand for, and expectation of, a diverse range of unstructured leisure opportunities, such as walking and bicycle trails, playgrounds and open space
- The bike path and trail links in and out of Diamond Creek are inadequate. Better links would provide access to the many sporting, educational and commercial facilities within the township, meeting both functional and recreational needs

Cultural and community

- Community facilities are dispersed and often poorly located away from the centre and easy access
- Latent demand for cultural facilities, public art and the like has been largely overlooked
- A dedicated community centre and meeting venue is lacking in Diamond Creek
- Diamond Creek and the surrounding catchment does not have a branch library and relies on an inadequate mobile service
- Continued population growth, changing age structures and demographics will sustain demands on existing leisure facilities and create new longer term demands for other types of leisure facilities and activities

Facility development issues

- Current community facilities are hampered by poor access and limited programming opportunities. These disadvantages, combined with a low profile and unsuitable locations, limit the viability of facilities such as the Living and Learning Centre and the Senior Citizens venue
- Only limited space is available for the desired development of sports grounds and facilities. Flood zones along the Diamond Creek parkland corridor restrict development opportunities
- It is not possible or feasible to meet all needs within Diamond Creek township. Council must consider a municipal and regional approach to meeting local needs for access to leisure and community facilities

Options

A range of options were canvassed in the Issues and Options Report (November 2005). These included:

- Alternatives for duplication or non-duplication of the Main Hurstbridge Road
- Four options for future indoor sports facilities
- Options for the future of the existing Community Centre
- Options for redevelopment of the Plaza shopping area
- Alternative approaches to restricting building heights

These and other options have been assessed and investigated. Comments and community input on the options was assessed and contributed to the selection of preferred options. Diamond Creek twenty20 presents the preferred options.

Diamond Creek near Gipson Street bridge



5.0 Whole-centre – vision, objectives, strategies and actions

Vision for the Centre:

Regional context – fringe location

- Diamond Creek will use the advantages (and recognize the constraints) as an 'activity centre' on the fringe of metropolitan Melbourne, to grow and develop a unique character
- Develop shopping, services, facilities, employment and meeting places which complement those available in the regional network of activity centers and facilities

Land use activity and development

- The centre will grow to meet a greater proportion of local needs for shopping and services and help reduce travel and increase social interaction
- Shopping will be focused on a compact retail core east of the railway and near the station offering a wider range of goods and an attractive and distinct shopping environment
- Office space will expand within and on the periphery of the centre to provide a broader range of professional and other services, and local employment
- Industrial land will be retained to provide local services and employment close to the town centre
- Additional housing will be developed in and around the centre to meet the needs of moderate population growth and a changing age profile with a larger proportion of residents over 50
- New higher density housing to achieve both an additional 300 dwellings and improved neighbourhood character

Building form and landscape

- The preferred future character for Diamond Creek will be as a semi-rural township with a dominant tree canopy of predominantly local native trees
- Cluster new commercial and retail development in compact and pedestrian priority nodes

- Enhance the creek-side open space corridor which helps make Diamond Creek unique and links the activity clusters to this leisure and landscape asset
- Develop a local Diamond Creek architectural style and a more consistent character in new development
- Protect and enhance the well-vegetated character of residential areas
- Create a 'landscaped civic spine' along Main Hurstbridge Road as the connecting feature of the town
- Incorporate references to European and indigenous heritage in the landscape and use of local art in public spaces
- Promote sustainable development including water sensitive urban design

Community facilities

- Cluster new and compatible activities and facilities in or near the centre
- Develop a wider range of facilities potentially including a library and performing arts spaces

Leisure facilities

- Develop a network of facilities and spaces to meet current and future needs located in the open space corridor and on the periphery of the center
- Develop a network of shared recreational paths through the open space corridor to link facilities, activity nodes and residential areas
- Invest in new sports facilities including an indoor sports centre adjoining the Diamond Valley College

Transport and mobility

- Improve access to the centre for all modes of travel
- Expand pedestrian and cycle networks into the centre
- Expand the range of public transport linking the centre and the role of the station as an interchange
- Use improvements to the Main Hurstbridge Road to help integrate the retail core and create an attractive shopping environment and meeting place for the centre

Objectives strategies and actions

Diamond Creek twenty20 is structured around a series of geographic and functional categories as shown in the Masterplan, Figure 2. Geographically it focuses on the centre 'as a whole' and then respectively on seven precincts as the key areas where change will occur. Functional outcomes are categorised into a series of themes:

- Land use – activity and development
- Building form and landscape
- Community facilities
- Leisure facilities
- Transport and mobility

Under each theme objectives, strategies and actions are developed. These are presented first for the activity centre as a whole then, the same themes are applied in more detail to each precinct. The objectives are represented in shaded boxes with the relevant strategies and actions following.

This section deals with objectives, strategies and actions, which apply across the whole centre or in a number of areas or precincts.

5.1 Land use – activity and development

Activity centre – role and function

Objectives

1. Strengthen the role Diamond Creek as a major activity centre providing a range of predominantly convenience retailing, office-based services, local employment and more diverse housing
2. Plan for moderate retail and other commercial expansion within a relatively compact town centre, supported by higher density housing, community and leisure services and infrastructure
3. Plan for and integrate changes in land use and development, which will accommodate the projected needs for retail and commercial floor-space and land, industrial land, and residential development in and around the activity centre with a stronger focus near the railway station (Precinct 4) and a secondary node at Chute Street (Precinct 1).

Strategies and actions

1. Integrate changes in land use and development with changes in the urban design and character of the centre. Strengthen the role of the centre as the main 'meeting place' for residents through a range of complementary attractions
2. Pursue opportunities to develop attractions for tourists and others visiting the region

3. Provide for the overall expansion of activity centre floor-space and diversify the capacity for local services and products through a combination of more intensive development and selective rezoning of land for retail and business
4. Rezone land for retail and business use generally close to the main focus for current activity in the vicinity of the railway station and the junction of Main Hurstbridge Road and Wensley/George Streets and as illustrated in the Masterplan and precinct plans (Precinct 4)
5. Consider rezoning of land around Chute Street as illustrated and outlined in the relevant precinct plan (Precinct 1) to facilitate development of the Chute Street retail node as a secondary local convenience retail node and for a range of services and entertainment functions which complement the primary centre to the east in Main Hurstbridge Road
6. Monitor retail and commercial floor-space demand and supply to 2020 and beyond over the life of this plan to ensure that building and land requirements are met but not oversupplied

Note: Retail and office space needs can be met in a number of ways: better turnover and more efficient use of existing floor-space, more intensive use of land through multi-level re-development or better utilisation of poorly used land, and through re-zoning of non-business zoned land. A preliminary analysis of potential areas for rezoning around the retail core and station suggests approximately 15,000 square metres of land is potentially available (not including Chute Street).

Retail – expansion and change

Objectives

1. Expand retail floor-space to meet the projected needs of the catchment to 2021
2. Develop the attractions of the centre with quality urban design, identity and a more varied retail and food/entertainment offering
3. Anchor the expansion with a larger, preferably ‘full-line’ supermarket
4. Focus convenience retailing at the centre hub near the south side of the railway station and the junction of George Street/Wensley Street and Main Hurstbridge Road (Precinct 4)

Strategies and actions

1. Strive to achieve the highest quality urban design outcomes, which in turn create a unique environment that gives the activity centre a point of difference as a place to shop and visit
2. Plan for development of about 6000 to 7,650 square metres additional retail floor space in the centre. This means an expansion from 9,300 to 16,950 square metres or a more than 80% increase to 2021. See the report Urban Economics Input for the Diamond Creek Structure Plan – April 2006 (SGS Economics and Planning) for details.
3. Encourage a full-line supermarket in the retail hub to strengthen the convenience retail attractions and competitive strength of the centre

4. Plan for the redevelopment of the area known as the Plaza and adjoining retail areas on the south side of Main Hurstbridge Road (see Precinct 4) to improve the identity and attractions of this part of the centre

Office – expansion

Objective

Provide additional office space for professional and other services to meet the projected needs in the catchment, increase local employment and generally broaden the range of attractions in the centre

Strategies and actions

1. Plan for an additional 3,600 square metres of office floor-space (to 2021) preferably as part of mixed use developments in the town centre
2. Plan for above-shop and other mixed use office and service related development in and immediately adjoining the town centre (Precinct 1, 4 & 6)

Industry – retaining services

Objective

Retain industrial zoned land for a range of industrial and service purposes. Balance the competing priorities for expanded retail and commercial activities with the need to retain local employment and services in the industry sector

Strategies and actions

1. Industrial land in the activity centre (Precinct 3 & 5) adjoins the retail centre (Precinct 4) and is likely to see pressure for retail and commercial activities to replace industry. Retain the industrial zoning of these areas except for the Main Hurstbridge Road frontage in Precinct 3
2. Discourage non-industrial activities in these locations
3. Improve the amenity and minimise the off-site effects of these industrial areas particularly when dealing with development proposals

Housing – higher density housing in and around the centre

Objectives

1. Population and demographic projections suggest the need for an increase in the amount of higher density housing near the centre and a greater diversity in the housing stock. Provide for a modest increase in the amount of higher density and range of housing types by 2020
2. Ensure that the new housing development is of a high design standard and retains the landscape character of the area

Strategies and actions

1. Encourage redevelopment for increased residential densities to achieve a net increase of 300 or more dwellings within walking distance of the town centre by 2020
2. Develop a suite of planning provisions and design guidelines to achieve a balanced mix of residential objectives including: – achieving preferred future character, a mix of dwelling types and identifying better locations to achieve these objectives
3. New housing should:
 - a. Be located close to the Diamond Creek town centre services and facilities
 - b. Respect the character of the township
 - c. Maintain the low scale of residential areas with single and two storey dwellings
 - d. Incorporate sustainability initiatives, as discussed in the Environmental Sustainability section
 - e. Add to the diversity of housing types and sizes, including affordable housing
 - f. Provide appropriate setbacks and landscaping to integrate the development with the existing or preferred neighbourhood character

Guidance for the design, height and form of housing development is elaborated under the Buildings section below.

Housing opportunities

Higher density housing can and should occur throughout the residential area of Diamond Creek within walking distance of the activity centre (approximately 400 metres) but must be planned and designed to achieve the preferred future character. A number of housing opportunity sites and areas have been identified:

South of Main Hurstbridge Road (shaded on Masterplan – area of best opportunity for higher density housing)

This area has the potential to accommodate high quality, well designed infill housing, which would be in close proximity to the town centre.

The area is considered suitable for infill housing because its character is more 'suburban' in design and appearance than other parts of the study area. There are a number of established unit developments and the topography is relatively flat. In addition, its landscape character is not as well developed as other residential area. There are also many larger lot sizes with many over 900m².

Higher density housing in commercial areas

Other opportunities exist within the town centre for infill housing. This includes shop-top apartments that could be developed above existing shops, in land at the

rear of shops or on key redevelopment sites. Specifically, this applies to the Chute Street shops, the Plaza site and mixed use development along MHR.

Higher density housing – what does it mean?

Higher density housing in this plan means redevelopment or new development which increases the relative density. It does not mean high density housing or any particular density. Typically in Diamond Creek this will mean replacing a single dwelling on a lot with two or three dwellings on the same lot – doubling or trebling the density. Redevelopment is likely to be scattered but may be more intense where the opportunities are best.

The relative change in density for Diamond Creek as a whole, and the study area in particular, involves changing from one house on lots between 600 and 900 square metres to a multi-dwelling redevelopment of one or more existing lots with each new dwelling on a 250 to 300 or 400 square metre lot. Achieving higher densities will depend on meeting environmental and character objectives.

5.2 Building form and landscape

Preferred future character

Objective

Develop buildings and landscape to achieve a preferred future character which retains Diamond Creek's image as a semi-rural township with a dominant tree canopy of mainly local native trees and develops a stronger complementary character in the commercial centre

Strategies and actions

1. Develop design guidelines and a local planning policy to articulate and develop local character in the commercial, industrial and residential areas of the activity centre
2. Encourage high quality urban design consistent with the preferred future character
3. Articulate preferred future character for each of the precincts

Urban and landscape form

Diamond Creek is a unique activity centre. While being the focus of activity for a wide area and performing many diverse roles for the community, it still retains its semi-rural setting and a strong sense of connection to its history as a small country town

To a large extent, this is due to the existing urban form of the town centre that comprises clusters of development visually segregated by open spaces or vegetation. As a result, the landscape and a sense of openness are the defining features of the town centre. In this sense Diamond Creek exhibits both urban and rural township characteristics.

A key challenge will be to facilitate a high quality of development that provides scope for future growth and improvement of the township's many roles and activities, while retaining this highly valued landscape quality and country town character.

Objectives

1. Retain the landscape and township character of Diamond Creek by clustering new development and activity in existing key locations that remain visually segregated by open spaces and vegetation
2. Retain the open spaces within the heart of Diamond Creek as a key feature of the town centre
3. Within the clusters of development, create pedestrian priority areas
4. Link the clusters of development physically with clear pedestrian/cycle paths and visually with landscape treatments

Strategies and actions

1. Consolidate new development and activity within the existing clusters of built form in the town centre: the Chute Street shops; Elizabeth Street/Station Street service industrial area; and MHR town centre, east of the railway. This is illustrated in Figure 3
2. Within these clusters, encourage a greater intensification of land use by allowing a higher scale of built form and ensuring that land is used efficiently. For example, encourage redevelopment of surface car-parking in these areas, as appropriate, for more active uses
3. Ensure that the clusters remain visually separated and framed by the existing, or enhanced, vegetation breaks of the creek-side open spaces, the preservation of eucalypts adjacent to the Bi-Lo car-park and the stands of eucalypts at the eastern entry point to the town
4. Develop these urban clusters as 'walking priority precincts' which are connected by 'green links'. By focussing on walking within the town centre, a more active and pleasant street environment will result
5. Establish a 'landscaped civic spine' along Main Hurstbridge Road as a connecting feature throughout the township

Figure 3 – Building form – clusters – setbacks and landscape

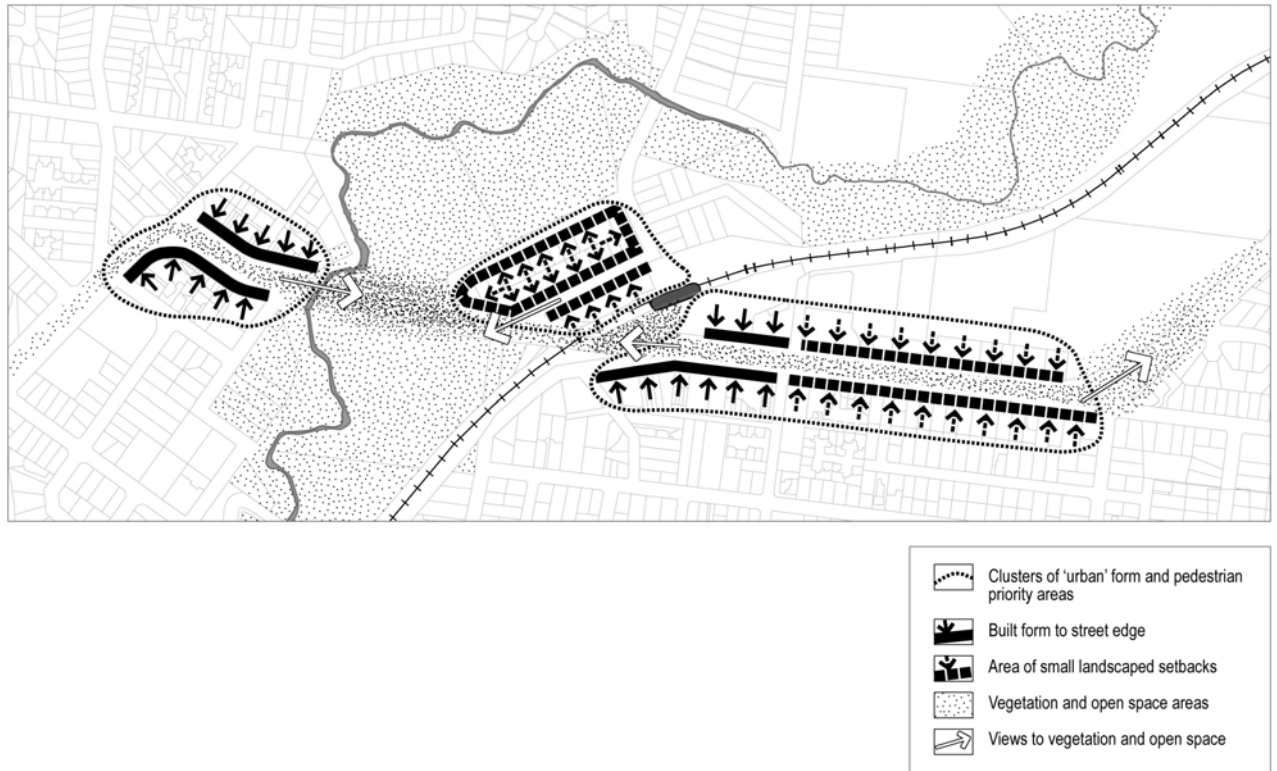


Image and character

The image and character of the Diamond Creek town centre is formed by its distinct landscape setting and the quality of its buildings and spaces. In addition, the activity on the street created by the people who live or work in, or visit, the township is also a key aspect of its image and character.

The natural environment of the Diamond Creek corridor and adjoining open space, is central to the township's image and character. There is a sense that the town is surrounded by landscape due to the vegetation planted throughout, the corridor of open spaces that runs through the heart of the town centre and the surrounding bushland or open pastoral land.

Diamond Creek still retains a strong and distinctive rural township atmosphere. It is essential that the future development in the town respects this highly valued quality. Potentially, with its green corridor and strong connection to the surrounding landscape, Diamond Creek could claim to have the most beautiful stretch of open spaces and landscape character in any of Melbourne's Activity Centres.

The architectural quality and streetscape design of the town centre is in need of improvement. There are opportunities to build on the strong relationship to the natural landscape through the design of buildings and spaces, both public and private, to appropriately reflect the distinct setting, heritage and identity of the town centre.

Objectives

1. Retain the distinct 'rural township' image and character of Diamond Creek
2. Foster a strong relationship between the image and character of Diamond Creek and its distinct and unique landscape setting
3. In the design of buildings, streetscapes and open spaces, reflect the local identity of Diamond Creek

Strategies and actions

Green breaks and arrival into the township

1. Retain the appearance of green breaks between Diamond Creek and surrounding townships by maintaining current residential boundaries and encouraging additional residential development in existing urban areas that are close to shops, services and public transport
2. Emphasise the sense of arrival into Diamond Creek and maintain the separation from adjoining townships by adopting the following strategies for each approach

Wattle Glen approach (Main Hurstbridge Road - MHR)

- a. Design buildings between the railway and MHR to be set into the hillside, with low scale forms allowing views across the tops of houses where possible. Restrict further subdivision in this area
- b. Site and orientate development in this area to provide large gaps between buildings and maintain views across the creek valley
- c. Ensure future residential development in the Herberts Lane hillside maintains a dominance of vegetation over built form when viewed from MHR
- d. Strengthen clumped eucalypt planting close to the township entry sign on the southern side of MHR and encourage the planting of native trees within private land on the northern side of the road giving consideration to existing views across the creek valley

Eltham / St Helena approach (Ryans Road)

- e. Maintain the pastoral landscape where possible on the western side of Ryans Road and the views of vegetation above the road cutting
- f. Maintain views across the creek valley to the vegetated hills of the Dering Street residential area
- g. Strengthen the planting of native trees either side of the road cutting where the road rises north of the entry sign and Halsbury Drive. Give consideration to moving the entry sign further north to the base of the road

cutting and promote the cutting as the entry point into the township where the views of Diamond Creek open up on the other side of the hill

- h. Strengthen planting of native trees within the road reserve on the eastern side of Ryans Road giving consideration to views across the creek valley and passive surveillance of the pedestrian pathway

Greensborough approach (Diamond Creek Road)

- i. Maintain the pastoral hills and creek valley on the northern side Diamond Creek Road and encourage revegetation of the hills with native species
- j. Maintain the heavily vegetated setting on the southern side of Diamond Creek Road and ensure development is sited as close as possible to the Old Diamond Creek Road frontage to retain the landscaped setbacks

Image and character within the township

- 3. Reflect the natural, indigenous and European heritage of the area in urban, landscape or architectural design
- 4. In most areas, use indigenous vegetation as the theme for future landscaping
- 5. Use exotic species selectively, as an expression of the history of the area:
 - a. A 'blossom and fruit' orchard could be established as a feature of the township, reflecting the orcharding history of the area. This could be located in a part of the central open space area that is away from the natural environs of the creek. Alternatively an urban space such as the Plaza forecourt may be appropriate
 - b. Retain the stand of elms along Marngrook Oval as a distinct part of the township's character. Emphasise the creekside parklands by illuminating the trees at night time
 - c. Develop a management plan for the long term preservation and where necessary replacement of elms as they age or are diseased
- 6. In the design of buildings and landscape elements, such as paving or street furniture, encourage the use of natural materials and colours as an important quality of the township. The timber and natural stonework that has been used in Chute Street, aspects of the Shopping Station development and the Emergency Services Building are examples of how this can be achieved and could become part of a consistent materials palette for the town centre
- 7. Facilitate contribution to the design and character of the town centre by the many local artists living in the area. This could include new public art or development of a local signage theme, for example reference to some aspect of the local farming or gold mining history
- 8. Ensure that the design of new buildings and urban design elements are of the highest design standard and make a positive contribution to the improvement of the image of the town centre

9. Work with traders and building owners to encourage improvements to poor quality buildings and shopfronts until redevelopment options are explored
10. Encourage additional street activity with kerbside trading or café tables through a co-ordinated strategy developed with traders
11. Develop a signage strategy for each commercial area, which provides a cohesive look to the shopping areas and provides each shopping area with a distinct image. The signage strategy should include the following:
 - a. Ensure that signage does not dominate the building or streetscape and contributes to the pedestrian environment
 - b. Direct signage at pedestrians (ie awning or street level, rather than signage on upper levels only visible from long distance views)
 - c. Provide signs only on the awning fascia or under the awning wherever possible
 - d. If a flat wall sign is proposed, relate the sign to the architecture of the buildings in style and placement
 - e. If a hanging wall sign is proposed, consider an artistic or individual approach and ensure it is constructed to a high standard

Buildings

The diversity of built form in Diamond Creek reflects the town's various stages of development. There are a number of heritage buildings in the township that provide links to the past and are important local landmarks. However, many of the town's recent buildings are of a poor architectural quality and detract from its image and character.

An opportunity exists to develop a design 'vernacular' for Diamond Creek, or a local architectural style, that builds on the positive characteristics of existing developments and provides a link to the natural landscape setting. In particular, there is scope for redevelopment of a number of significant sites to enhance the image, character and activity of the centre.

In order to retain the rural landscape image of the township, and to retain the sense of segregation from nearby built up areas, it is important that existing developed land is used to its full potential so that the need for the town to spread outwards is reduced or eliminated.

Objectives

1. Embrace a local architectural style for Diamond Creek that complements and reflects its natural landscape setting and its rural township image
2. Encourage redevelopment of underused land within the town centre
3. Create a cohesive appearance to built form and signage in commercial areas that expresses the valued local image and character of the township
4. Retain the well-vegetated character of surrounding residential areas

Strategies and actions

Building siting and scale

1. Cluster higher scale built form at key locations within the town centre, as illustrated in Figure 3, while retaining the traditional low scale elsewhere:
 - a. Within these clusters, encourage a greater intensification of land use by allowing a higher scale of built form, of up to three storeys. Refer to precinct plans for building height details
 - b. Ensure that new buildings contribute to the improvement of pedestrian amenity in these areas of high activity
2. Maximise the potential of key redevelopment sites and precincts within these clusters for increased activity and, where appropriate, new landmark buildings (as shown on the Masterplan map):
 - a. Shell service station on Chute Street
 - b. The residential site on Chute Street adjoining the creek
 - c. Corner of Elizabeth Street and MHR
 - d. Station Street
 - e. The Plaza
 - f. Bi-Lo car-park and Mitre 10 site (corner of George Street and MHR)
 - g. George Street industrial area and MHR frontage to the east
3. Elsewhere, retain the existing scale of two storey buildings to ensure the dominance of the tree canopy over built form. In some locations, a third storey will be appropriate, if setback from the frontage or as a small scale feature. Refer to precinct plans for building height and setback detail

Building detail

4. Generally, site buildings and structures to maximise the retention of existing vegetation and minimise excavation
5. Encourage contemporary building design with articulated facades and roof forms that incorporates a mix of materials and colours suited to the natural environment
6. Develop a palette of building materials and colours that relate to the landscape setting of Diamond Creek, or a rural town image. Suggested materials include a mix of:
 - a. Timber, such as weatherboard cladding and feature posts
 - b. Natural stonework or rough-hewn bricks
 - c. Corrugated iron for roofing or as a feature in facades

Commercial areas : additional guidance

7. Encourage the renovation and redevelopment of existing shopfronts to provide additional interest to the streetscape through articulation, use of materials and fenestration
8. Establish a continuous frontage setback line on Chute Street and Main Hurstbridge Road
9. Ensure active shopfronts at street level in commercial areas with windows that overlook the street space
10. Refer to each precinct for recommended building heights and detailed design guidance in commercial areas

Residential areas: additional guidance

11. Ensure new dwellings are sited to maximise the retention of existing vegetation and minimise excavation
12. Maintain the pattern of front and side setbacks in new developments to allow vegetation within the front garden and views to vegetation in rear gardens
13. Maintain the low building scale of residential areas and concentrate taller building forms in the commercial areas, as specified in the strategies and actions for each precinct
14. Encourage higher density housing throughout the residential areas to provide greater housing choice within existing developed areas of the township. Apply the following guidelines on higher density housing design

Guidelines for infill higher density housing in existing residential areas

1. Maintain existing street setbacks for landscaping
2. Where possible, retain existing trees. Alternatively, ensure adequate space for the planting of new trees, particularly quick growing local native species
3. Limit the height of buildings to a maximum of two storeys to retain the dominance of the tree canopy
4. Consider a range of higher density housing styles that might allow greater opportunities for landscaping:
 - a. Avoid typical unit developments with single level buildings clustered around a driveway space unless there is adequate scope for new canopy trees
 - b. Multi-dwelling developments that are 1-2 storeys in existing residential areas can have a mixture of single storey elements for accessibility and double storey elements to retain planting space and setbacks from neighbouring backyards
 - c. Duplex housing may be appropriate where sites are wide enough so that each dwelling has a street address and the openness of back yards is maintained

- d. Avoid small setbacks between units as this is a waste of space. Share walls to consolidate open space on site into areas large enough for substantial planting and to allow for greater thermal efficiency of the buildings
- e. On hilly sites, vertically layered units may be an alternative

Spaces

The spaces within the township include the open space corridors, recreation areas, small parks and reserves, the street spaces and private gardens. All of these spaces play a vital role in establishing the image and character of the township and are the principal areas for outdoor recreation or movement through the town centre.

Notably, the network of open spaces and natural features in Diamond Creek is a valuable asset rarely found in Major Activity Centres across Melbourne. The primary corridor of open spaces is centrally located within the heart of the town centre and provides pedestrian and bicycle access to Eltham and eventually to the Main Yarra Trail and the City. There is an opportunity to build on this asset and make it a centrepiece of the town centre.

The streets throughout Diamond Creek have an important role to play as open spaces in their own right and in providing a 'green link' between the clusters of activity within the town centre and to the surrounding open spaces. They are also the principal activity spaces within the commercial parts of the town centre and their appearance and amenity should be improved.

Objectives

1. Maintain the visual dominance of the natural landscape throughout the residential, commercial and open space areas of Diamond Creek
2. Promote the open space corridor as the centrepiece of Diamond Creek and provide opportunities for additional recreational activities within the corridor and connections to this space.
3. Establish the activity centres of the township as 'pedestrian priority areas'
4. Create or enhance the 'green links' between the clusters of activity and 'pedestrian priority areas' within the town centre
5. Establish a 'landscaped civic spine' along Main Hurstbridge Road as a connecting feature throughout the township
6. Improve the amenity, safety and appearance of the street spaces and other open spaces in Diamond Creek
7. Establish one or more informal 'urban' space within the town centre

Strategies and actions

Creek-side open spaces and recreation spaces

1. Provide additional recreational activities and facilities in strategic locations along the creek corridor to encourage more people to use the spaces

2. Recreate the natural environment of the creek-side spaces. Establish an environmental management plan for weed eradication, revegetation of indigenous species and improvement of water quality of the Creek. Consider the need for specific management plans to conserve remnant indigenous vegetation
3. Use exotic planting selectively within these spaces to represent the European history of Diamond Creek, such as a 'fruit and blossom' orchard (to remind us of the important role of orchards around the district from 1880 to 1950) or illumination of the stand of elms alongside Marngrook Oval at night time. Exotic planting should be confined to locations away from areas of conservation significance or potential indigenous revegetation such as the creek margins
4. Investigate the potential for improving play facilities for children in theme with the creek-side open spaces, such as a 'bush playground'
5. Activate the creek-side open spaces with new uses such as a 'bush café' or reception centre which adds value to use of the parkland
6. Improve the cyclist/pedestrian facilities along the main Diamond Creek trail (Yarra to Hurstbridge) such as toilets and signage
7. Provide additional pedestrian bridges over the Creek between key open space and activity areas
8. Improve pedestrian and cycle links to the open spaces from surrounding residential or shopping areas
9. Extend paths within the spaces to provide links to adjoining townships and future residential areas
10. Ensure the design of buildings adjoining this space complements and respects the natural and landscaped environment
11. Work with key Government agencies such as Melbourne Water to manage the creek environs (refer to Diamond Creek Waterway Management Activity Plan – Melbourne Water) and note the following Melbourne Water guidelines for new paths and related works in the creek corridor:
 - a. Setback at least five metres from the creek bank
 - b. Establish riparian and fringing vegetation and habitat protection
 - c. Maintain the hydraulic functions of the waterway
 - d. The hydraulic and ecological relationships between the creek and floodplain features such as billabongs or wetlands
 - e. Generally minimise bridge crossings and their impact on the creek corridor

Urban space / street space

12. Create a new urban plaza within the heart of the town centre as a focus for activity and to provide an informal outdoor space:
 - a. An option for this space could be the re-location of the Plaza frontage car-parking area to the rear of the shops to create a new urban plaza
 - b. An alternative location could be the south-western area of the Bi-Lo car-park, adjacent to the stand of eucalypts. This space could become a small 'urban forest' in the heart of the town centre
13. Within the commercial areas, ensure the design of buildings makes a positive contribution to the activity and appearance of the street. This includes active retail frontages with large windows or display areas and direct access from main pedestrian routes
14. Create small, informal outdoor activity spaces within the commercial areas through seating or small landscaping areas within the footpath/roadside space and potential footpath widening
15. Strengthen the presence of vegetation along all roadsides of the town centre

Detailed design

16. Express the local character of Diamond Creek in the detailed landscape/urban design of streets and open spaces
17. Establish a co-ordinated approach to street surfaces throughout the centre to improve their appearance, image and ease of access
18. Improve safety at night-time with lighting and clear pedestrian access

Vegetation

19. Encourage the planting of native trees, shrubs and grasses where appropriate
20. Site new development so that existing trees are retained or adequate space is allowed for the planting of new canopy trees to maintain the bush character of Diamond Creek

Environmental sustainability

Environmentally sustainable solutions can be introduced into small-scale developments such as residential or commercial buildings and in larger developments such as residential subdivisions or commercial redevelopment. A number of principles for designing buildings and spaces have been developed, which can be incorporated into new developments.

Objective

Promote Diamond Creek as a leader in environmental sustainability and improve the ecological integrity of environmental features within and around Diamond Creek

Strategies and actions

1. Incorporate environmental sustainable development practices into new developments including:
 - a. Orientation of allotments and buildings to maximise passive solar heating and cooling
 - b. Maximise north facing daytime living areas and outdoor spaces.
 - c. Orientation of windows to maximise sunlight in winter and cross-ventilation in summer
 - d. Use of appropriate glazing products to contain heat in winter and release heat in summer
 - e. Internal room layout to maximise sunlight through the building
 - f. Appropriate use of thermal massing in external building materials
 - g. Appropriate use of insulation in the walls, ceilings and floors
 - h. Use of shading in buildings and outdoor spaces with external shading or planting, to reduce heat gain in summer
 - i. Best use of the site to maximise retention of existing vegetation and landscape design that assists in passive solar heating/cooling
 - j. Use of alternative renewable energy sources such as solar power.
 - k. Use of energy efficient appliances and lighting
 - l. Use of solar hot water systems or energy efficient gas or electricity systems
 - m. Installation of rainwater tanks for commercial, domestic and garden use.
 - n. Use of water efficient showers, taps, toilets and appliances
 - o. Re-use of stormwater on site by minimising areas of impervious surfaces, and grading impervious surfaces to drain to planted areas
 - p. Planting hardy plants such as natives that require less watering, mulching and reducing lawn areas
 - q. Grey water recycling
 - r. Use of building materials with minimal environmental impact such as recycled materials and re-use of existing buildings where possible
 - s. Design of buildings for future re-use and adaptation for expansion
 - t. Managing environmental and social impacts on the construction site through erosion control, retention of existing vegetation, waste management, noise control, and sediment control
2. Incorporate Water Sensitive Urban Design (WSUD) principles in new development (residential and commercial), subdivision, road and car park construction and streetscape works, as set out in Chapter 5 of Urban Stormwater: Best Practice Environmental Management Guidelines (CSIRO 1998), in particular:

- a. Protect and enhance natural water systems within developments (creeks, rivers, wetlands)
 - b. Protect and improve the quality of water draining from urban developments into creeks
 - c. Integrate stormwater treatment into the landscape so that it provides multiple benefits (including water treatment, wildlife habitat, public open space)
 - d. Reduce runoff and peak flows by temporarily storing stormwater on site (for reuse) and minimising impervious surfaces
 - e. Add value while minimising development and drainage infrastructure costs
 - f. Reduce the demand for potable water by capturing and reusing stormwater (e.g. on gardens, toilet flushing)
3. Applying these principles is likely to require some combination of the following techniques for the best possible outcome:
- a. Grassed or landscaped swale drains (where slope and space permit) – to slow the movement of runoff and provide greater opportunity for infiltration before stormwater leaves the site.
 - b. Bio retention systems and infiltration trenches - to reduce flood peaks, hold and filter runoff to improve water quality, enable infiltration to groundwater

5.3 Community facilities

Objectives

1. Cluster new and compatible community facilities near the town centre
2. Investigate redevelopment options for the existing community centre
3. Integrate changes to community facilities with the proposals to establish an indoor sports centre
4. Investigate opportunities for performing arts space and library facilities which are not available in Diamond Creek

Refer to Precinct 2 - Creek Corridor for more detailed objectives, strategies and actions.

5.4 Leisure facilities

Objectives

1. Provide for a network of spaces and facilities to meet projected community needs
2. Balance the future needs of active, passive and informal sport and leisure

3. 3Develop a range of sports facilities to meet the needs of organised sport
4. Develop a network of local and regional shared recreational paths through the open space corridor with links to facilities, activity nodes and residential areas
5. Plan for the more effective use of under-utilised parkland
6. Ensure that activities in or adjoining parkland enhance park use
7. Develop an indoor sports centre on land adjoining the Diamond Valley College (Precinct 7)

Refer to Precinct 2 - Creek Corridor and Precinct 7 – Diamond Creek East Primary and Diamond Valley College for more detailed objectives, strategies and actions.

Strategies and actions

Diamond Creek Tennis Club – Phipps Crescent Reserve (previously in precinct 2 and incorrectly implying a proposal for the Uniting Church Tennis Club)

1. Reconstruct the red porous courts using concrete bases and synthetic sand filled grass surfaces
2. Consider the provision of lighting on courts 1 and 2
3. Consider replacement of old lights on courts 3 and 4 with side lighting system

5.5 Transport and mobility

Growth in traffic in Diamond Creek is expected to be modest. The Main Hurstbridge Road should be able to cope with projected traffic levels without duplication during the time horizon of this plan, although it may approach capacity if the projected development is achieved or exceeded. Car-parking supply is sufficient but needs to be monitored, managed and tailored to meet future changes in land use and travel patterns. Further work needs to be done to assess car-parking demand and supply. This should help clarify what are sustainable provision rates for new development.

Key overall objectives for transport and mobility will be to:

- Improve traffic management and access for the town centre
- Reduce private vehicle use
- Expand pedestrian and bicycle networks
- Enhance public transport

This section outlines proposed strategies and actions which are developed in the reference document Technical Report – Transport Analysis – May 2006 (Maunsell Australia P/L).

Traffic management

Objectives

1. Improve traffic management and access for the town centre for all modes of travel
2. Minimise the impacts of local and through traffic on the pedestrian and shopping environment in the Diamond Creek town centre (Precinct 4).
3. Improve access at selected locations where localised congestion occurs, such as the entrances to off-street car-parks.
4. Manage traffic in local streets associated with increased activity in the town centre.

Strategies and actions

Main Hurstbridge Road

Future duplication and design

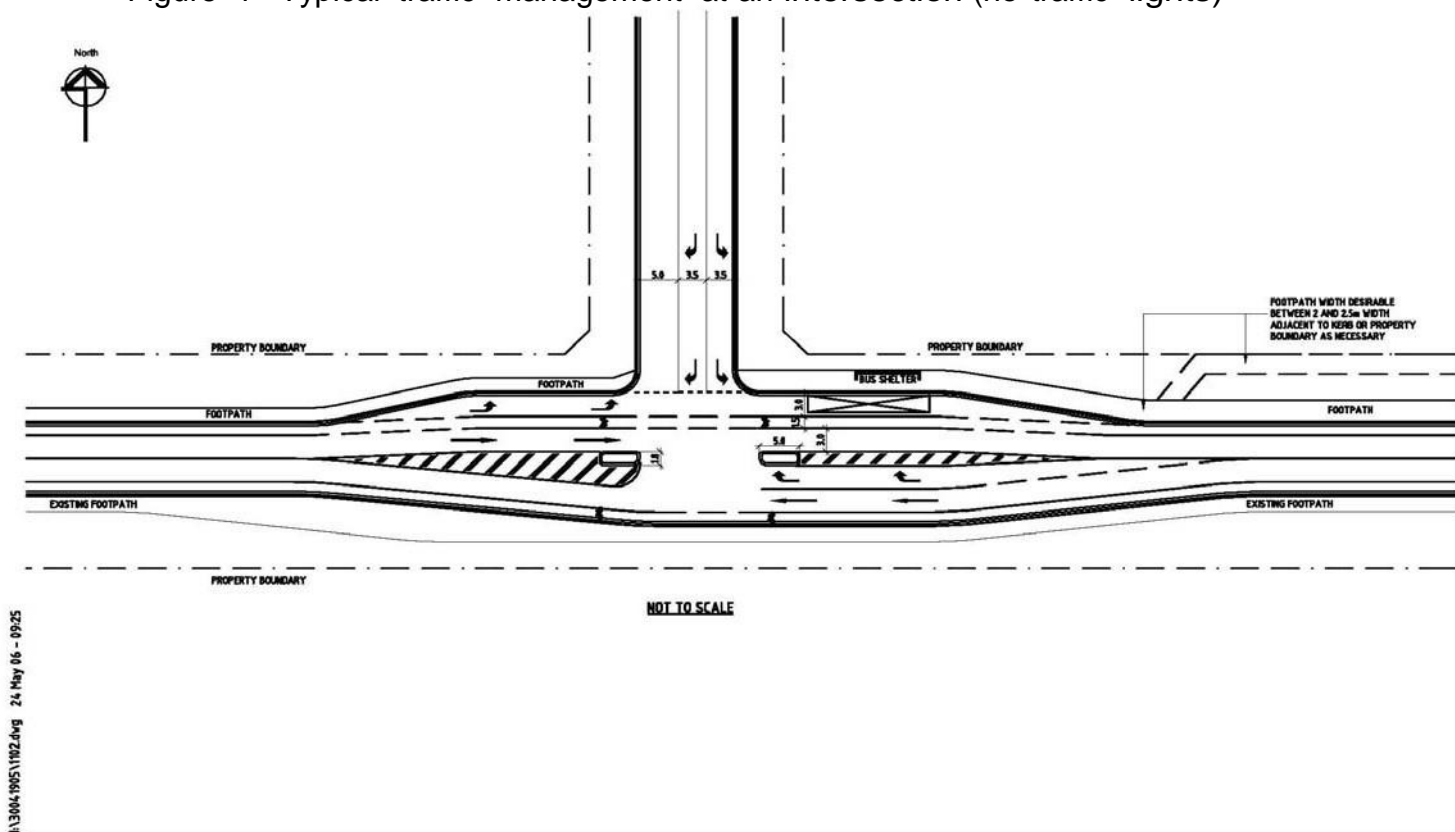
1. Seek VicRoads support to progressively upgrade congested sections of Main Hurstbridge Road through the shopping strip, without resorting to full duplication at this stage. The upgrade treatments may entail channelisation, introduction of turning lanes and medians. Treatments should facilitate local access and circulation while providing safe crossing opportunities for pedestrians and cyclists across Main Hurstbridge Road. The Masterplan and precinct plans show a range of traffic measures
2. Develop a new masterplan for the landscape design and traffic measures in Main Hurstbridge Road as outlined in Future Strategic Work at the end of the plan

Figure 4 illustrates a typical treatment for the sort of traffic management, intersection and pedestrian/cyclist measures outlined above and elaborated in the precincts.

Priority locations for traffic management – pedestrian/cycle crossings changes in Main Hurstbridge Road include:

- a. entrance to BiLo/Plaza car park signalised intersection
- b. entrance to Plaza car park (unsignalised)
- c. George Street/Wensley Street
- d. Bruford Street
- e. Elizabeth Street/Station Street intersections
- f. Fyffe Street / Brooks Crescent

Figure 4 - Typical traffic management at an intersection (no traffic lights)



Speed limit

- Investigate a reduction in the speed limit along Main Hurstbridge Road to improve vehicular and pedestrian safety – through the study area

Pedestrian and bicycle networks

Objectives

- Improve accessibility for all forms of transport within the Diamond Creek town centre, with pedestrians and cyclists as a priority
- Link the two activity hubs of the Diamond Creek town centre and the immediate residential catchment with high quality pedestrian and cycle routes that are direct, safe and convenient to use

Strategies and actions

Path improvements

Develop a program of footpath and shared path improvements giving priority to the most heavily used routes and to overcoming barriers such as the creek and railway line including the following:

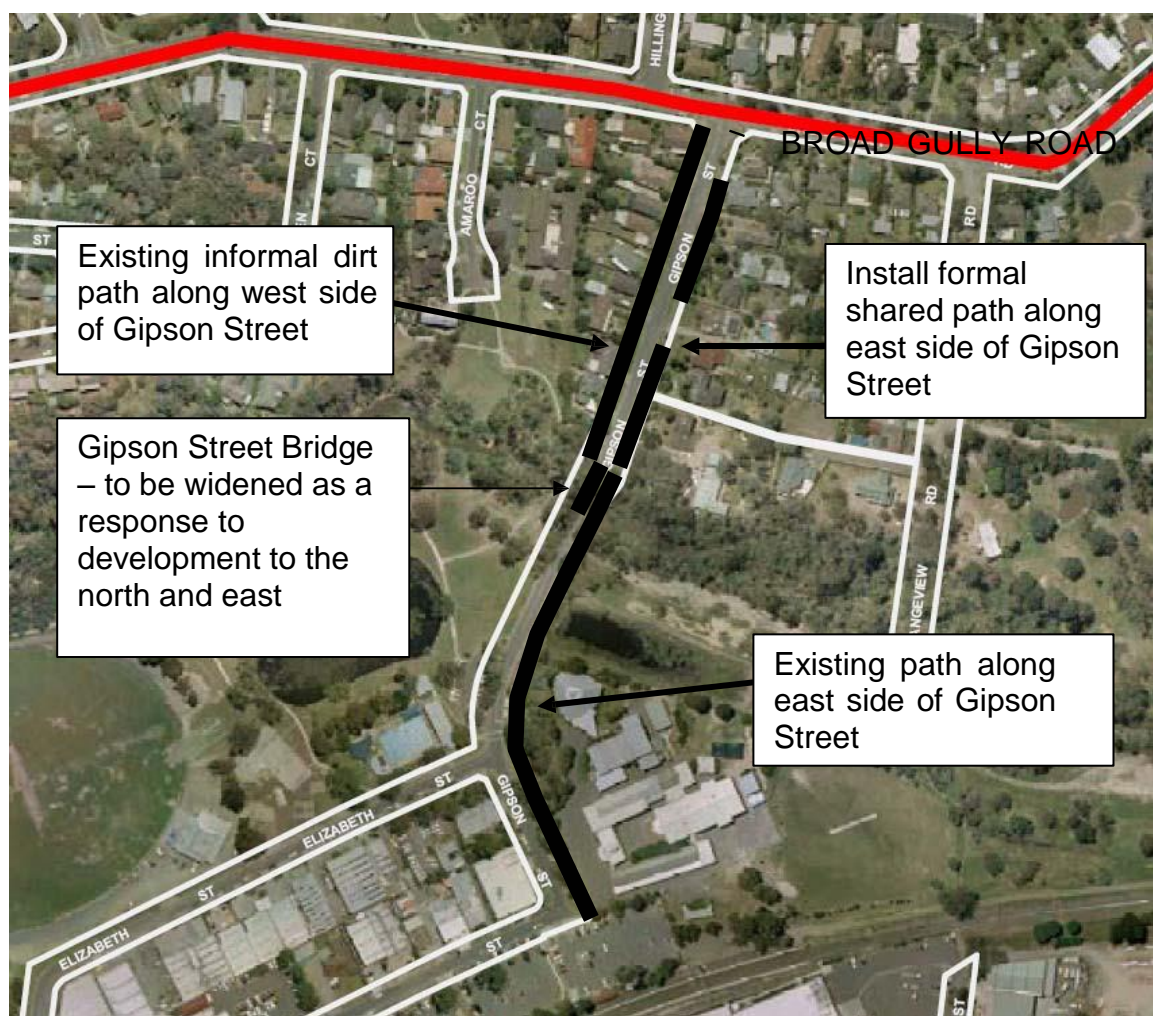
- Diamond Street/Watkins Street/Campbell Street path - Provide a shared pedestrian/cycle path on the east side of these roads, linking the residential areas to the south-west of Diamond Creek, the sporting and other

INDICATIVE PEDESTRIAN REFUGE
AND CHANNELISATION TREATMENT
MAIN HURSTBRIDGE ROAD
UNSIGNALLLED INTERSECTION

- community facility land-uses with the Main Hurstbridge Road. The footpath should be adjacent to the roadway, thus maximising use of natural security, surveillance and street lighting
- 2 Station Street and Gipson Street path - Provide a shared pedestrian/cycle path on the east side of these roads, between Main Hurstbridge Road and Broad Gully Road, linking the residential areas, school and station with Main Hurstbridge Road. The footpath should be adjacent to the roadway, to maximise use of natural security, surveillance and street lighting. This is illustrated in Figure 5
 - 3 Main Hurstbridge Road crossings - Provide safe crossings for pedestrians and cyclists across the Main Hurstbridge Road, at a proposed set of intersection traffic signals at Elizabeth Street, to allow safe crossings and interconnectivity between the proposed footpath facilities as well as the existing shared path adjacent to Diamond Creek. Also, consider options to enhance pedestrian safety near Perversi Avenue where school-children cross unaided. This is a lower priority as exposure rates are much lower than in the heart of the township
 - 4 Provide pedestrian crossings in the town centre as proposed at the sections dealing with Traffic Management in MHR
 - 5 Main Hurstbridge Road footpath - Provide a continuous path along the north side of Main Hurstbridge Road, and linking Station Street eastwards to the shops through the existing pedestrian rail crossing near the station. The link between Main Hurstbridge Road and the existing pedestrian rail crossing should be constructed to the south of McDonalds adjacent to the rail reserve
 - 6 Upgrade the existing sections of path through the BiLo car park to the main car park access point and traffic lights
 - 7 Main Hurstbridge Road bicycle lanes - Complete the installation of on-road bicycle lanes on both sides of Main Hurstbridge Road, across the study area. Currently on-road bicycle lanes only cover part of the western section of Main Hurstbridge Road. Completion of the on-road facilities will create a safer cycling environment in the area of Diamond Creek where the greatest concentration of retail, educational, civic, institutional and sporting facilities exists
 - 8 Hyde Street connection - Provide a convenient and formal connection for pedestrians and cyclists through the road closure treatment on Hyde Street to link Collins Street with Diamond Street. Upgrade or provide a footpath where required
 - 9 Recreational path extensions - existing recreational trails should be developed where feasible including:
 - a. extension of the existing recreation trail from Nillumbik Park to Hurstbridge, as shown on the Masterplan including railway land east of the Diamond Creek East primary school.
 - b. a new recreation path (and bridge across the Diamond Creek) to create a link with the new residential extension north of Diamond Creek.

- c. a formal grade separated rail crossing behind the Diamond Creek East primary school, where the proposed recreation trail (linking the new residential extension north of Diamond Creek) intersects with the proposed recreation trail from Nillumbik Park to Hurstbridge.
- d. a recreation trail underpass under the Chute Street bridges.
- e. widening the existing pedestrian crossing on the Chute Street Bridge or establishment of a new bridge parallel with the Chute Street bridge.
- f. a pedestrian bridge across the Diamond Creek at Campbell St Reserve and develop a recreation trail loop linking the Marngrook precinct with the Campbell Street Reserve Precinct

Figure 5 Shared path along Gipson Street



Bicycle parking facilities

- 1 Station - Provide safe, secure and convenient bicycle parking facilities at Diamond Creek Station. As a minimum cycle parking should be undercover and in a well lit location and close to the station entrance. Concurrently investigate options to improve bicycle access to rail station precinct

- 2 Other locations - Consider the installation of additional bicycle parking facilities in Diamond Creek, including at shops and sporting and leisure facilities. As a minimum, additional secure bicycle parking facilities should be installed throughout the Diamond Creek study area in Council owned / operated facilities
- 3 Develop a program to encourage or require bicycle parking facilities generally in the form of on-street parking rails as part of development approvals

Disability and mobility-impaired access

- 1 Prepare a works program to progressively make formal and informal pedestrian crossings DDA compliant throughout the Diamond Creek study area. This will maximise travel options for people with disabilities and mobility-impairments as well as the elderly
- 2 Undertake regular audit checks on existing off-road shared path network to report on issues that affect user safety including uneven poorly maintained surfaces, sight distance, intersection treatments, path widths, lighting etc

Parking supply and management

Objectives

- 1 Ensure sufficient car parking is provided with new development, with a high level of amenity and accessibility provided, while reducing the visual impact of car parking on the town centre
- 2 Make better use of the available car-park land while maintaining car parking provision through better access, signage and layout, and through potential multi-level development
- 3 Explore opportunities to reduce car-parking demand through measures like spreading peak trading hours, using alternative transport and better shared use of car-parking by different land uses

Strategies and actions

Station commuter parking

- 1 Make representations to the Victorian Government to investigate the potential for additional commuter parking near the station. Commuter parking by train passengers appears to be approaching capacity. The allocation of additional parking spaces should therefore be considered for commuters at the station.

Chute Street

- 2 Consider measures to increase parking opportunities in Chute Street by introducing shorter time limits in front of the shops in order to encourage turnover and increasing the availability and attractiveness of parking in Diamond Street for longer-term parking

- 3 Monitor the impacts of recently approved café developments and the effectiveness of parking restrictions and consider further action as a result of the options investigated as part of 7 and 8 below

Activity Centre – future residential parking

- 4 Ensure that all future residential development satisfies current planning scheme parking requirements for residential uses. Consider particular circumstances such as those in the Dering Street area noted at point 8 below.
- 5 Consider development which proposes less than the normal planning scheme parking requirements for higher density housing or mixed use housing development in commercial or retail area subject to the following:
 - It must be supported by an independent parking and traffic assessment
 - Factors supporting reduced provision including; shared use of parking space, the size of dwellings and households likely to occupy
- 6 Refine and make more specific parking requirements for higher density housing based on the outcomes of the monitoring and review proposed in strategies 7 and 8 below

Activity Centre – future non-residential parking

- 7 Consider development which proposes less than the normal planning scheme parking requirements in new retail and commercial development within the town centre. This must be supported by independent parking and traffic assessments which justify the proposal. Reduced provision rates must be based on criteria including: accessibility to public transport and the other benefits of an activity centre location such as shared use of car-parking. Manage the provision of all new parking to favour short-stay use for shoppers and visitors and discourage the provision of long-stay parking in the retail core. Opportunities for reducing car-parking may also be available where proponents can provide adequate justification of reduced need, such as a lower than average car ownership among the likely users (e.g. the elderly) or through the preparation and implementation of green travel plans (e.g. for office/commercial uses). Refine and make more specific parking requirements based on the outcomes of the monitoring and review proposed in strategies 9 and 10 below.

Activity Centre – disabled parking

- 8 Review the number and location of disabled parking bays throughout the study area and aim to provide disabled parking at all key destinations. This includes off-street car-parks as well as on-street areas. Where disabled parking is provided on-street, it should be as close as possible to the corners of intersecting streets in order to enable safe and convenient access for disabled users of these spaces (by minimising the distance that they need to travel on-road).

Review future parking supply and demand – monitoring and management

- 9 Monitor parking supply and demand and adjust management measures to maximise use of the available public and private parking
- 10 Investigate options including a parking precinct plan and special charge parking schemes to deal with car-parking issues including:
 - a. Better management and shared use of the available public and private car-parking primarily in precinct 1 (Chute Street) and 4 (retail core)
 - b. Projected demand and supply
 - c. Sustainable car parking provision rates for new development (and how they might be consistently varied from those normally required in the Planning Scheme)
 - d. Links to potential special charge or cash-in-lieu schemes
 - e. Measures to reduce car-parking demand such as promoting and improving alternative transport

Parking management Dering Street area

- 11 Parking in this area must be provided when residential redevelopment occurs. The narrow road, large lots, vegetation and topography in this area constrains visitor and public roadway parking. As a consequence additional on-site visitor parking must be provided

Public transport and station issues

Objectives

1. Improve the transport interchange functions of the station
2. Advocate to the Victorian Government and public transport agencies for improved public transport services, timetable integration and infrastructure upgrades

Strategies and actions

Bus/train interchange

1. Establish a formal bus/train interchange at the railway station. Currently buses stop in Station Street forcing train passengers to walk some distance, through a car-park and without weather protection, in order to reach the station main entrance. Establishing an interchange should be the highest priority initiative for public transport. This interchange should include the following key features:
 - a. Bus route and stop relocation to enter into station forecourt and provide drop-off/pick-up at station entrance
 - b. Desirable maximum transfer distance between bus and rail of 50 metres
 - c. Include an undercover transfer section, incorporating bus, taxi and kiss'n'ride facilities
 - d. Provision of bus timetable and route information at the transfer point, and linking of timetables to minimise waiting times

- e. Improved pedestrian and cycle access to and around the station area including an upgraded rail crossing
 - f. Improved weather protection, seating and cycle storage at the station
2. Expand and reconfigure the commuter car-parking at the station to cater for growth in commuter use and to accommodate the interchange facilities proposed in 1 above. This could be achieved by extending the existing car-park north of the station east

Bus stop amenity

3. Bus stops throughout Diamond Creek Activity Centre should also be improved to include the following at all bus stops:
- a. Paving and footpaths to and from the stops
 - b. Shelter and seating
 - c. Route and timetable information.

Improved rail services

4. In the broader context of advocating for better rail services and investing in the rail infrastructure, make representations to the Victorian Government to investigate resolving the peak hour capacity restraint on the Hurstbridge rail line and through Diamond Creek in particular. The single track rail line between Greensborough and Diamond Creek limits train service frequencies and increases travel times on the line. Wider infrastructure problems elsewhere on the line are also a major constrain on better services. In order to address this issue, future double-tracking, or provision of additional short sections of double tracking (to improve passing opportunities) should be considered as a goal for this rail line.

Improved bus services

5. Advocate to the State and public transport service providers for a range of network improvements to bus and other services which link the train services to the Diamond Creek catchment and beyond. Links to Greensborough, Eltham and growth areas in the Shire of Whittlesea should be considered.

6.0 Precincts - objectives, strategies and actions

This section deals with the precincts identified as key areas which are likely to be the focus for change in the activity centre.

The precincts are shown on the Masterplan as follows:

1. Chute Street – secondary retail node
2. Creek-side open spaces
3. Elizabeth Street/Station Street - industrial area
4. BiLo supermarket, the station and the Plaza – retail core
5. Industrial area east of George Street – north of Main Road
6. Mixed use area east of Wensley Street – south of Main Road
7. Schools and recreation - Diamond Creek East Primary School and Diamond Valley College

For each precinct there is a Preferred Character Statement which outlines the preferred future character for the precinct. Each precinct includes objectives, strategies and actions dealing with the following:

- Land use – activity and development
- Buildings
- Spaces
- Community facilities
- Leisure facilities
- Mobility

6.1 Precinct 1 - Chute Street

Preferred character statement

Chute Street is the entry point to Diamond Creek from the west, where sweeping views of the valley are afforded from the hilltop location. Chute Street has a distinct and highly valued character within Diamond Creek, retaining its original small township atmosphere. New buildings will be low scale, yet help to create a well defined street space and allow views to the surrounding tree canopy. The range of shop-fronts, cafes, places along the street to stop and sit and established trees will make an attractive pedestrian-oriented environment. Buildings will step down to the corridor of creek-side parkland and offer a pleasant aspect to enjoy this natural setting in the heart of the town centre.

Land use – activity and development

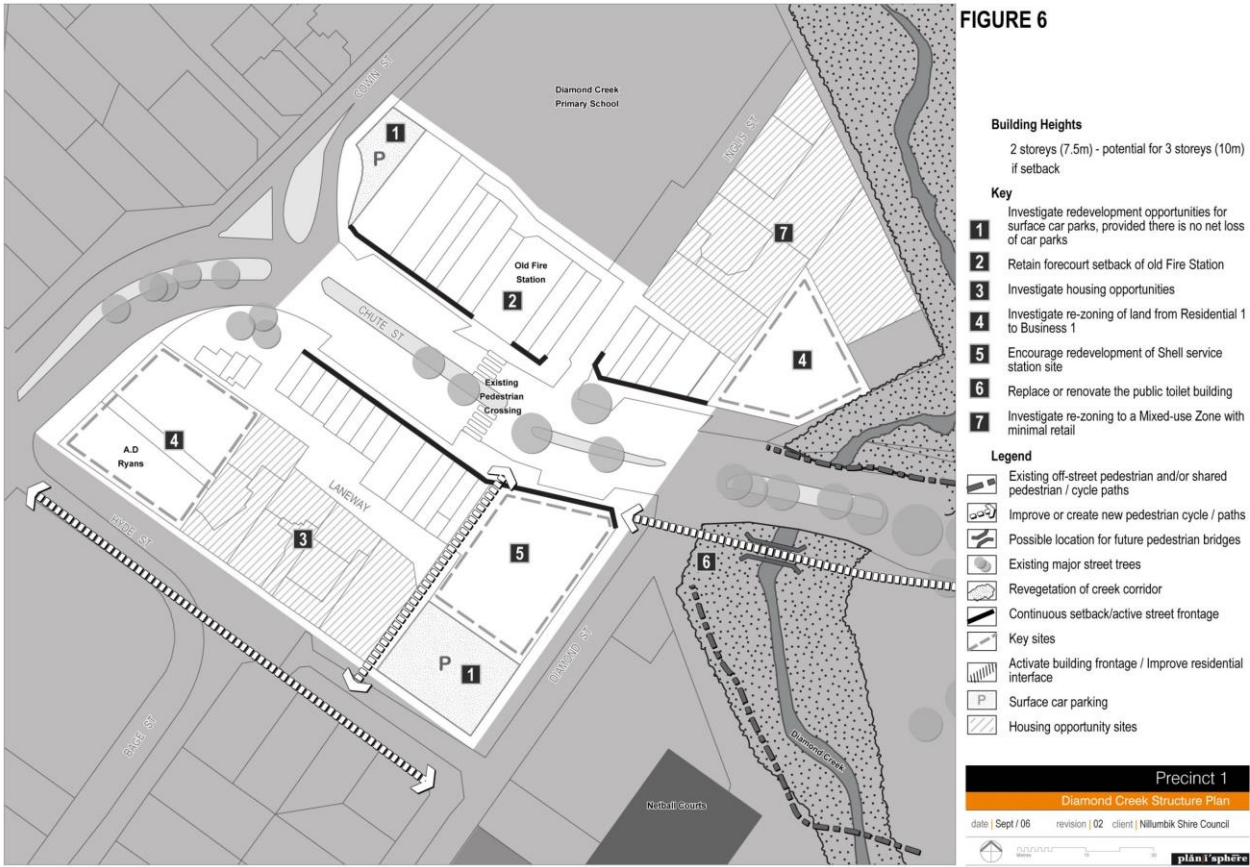
Objectives

1. Develop the retail, office and entertainment activities in and around Chute Street as a secondary node in particular for local convenience shopping, a range of food and restaurant outlets and professional and other office based services but little if any retail floor-space expansion
2. Orient shopping and in particular food and entertainment activities more towards the creek and open space corridor
3. Develop the historic role and character of Chute Street as the earliest part of the town centre as a distinguishing feature and attraction for visitors
4. Encourage higher density development in and around the Chute Street node

Strategies and actions

1. Investigate extension of the commercial area by:
 - a. applying a Business 1 Zone to 69 Chute Street to allow better orientation of the centre to the creek and to 69 and 75 Main Street (to incorporate the historically significant AD Ryans property and the logical boundary of Hyde Street (see Precinct plan))
 - b. apply a Mixed Use Zone - north in the area bounded by Diamond Creek and the Primary School (to broaden the scope for mixed use development but with a minimal expansion of retail space)
2. Promote opportunities for higher density housing in mixed use development in and adjoining the centre (see Precinct plan)
3. Develop planning scheme overlays and policies to achieve the preferred character including planning overlays such as a Design and Development Overlay to control building form and help manage off-site effects
4. Correct the zone boundary of the primary school at its interface with the rear of the shops in Chute Street

Figure 6



5. Monitor and review the availability of Business 1 zone land over time to ensure there is sufficient land to allow retail development consistent with objectives for containment and focus within the precinct

Buildings

Objectives

1. Retain a low building scale, while creating a greater sense of enclosure in the streetscape
2. Create a safe, accessible and attractive pedestrian environment
3. Develop a strong sense of identity through a co-ordinated approach to the design of buildings, signage and landscape treatments

Strategies and actions

Frontages

1. Design new buildings with well articulated facades, roof forms, fenestration, parapet treatments and other detail and materials to provide interest at street level and reinforce the human scale of Chute Street
2. Ensure that the facades of new buildings maintain the vertical and horizontal design rhythm of buildings along Chute Street
3. On sites with wide frontages, design facades to reflect the pattern of narrow shopfronts that exists in Chute Street
4. Provide continuous weather protection (such as cantilevered canopies / verandahs) over footpaths for Business 1 Zoned properties that front to Chute Street
5. On corner allotments, ensure the buildings address both street frontages with shopfront windows at street level
6. Design new buildings with the ground floor located at ground level to promote a strong connection with the public street space

Heights

7. New buildings should extend up to two storeys (7.5m) at the street frontage and can include a third storey (up to 10m) provided it is recessed from the front street boundary by at least 3 metres

Setbacks

8. Ensure all buildings are built to the street boundary with no side setbacks (with the exception of the fire station site which should retain the small front setback for outdoor dining uses or similar)

Residential interface

9. Ensure that new buildings do not significantly overshadow or overlook the private open spaces and habitable windows of adjoining residential properties
10. Locate uses that generate noise away from residential development

Spaces

Objectives

1. Promote an attractive and inviting street space for pedestrians to improve the activity and vibrancy of Chute Street
2. Ensure that the design of buildings and the landscape of Chute Street are appropriate for this important arrival space into the town centre from the west

Strategies and actions

Streetscape

1. Continue and develop the process for streetscape upgrade of both sides of Chute Street to incorporate paving and street tree planting into the kerbside
2. Upgrade street lighting with a focus on Chute Street and car-parking areas behind, and access paths to car parking
3. Incorporate subtle up lighting of the vegetation in the median strip along Chute Street to emphasise the tall eucalypt trees.
4. Provide additional street furniture, and manage street trading to support public activity and social interaction in the street
5. Encourage outdoor dining activities in the flatter sections of Chute Street at the eastern end of the shops
6. Investigate the undergrounding of powerlines along Chute Street between Cowin Street and Diamond Street
7. Maintain footpaths in good condition including the cleaning of coloured concrete where it exists
8. Undertake laneway improvements for improved access, safety and sanitation (without creating active pedestrian areas that might detract from the activity of MHR). This should include repaving to ensure even surfaces and lighting
9. Develop a signage strategy that provides a cohesive look to the shopping strip
10. Encourage new or reinstated verandahs through design advice and assistance

Key redevelopment sites

1. Encourage the redevelopment of the Shell Service Station site with a building that provides shopfronts at ground level, addresses both street frontages, and provides an active frontage to the netball courts and creek side open space. Enhance the visual and physical links between the new building and the car park behind
2. Replace or renovate the public toilet building on the east side of Diamond Street with a style that has an interesting roof form and uses colours that occur naturally in the creek side environs. Another option is to incorporate new public toilets into the redeveloped Shell Service Station site, which could improve the view to the creek corridor from the Chute Street shops
3. Investigate the potential to rezone the property on the north side of Main Hurstbridge Road adjacent to the creek from Residential 1 to Business 1. This could allow a continuation of the shopfronts along Chute Street and the building could be designed to respond to the topography of the site with outdoor terraces that overlook the creek corridor

Transport and mobility

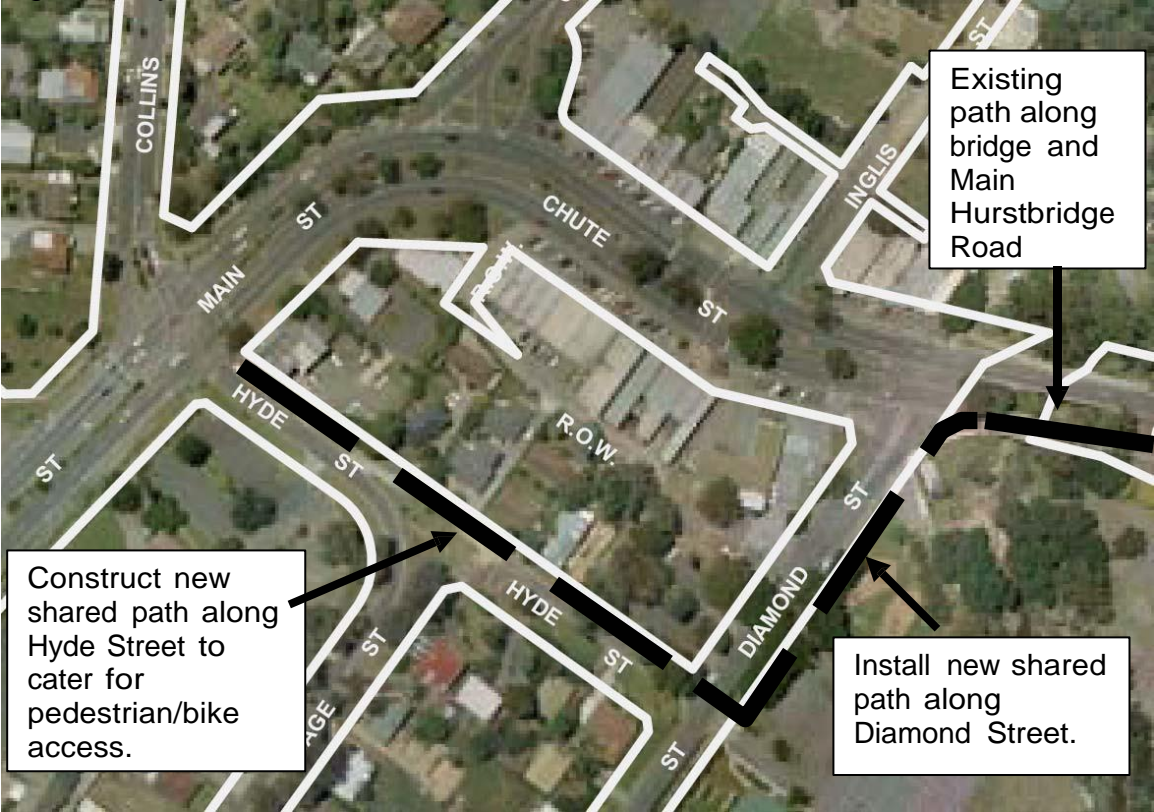
Objectives

1. Improve safety for pedestrians and cyclists in the centre
2. Improve car-parking by better managing the available supply and access to potential parking nearby

Strategies and actions

1. Advocate for reduced speed limits in Chute Street
2. Introduce shorter term parking and investigate provision of additional on-street or public parking in the immediate vicinity of Chute Street
3. Provide the shared path link along Hyde Street shown in Figure 7

Figure 7 Hyde Street Pedestrian & Bike Path Access



6.2 Precinct 2 – Creek-side Open Spaces

Preferred character statement

The creek-side open space corridor is the most significant landscape and recreational feature in the township, and is central to the image and character of Diamond Creek. Located in the physical centre of the town, the corridor will be conveniently accessed for passive and active recreational activities that are linked by scenic pedestrian and bicycle paths. The natural beauty of the creek corridor will extend into adjoining open spaces with native trees, shrubs and grasses dispersed amongst the recreational facilities, while the use of exotic species such as the avenue of elm trees at Marngrook Oval, will continue to provide a link to European settlement in the township. Only a small number of community and public amenities will be constructed in strategic locations and these will be designed to showcase the local architectural style of Diamond Creek.

Land use – activity and development

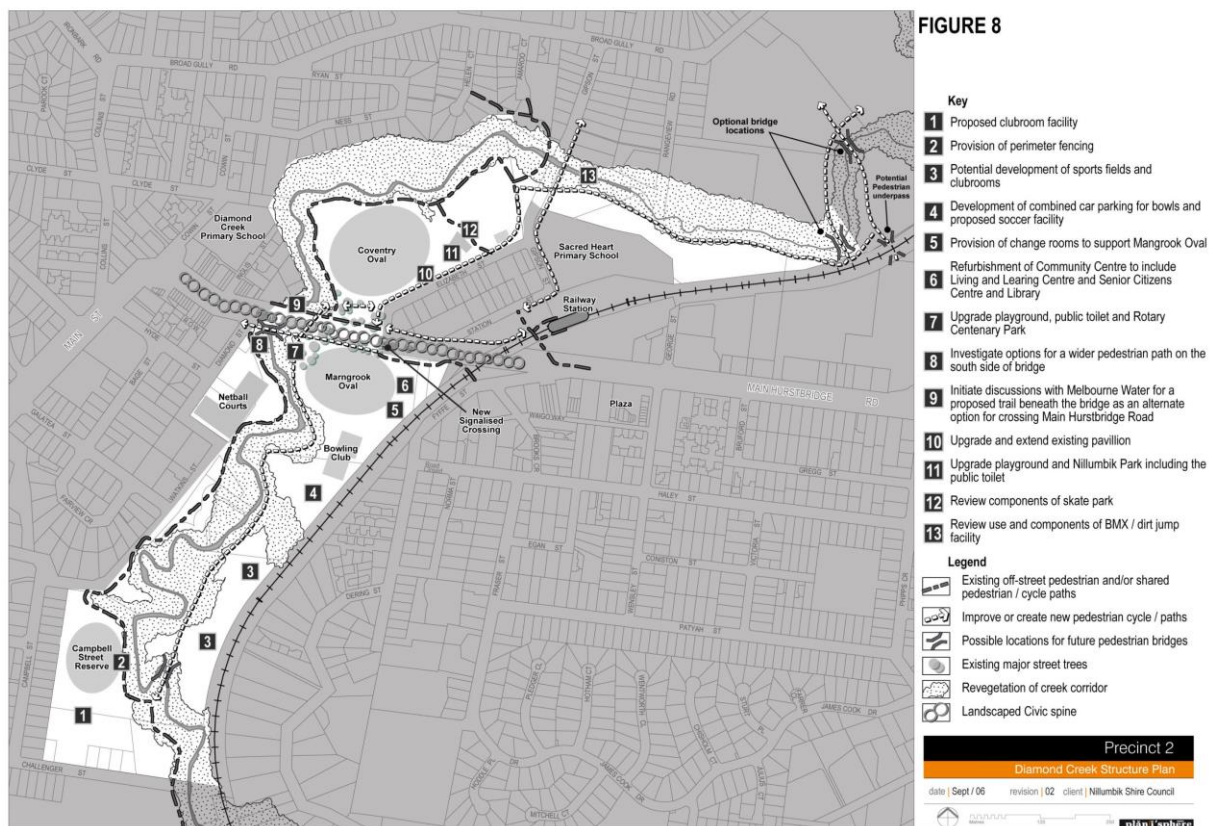
Objectives

1. The activities in this precinct will be primarily associated with public parkland and the leisure facilities discussed in the leisure facilities sections of this plan
2. The extent and nature of development should be limited and directly related to parkland based activities and promote use of the public parkland space
3. Facilities will provide for a mix of active and passive recreation to meet the projected leisure needs of Diamond Creek

Strategies and actions

1. Add to the network of paths through the precinct both for recreational and functional purposes
2. Investigate opportunities for nodes of activity at Chute Street and near the Community Centre including things like a café, community facilities and leisure oriented retail or services which would add value to the parkland
3. Increase the use of parkland south of the Bowling Club between the creek and railway by providing for a mixture of active and passive recreation and conservation parkland

Figure 8



Buildings

Objective

Establish a local architectural style that builds on the natural qualities of the landscape setting

Strategies and actions

1. Ensure new buildings and structures within the open space corridor are low scale, with articulation on each visible facade and interesting roof forms
2. Use mixed materials and colours that complement those occurring naturally in the area
3. Site new buildings and structures to minimise interruption of sight lines and close to walking paths for passive surveillance and convenient access

Spaces

Objective

Provide an interconnected network of open spaces that takes advantage of the natural qualities of the existing vegetation and waterways

Strategies and actions

1. Undertake a program of weed eradication, revegetation, rabbit control programs, fencing areas of remnant vegetation and upgrading park amenities along the creek corridor with a focus on areas closest to the centre of Diamond Creek
2. Ensure the protection of the elm trees on the south side of Main Hurstbridge Road in the Marngrook Oval reserve that provide links to the early stages of the town's development and that these are replaced with similar species when required
3. Develop a management plan for the historically significant elm trees to preserve them and manage their replacement as they age or become diseased
4. Undertake a lighting strategy to emphasis the elm tree avenue on the south side of MHR. A possible lighting solution could be up lighting the trees which also provides lighting for the pedestrian / cyclist path
5. Consider banner poles for township identification and branding, and to promote of community events
6. Undertake a master planning exercise for the Marngrook Oval Reserve which should consider amongst other things:
 - a. Widening the path along MHR to accommodate cyclists and pedestrians
 - b. Locating the path further away from MHR with timber bollards between the path and MHR to improve the safety of pedestrians

- c. Replacement of the steel tubular fencing on the south side of MHR with timber bollards or similar
 - d. Consider improving the current play equipment area in the north western corner, with picnic tables, seating, shelter, barbeques and landscaping, and restricting vehicle access to this area pending the outcome of investigation and design of Chute Street bridge and underpass shared path proposals
 - e. Possible relocation of the informal car parking area at the entrance to Marngrook oval to the western side, developing the area as a central meeting place for the township with appropriate design and treatment, and create a path link to the recreation trail either side of the Chute St bridge
- 7. Generally maintain and improve sight-lines to key recreational areas
 - 8. Replace chain link fencing along the south-eastern boundary of the Coventry Oval reserve with timber bollards or similar
 - 9. Formalise the pathway on the south-east corner of Coventry reserve area which is currently used for pedestrian access to the railway line

Community facilities

Objectives

- 1. Provide a range of community facilities that act as a meeting place which can accommodate a range of community, health, art and leisure programs and activities
- 2. Cluster a range of community activities at the Diamond Creek Community Centre as a venue for community and culturally based programs and services

Strategies and actions

- 1. Develop a master plan for re-development of the Diamond Creek Community Centre as a venue for community services and programs which will include the following:
 - a. Relocation of the Living and Learning Centre to Diamond Creek Community Centre
 - b. Investigate the possible relocation the Senior Citizens Centre to the Diamond Creek Community Centre
 - c. Retain the Maternal Child and Health Service at the Diamond Creek Community Centre, and provide consulting rooms for a range of allied health services
 - d. Possible development of multi purpose performing arts spaces
 - e. Possible development of a branch library at the Diamond Creek Community Centre
 - f. Possible refurbishment of the health and fitness facilities to include an expanded gymnasium and program spaces to cater for the demands of the community. (Note: this option is subject to the outcome of the feasibility study for a stadium at the Diamond Valley College)

- g. Possible location of a Council customer service desk to provide municipal services

Leisure facilities

Objectives

1. Provide a network of quality leisure spaces and facilities that caters for the leisure demands of the community, providing a range of formal and informal leisure and sporting pursuits
2. Provide the necessary infrastructure to support the ongoing growth and development of sport in the Diamond Creek area

Strategies and actions

Coventry Oval

4. Reconstruct Coventry Oval with subsurface drainage, automatic irrigation, appropriate soil profiles and warm season grasses
5. Renovate and extend the current clubroom facilities
6. Formalise, landscape and seal the car park area between Elizabeth Street and the oval

Marngrook Oval

7. Investigate improvements to the drainage system
8. Construct a stand-alone change room on the eastern side of the sports oval
9. Investigate the upgrade of existing training lights

Horse and Pony Club land

10. Undertake a master planning exercise for the current Horse and Pony Club land site which should consider amongst other things:
 - a. Investigate with the Horse and Pony Club the possible relocation of the club elsewhere in the Shire
 - b. If the relocation of the Horse and Pony Club is possible, develop a Master Plan for the future use of the area, including extensive revegetation work to protect the Diamond Creek banks, recreation trail, an additional pedestrian bridge linking the Campbell Street Reserve, and the development of 2 playing fields (potentially soccer pitches) on available land – 1 adult and 1 junior pitch - two full size pitches would not be achievable on the land available
 - c. Construct the required infrastructure to support the use of the area by sporting clubs, including clubrooms, car parking and training lights

Campbell Street Reserve

11. Investigate development of a clubroom including public toilets to service the needs of sporting clubs using the reserve

12. Provide a one metre high safety fence along the eastern side of the field to define the sports field from the recreation trail

13. Install an automatic irrigation system

Diamond Creek Bowls Club

14. Investigate floodlighting installation on at least one rink

15. Develop additional car parking to the south of the bowling club

Outdoor netball courts

16. Review the opportunity to upgrade the existing outdoor netball courts at the Diamond Creek Netball Complex with an all weather surface

17. Consider the longer term options and feasibility for expanding the netball courts including possible re-alignment of Watkins Street/Diamond Street to allow Council property west of Watkins Street to be utilised

Aquatic facility

18. Undertake regular technical and operational reviews of the swimming pool to ensure the facility

- a. Is maintained in good order
- b. Meets the needs of the community
- c. Receives the necessary upgrades

19. Upgrade the change rooms within the facility

Skate Park and BMX dirt jump facility

20. Implement a review of the Skate Park and BMX dirt jump facilities

21. Upgrade the public toilet facility

Transport and mobility

Objectives

1. Improve safety for pedestrians and cyclists crossing Main Hurstbridge Road
2. Enhance both the functional and recreational access for pedestrians, cyclists and park users, in particular through an improved path network
3. Consider improved connections, linkages and access to the existing Diamond Creek Trail and the township

Strategies and actions

1. Advocate for reduced speed limits in Main Hurstbridge Road
2. Advocate to VicRoads and Melbourne Water for improvements to the path network such as a link under the Chute Street bridge and a pedestrian and cycle priority crossing at the proposed Elizabeth Street signalised intersection upgrade
3. Investigate the option of widening the existing pedestrian crossing on the Chute Street bridge or establishment of a new bridge parallel with the Chute Street bridge to provide a better link in/out of the main Diamond Creek and Marngrook Oval precincts
4. Consider a trail bridge across the Diamond Creek at Campbell St Reserve and develop a trail loop through the land currently occupied by the Diamond Valley Horse and Pony Club
5. Extend the main Diamond Creek regional shared path to Wattle Glen, and ultimately to Hurstbridge
6. Develop a prioritised program for construction of functional and recreational paths as shown on the Masterplan and precinct plans

6.3 Precinct 3 – Elizabeth Street / Station Street

Preferred character statement

This area will continue to be the hub for local trades and services. At the same time, however, the streets will have a low speed feel and be safe for pedestrians moving to and from the station, community facilities and schools. The buildings will present a cohesive image for the area with consistent setbacks and heights and will be articulated to break up the bulky forms usually seen in service industrial areas. A theme of native vegetation within front setbacks will link this area to the adjoining parklands and station environs.

Land use – activity and development

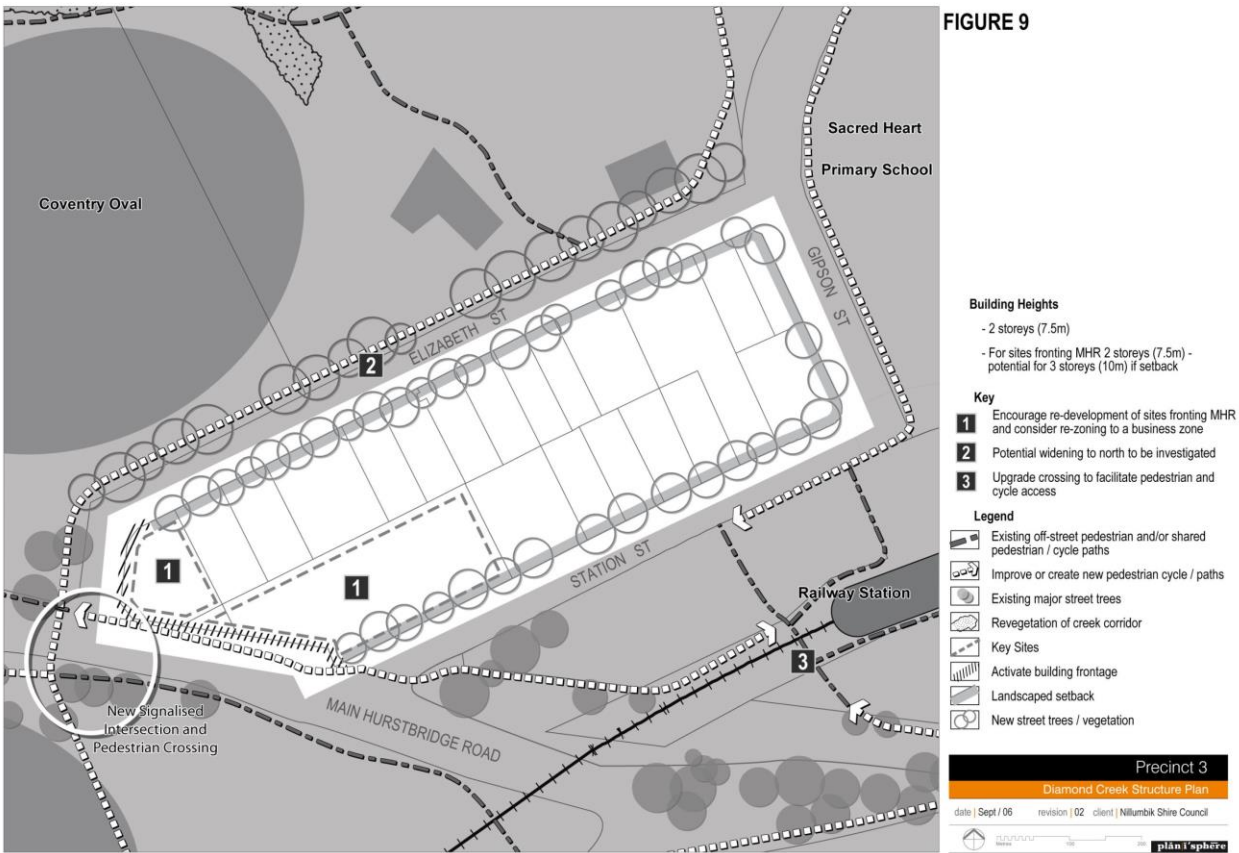
Objectives

1. Maintain a range of light industrial and service industries to provide local employment and services
2. Change the functions along the Main Hurstbridge Road frontage to intensify the land use and increase the amenity along this spine of the activity centre
3. Facilitate access through this precinct to link the northern parts of Diamond Creek to the core retail areas in Precinct 4
4. Ensure that new land uses and development are planned so as to minimise impacts on the sensitive land uses including adjoining school, community and parkland based facilities and activities

Strategies and actions

1. Investigate planning overlays such as a Design and Development Overlay to control building form and help manage off-site effects
2. Prepare an amendment to include land adjoining Main Hurstbridge Road in a Business 1 Zone

Figure 9



Buildings

Objectives

1. Emphasise the MHR frontage of this precinct with buildings that exemplify the overall character and image of Diamond Creek
2. Encourage contemporary built form responses that provide interest to the streetscape and contribute to an attractive pedestrian environment

Strategies and actions

Heights

1. New buildings should extend up to the equivalent height two storeys (7.5m) along the Elizabeth Street, Gipson Street and Station Street frontage
2. New buildings on the corner of Main Hurstbridge Road and Elizabeth Street / Station Street should extend up to the equivalent height of two storeys (7.5m) at the street frontage with the option of an additional level up to 10.5m, provided it is recessed from the street frontage by at least 3 metres

Frontages

3. Use articulated building forms, or changes of surface treatment, fenestration, or a combination of these, to provide visually interesting buildings, and to diminish visual bulk
4. Design ground floor street frontages to provide pedestrian/human scaled elements at street level
5. Locate habitable spaces along the street frontage with windows overlooking the street or the parklands
6. On larger sites, locate storage yards and loading docks to the side or rear of the buildings
7. Locate the main building entrance on the street frontage

Setbacks

8. Provide space within the front setback for adequate landscaping, as well as customer parking
9. Provide no side setbacks

Spaces

Objectives

1. Promote a safe and attractive environment for pedestrians moving between the station, community facilities and service industrial areas
2. Strengthen the link between the surrounding open space and native vegetation areas, the station and the service industrial area

Strategies and actions

Streetscape

1. Establish additional native street tree planting in Elizabeth Street, provided that protection from vehicles parking on nature strips can be guaranteed (through tree guards or the creation of vehicle parking bays)
2. Minimise interruption of footpaths by driveway crossovers where possible.
3. Provide access paths to building entrances
4. Provide a footpath on the northern side of Elizabeth Street to create a safer option for pedestrians. The proposed recreation trail in the park could suffice if constructed close enough to Elizabeth Street

Front setback landscaping

5. Provide landscaping within front setbacks that includes native shrubs and grasses and canopy trees where possible
6. Provide sufficient permeable surfacing around trees that ensures their continual survival

Redevelopment sites

7. Encourage the redevelopment of the Reece Plumbing building on the corner of Elizabeth Street and Main Hurstbridge Road with a building of excellent architectural quality that addresses each street frontage with activity at the street level and windows that overlook the parklands

Transport and mobility

Objectives

1. Improve vehicle, pedestrian and cycle access through the precinct to facilitate access to the retail core (Precinct 4) in particular from the north and east over the Gipson Street bridge
2. Improve objective and perceived safety for all road users through a range of traffic measures

Strategies and actions

Station Street intersection with Main Hurstbridge Road

3. Consider measures to improve safety at this intersection, including right turn bans in conjunction with signalisation at Elizabeth Street. Retain Station Street as a two-way roadway

Elizabeth Street intersection with Main Hurstbridge Road

4. Pursue full signalisation of this intersection with VicRoads. This should also realise safety benefits at Station Street through the platooning of traffic streams on Main Hurstbridge Road. Retain Elizabeth Street as a two-way roadway

Elizabeth Street and Gipson Street intersection

5. Consider measures to improve safety at this intersection, and reduce the attractiveness of Gipson Street as a through route south of the Elizabeth Street junction. This could be achieved by implementing a channelisation treatment to assign priority to traffic on Elizabeth Street and requiring Gipson Street traffic to give way. This is effectively a reversal of the current priorities. Such a solution would also encourage slower speeds along Gipson Street, near the Catholic school and into the station area.

Figure 10 – Integrated improvements to traffic management
Intersection changes – Precinct 3

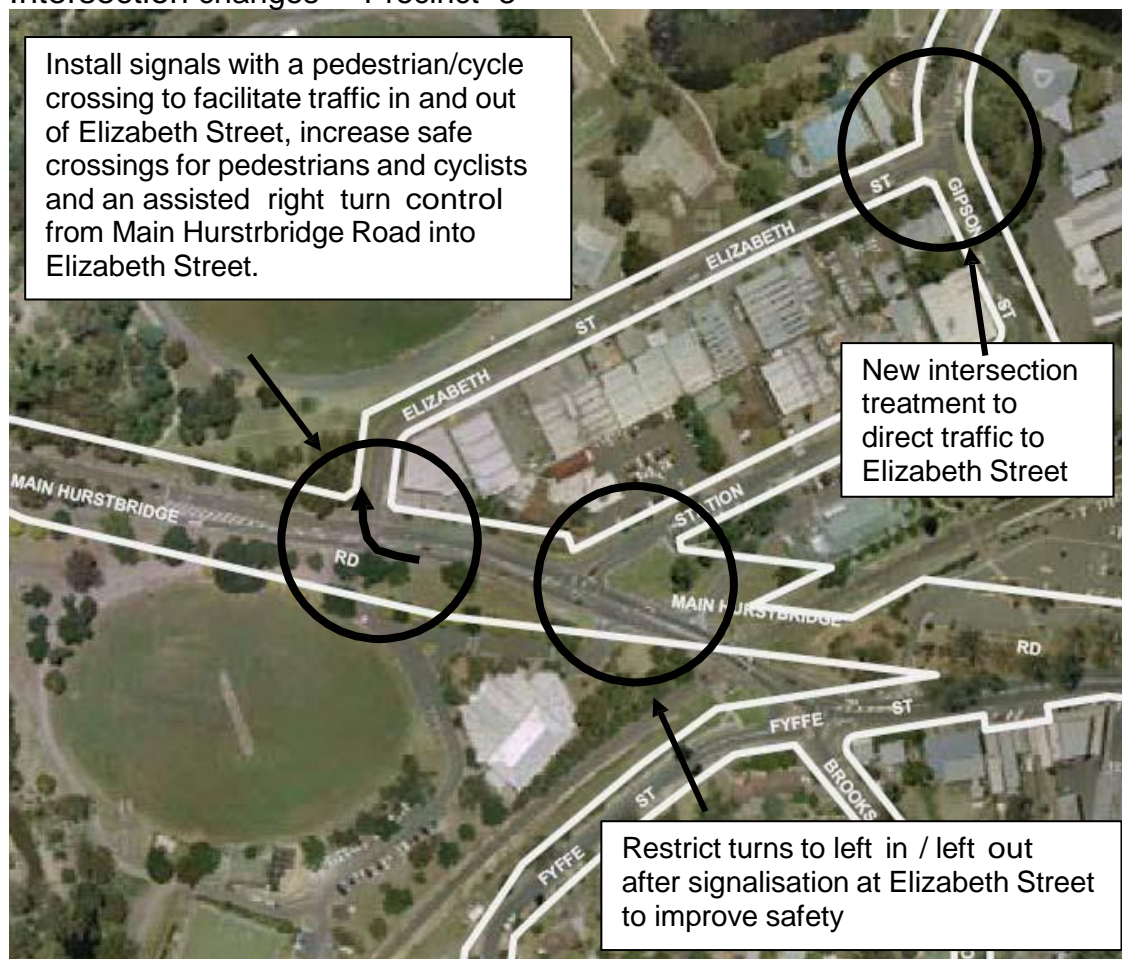
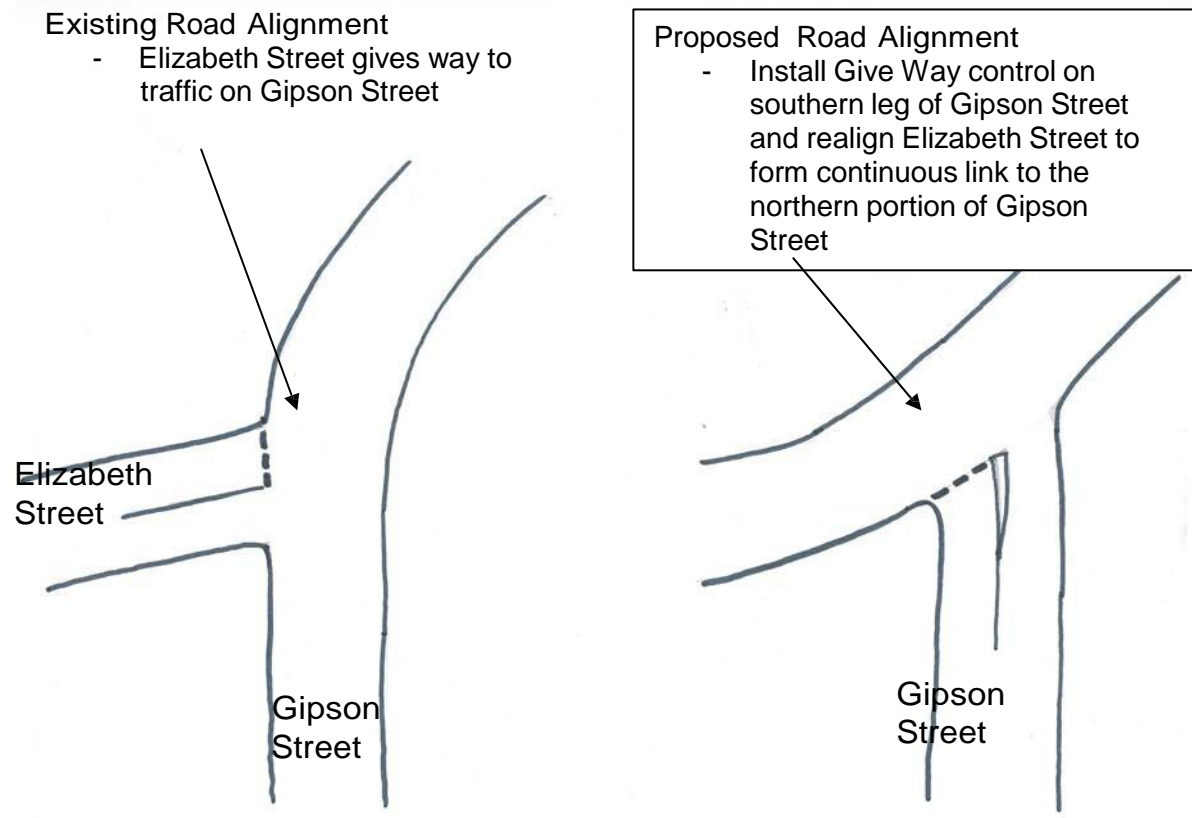


Figure 11

Re-Alignment of Elizabeth Street / Gipson Street Intersection

(In conjunction with signalisation of Elizabeth Street / Main Hurstbridge Road and possible future widening of Elizabeth Street to increase capacity and improve amenity)



Integrated Improvements

1. Integrate improvements to road safety and access through a range of measures including:
 - a. Potential widening, landscaping and upgrade of Elizabeth Street including potential access and parking management to improve the traffic capacity and safety
 - b. Staged and integrated intersection treatments for
 - i. Gipson Street – Elizabeth Street
 - ii. Elizabeth Street – Main Hurstbridge Road
 - iii. Station Street - Main Hurstbridge Road
2. Advocate to VicRoads for related improvements including the proposed Elizabeth Street signalised intersection upgrade, the Station Street intersection and bus access

6.4 Precinct 4 – Bi-Lo supermarket, the station and the Plaza

Preferred character statement

This area will consolidate as the major focus for activity in Diamond Creek, comprising a range of uses including shops, offices and housing. The attractive shopfronts and outdoor cafes will create a buzz of activity at the MHR frontage. There will also be many other places along the streets and near the shops for people to stop and sit or meet friends. The street spaces will be heavily landscaped with native vegetation and provide attractive links for pedestrians moving between the shops and the station. Well-designed buildings will give a strong definition to these important sites within the MHR streetscape. Their active and highly articulated facades will maintain the existing low scale of Diamond Creek and provide additional interest at the street level.

Land use – activity and development

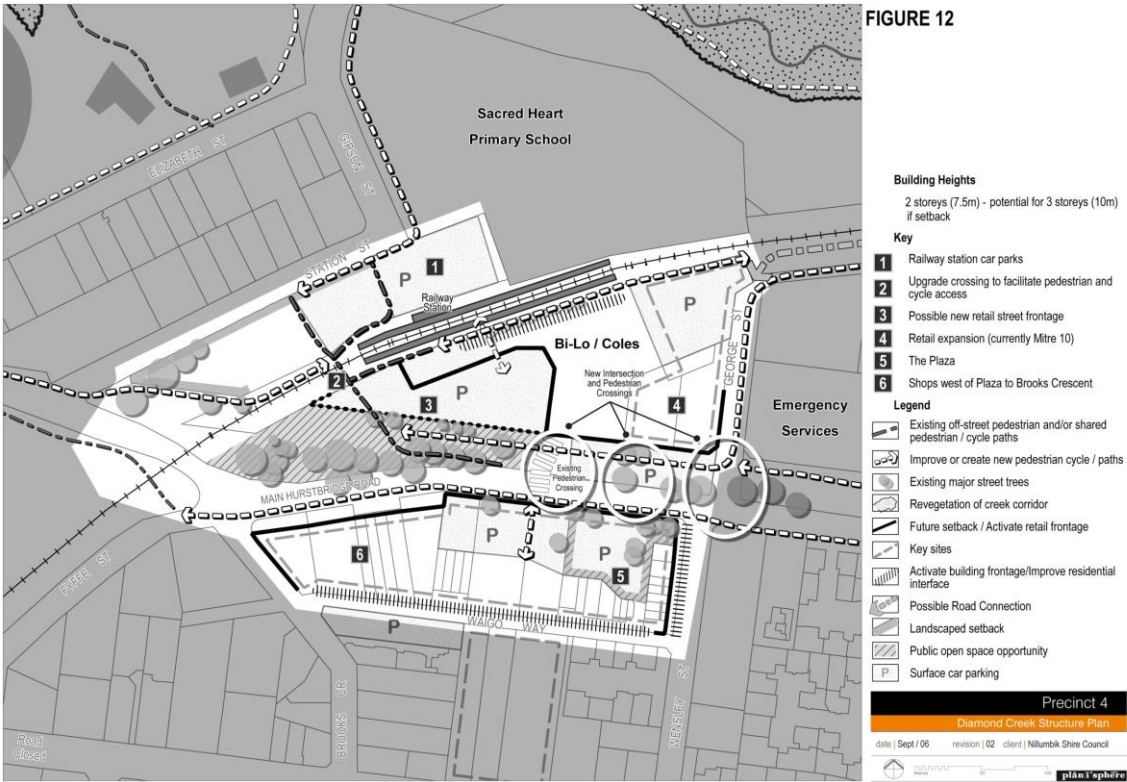
Objectives

1. Develop this precinct as the primary focus for retail in the centre
2. Generally contain retail activity within a compact pedestrian friendly core area
3. Improve transport interchange, access and amenity in and around the station
4. Encourage mixed use office and residential development north of the railway and retail, office and residential, in commercial redevelopment

Strategies and actions

1. Provide additional retail floor-space through a combination of business zone extensions and more intense use of existing zoned land
2. Contain retail development within the area bounded by the railway, Brooks Crescent, Waigo Way and Wensley Street/George Street
3. Monitor and review the availability of Business 1 zone land over time to ensure there is sufficient land to allow retail development consistent with the objectives for containment and focus
4. Investigate a planning scheme amendment to correct, consolidate and make minor extensions to the Business zoned land including the following:
 - a. Extension along the south side of Main Hurstbridge Road to the east frontage of Brooks Crescent
 - b. Apply business or mixed use zone to land formerly public transport reservation now occupied by private retail or restaurant activity
 - c. Investigate the best future zone of the land owned by VicRoads as part of a potential road widening/duplication of Main Hurstbridge Road

Figure 12



5. Investigate options for a parking precinct plan and related planning scheme mechanisms to both manage better use of car parking, guide parking provision and collect contributions towards car parking and transport infrastructure
6. Develop planning scheme overlays and policies to achieve the preferred character including planning overlays such as a Design and Development Overlay to control building form and help manage off-site effects

Buildings

Objectives

1. Consolidate this precinct as the commercial and activity focus of the Diamond Creek town centre
2. Link the various activities of the precinct visually and physically with contemporary building forms, public spaces and an attractive pedestrian environment
3. Create a stronger presence of built form and activity at the MHR frontage
4. Retain the township atmosphere of this precinct, while allowing opportunities for increased development on key sites

Strategies and actions

Frontages

1. Design new buildings with well articulated facades, roof forms, fenestration, parapet treatments and other detail and materials to provide interest at street level and reinforce the human scale of the shopping areas
2. On sites with wide frontages, design facades to reflect the existing pattern of narrow shopfronts
3. Provide continuous weather protection over footpaths along retail frontages
4. On corner allotments, ensure the buildings address both street frontages with shopfront windows at street level
5. Design new buildings with the ground floor located at ground level
6. Encourage a greater presence of activity for the McDonalds site at the MHR frontage. This could involve opening up view lines to existing outdoor dining areas or providing additional dining areas closer to MHR and any future public paths
7. Encourage the redesign of shopfronts in the Bi-Lo shopping area to provide windows from habitable rooms that look onto the railway station. Alternatively, encourage display panels on these walls to create visual interest (ie displays that are relevant to the particular shops, or show local artworks, not advertising signage)

Built form character

8. Ensure that new or redeveloped buildings in this area are of an architectural quality appropriate for this important space in the town centre
9. Encourage redevelopment or refurbishment of poor quality buildings with an improved quality of architecture
10. Retain the low building scale and township atmosphere, while allowing new built form that creates a greater sense of enclosure in the streetscape and provides opportunities for increased development on key sites
11. Give consideration to the heritage value of the Opportunity Shop building in MHR near Brooks Crescent and encourage any future development on the site to incorporate the existing building and provide for renovation

Heights

12. New buildings should extend up to two storeys (7.5m) at the street frontage and can include a third storey (up to 10.5m) provided it is recessed from the front street boundary by at least 3 metres.

Setbacks

13. Generally encourage buildings to be built to the front street boundary, with the exception of Station Street where buildings should be setback to incorporate existing native trees in the car park
14. Maintain front setbacks in MHR west to Brooks Crescent to be consistent with the shopfronts located to the east of the Masonic Hall
15. Ensure buildings are built to each side property boundary

Residential interface

16. Ensure that new buildings do not significantly overshadow or overlook the private open space and habitable windows of residential properties to the south of the Plaza site
17. Locate uses that generate noise away from residential development

Spaces

Objectives

1. Create a safe, accessible and attractive pedestrian environment
2. Create public spaces as the focal point for the Centre

Strategies and actions

Streetscape

1. Provide additional street furniture and manage street trading to support public activity and social interaction in the street
2. Encourage outdoor dining activities in each shopping area to generate activity on the street
3. Improve the landscape quality of all streetscapes in this area. Along MHR, plant new trees that add to the 'landscaped civic spine' of Diamond Creek
4. Maintain all footpaths in good condition to ensure an attractive and accessible public realm in this high activity area
5. Undertake laneway improvements for improved access, safety and sanitation (without creating active pedestrian areas that might detract from the activity of MHR). This should include repaving to ensure even surfaces and lighting

MHR frontage

6. Upgrade street lighting along the MHR frontage and providing lighting under awnings in all shopping areas
7. Develop a signage strategy that provides a cohesive look to the shopping area on both sides of MHR

Public Spaces

8. Investigate the options for a future public space in centre as outlined in the Plaza redevelopment options, in the following section
9. Investigate options for use of the space at the rear of the Bi-Lo shops with either a wider station platform, or the creation of a north facing outdoor space with landscaping and outdoor seating
10. Create an 'urban forest' in the planting reservation on MHR adjoining the Bi-Lo car-park. This could be achieved with additional planting, seating and informal pathways

Key redevelopment sites

Bi-Lo, the station and George Street

1. Develop the role of the station as a sustainable transport hub. Provide for improved pedestrian, cycle and public transport connections. Encourage a greater level of activity around the station to better use land in close proximity to a range of transport options
2. Upgrade the station building to provide improved passenger amenities
3. Integrate the future role of the station with any changes to the Bi-Lo site, such as maintenance of access to the station or providing active retail frontages adjoining the station
4. Improve the walk-through spaces between Bi-Lo and the station. If the railway line is upgraded and the southern platform used, the space between Bi-Lo and the station would be required for transit facilities
5. Investigate the potential for redevelopment of the at-grade car parks on the north side of the railway line for mixed use residential development, with replacement and additional car parking integrated below ground. Ensure new development on this site provides landscaping along the street frontage, and vegetation screening to the rear along the railway line
6. Maintain a strong pedestrian link to the station along Station Street which includes vehicle access for passenger drop-off and collection
7. Encourage redevelopment of the existing Mitre 10 site (NE corner of George Street and MHR) with a mixed-use development that provides active shopfronts along the MHR frontage, and lower profile but active uses along the George Street frontage. Allow office and residential uses on upper floors and car parking to be located behind the development. Ensure the building is of excellent architectural quality with articulated facades along both street frontages and is developed to a height that does not exceed the parapet height of the Emergency Services building
8. Encourage improved appearance of building awnings and associated lighting in the Bi-Lo/Coles Shopping Station shopping area
9. Provide additional street furniture in the Bi-Lo/Coles shopping area to address the shortage of seating and resting spaces

The Plaza Site and shops west to Brooks Crescent

The Plaza site provides an important redevelopment opportunity that would require the co-operation and co-ordination of a number of landowners.

Two options have been proposed for the redevelopment of the Plaza site, however it is envisaged that a detailed urban design framework would need to be undertaken to further investigate these options and develop strategies for addressing land ownership issues.

Immediate - short term option - Substantial improvements could be made to the appearance and function of the site. While changes to the buildings will still require co-operation from landowners, this may be easier to achieve as it involves less costly actions. Other improvements could be undertaken by Council on public land

1. Planting of new trees along MHR and around the Plaza site
2. Paving upgrade with low maintenance materials such as asphalt and incorporating feature materials such as rough stonework
3. Improved lighting along streets and shop frontages
4. New seating along the street frontages and in the existing small open space areas of the Plaza
5. Improve the appearance of the shops around the Plaza with painting or rendering and new, co-ordinated signage
6. Establish clear pedestrian routes around the car-park
7. Investigate the undergrounding of powerlines along MHR between Wensley Street and Brooks Crescent
8. Encourage retention and improvement of the Opportunity Shop as a local landmark building
9. Use the vacant land on Waigo Way for surface car-parking
10. Encourage better use to be made of the vacant land at the rear of the shops on the south side of MHR east of Brooks Crescent, such as for additional car-parking

Option 1 – Short term option - This option requires the co-operation of six landowners including two large properties and four smaller parcels. Key features of this option include:

1. Building out to the MHR frontage for approximately half of the Plaza site with active shopfronts at ground level and a mix of offices and residential above. Shops will front to the plaza space on the eastern side of the proposed building footprint
2. The creation of new plaza spaces in front of shops provided by reducing the existing car parking area and relocating to behind the development
3. At-grade car parking behind the development with a heavy emphasis on landscaping to minimise visual impact on adjoining residential areas. Council-owned land at the corner of Waigo Way and Brooks Crescent could also be used for additional parking if required
4. Land acquisition at the rear of residential properties and the Telstra Exchange could be investigated if additional parking is required. This would provide more scope for additional plaza spaces
5. Access to the rear car parking could be provided via Brooks Crescent, Waigo Way and Wensley Street. This would maintain a continuous building frontage along MHR

6. Improvement of the appearance of existing buildings with rendering or painting of facades, new signage, planting, street furniture
7. Opportunity for an additional level above existing shops for office or residential to increase land use potential of site until it can be redeveloped
8. Allow for the redevelopment of the Masonic Hall site with a building that matches the front setback of adjoining shopfronts and provides an active frontage at the street level with windows and articulated facades. Ensure that the ground floor is located at ground level to match adjoining shopfronts to the east and provide a pedestrian path at the front of the building
9. Encourage retention and improvement of the Opportunity Shop as a local landmark building
10. Encourage better use to be made of the vacant land at the rear of the shops on the south side of MHR east to Brooks Crescent, such as for additional car-parking

Figure 13
Plan - Option 1



Option 2 – Long-term option - This option would require the co-operation of all landowners. Key features of this option include:

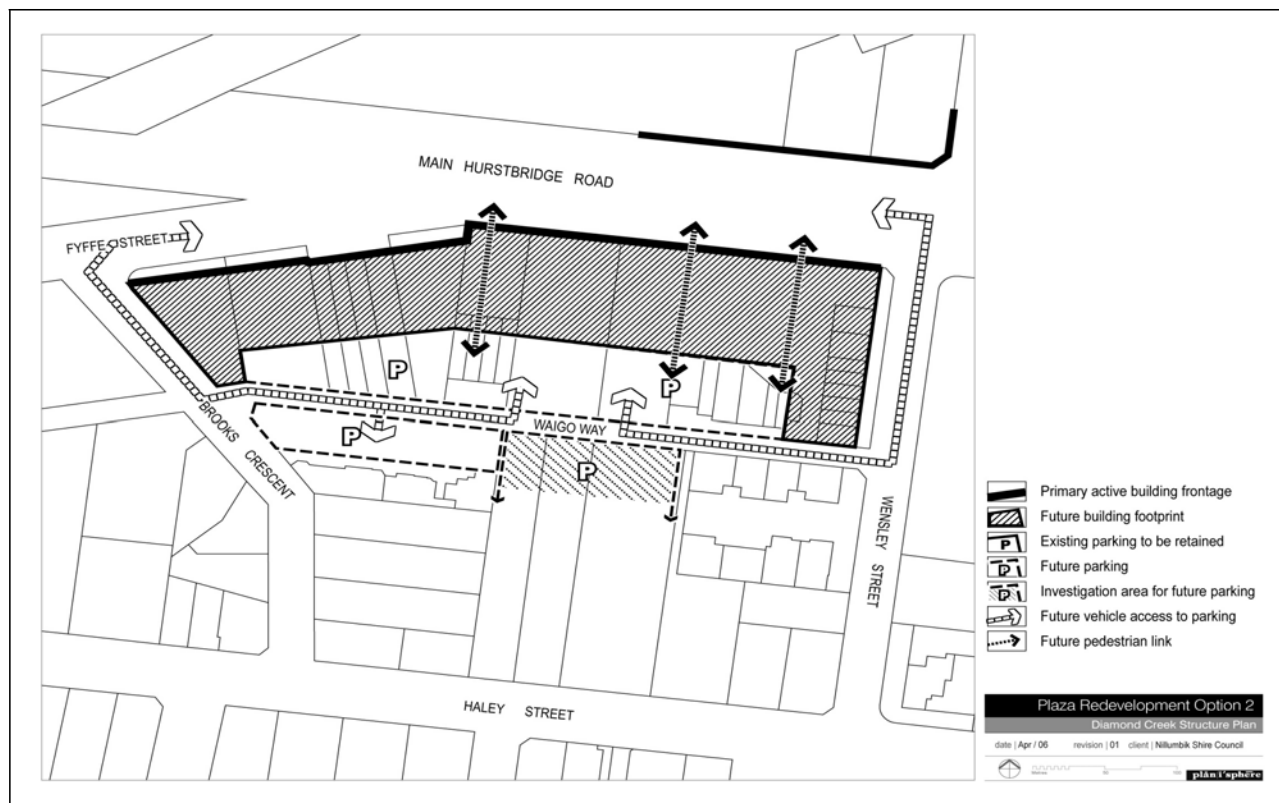
1. Building out to the MHR frontage along the entire Plaza site and west to Brooks Crescent with active shopfronts at the ground level and a mix of residential and offices above (with allowance for incorporating the Opportunity Shop building)
2. At-grade car-parking to the rear of shops along the entire stretch of the Plaza site and shops west to Brooks Crescent. This would need to be heavily

landscaped to reduce the visual impact of the large expanse of asphalt. Consider deck parking with appropriate landscape buffer to reduce the overall car-parking footprint

3. Land acquisition at the rear of residential properties and the Telstra Exchange could be investigated if additional parking is required. This would provide more scope for additional plaza spaces
4. Access to the rear car-parking could be provided by Brooks Crescent, Waigo Way and Wensley Street
5. A new public space could be provided on the north side of MHR incorporating existing tall eucalypts adjacent to the Bi-Lo car park. The new buildings at the MHR frontage would provide a greater level of activity around this public space

Figure 14

Plan Option 2



Transport and mobility

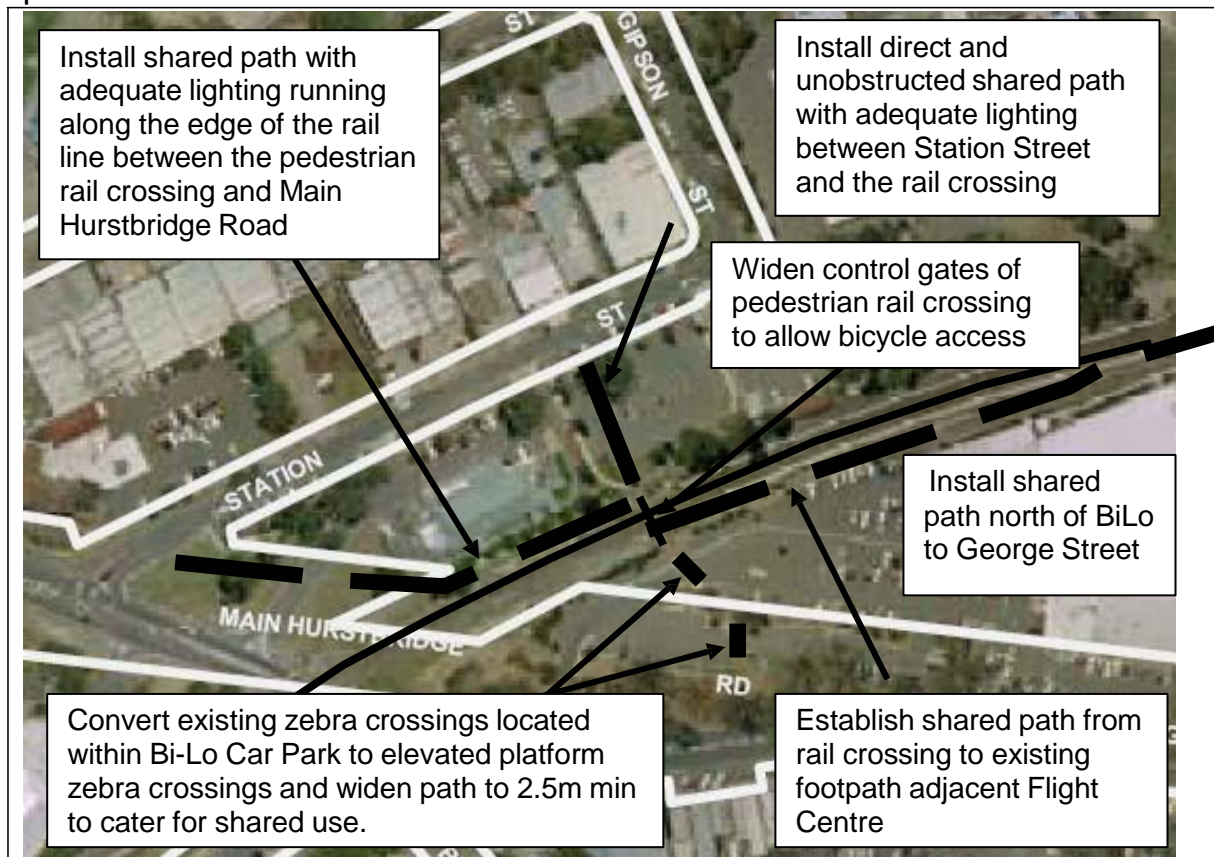
Objectives

1. Improve the objective and perceived safety for pedestrians and cyclists in the precinct as a whole and crossing Main Hurstbridge Road in particular
2. Develop a new plan for the design and function of Main Hurstbridge Road focusing on improvements to traffic management, reduced congestion at local street junctions and shopping centre access points, pedestrian priority and improved amenity for shoppers and other centre users

Strategies and actions

1. Advocate for reduced speed limits in Main Hurstbridge Road
2. Develop a new design for improvements to Main Hurstbridge Road including:
 - a. A redesigned intersection for Fyffe Street – Brooks Crescent and MHR to improve vehicular and pedestrian safety
 - b. Improvements to the pedestrian and cycle access at the entrance to BiLo/Plaza car-parks in particular to facilitate pram access and a central refuge
 - c. Opportunities for improved footpath or shared path access
3. Develop a prioritised program of functional and shared use paths as shown on the Masterplan and precinct plan
4. Investigate improved links to the Diamond Creek Trail from the main activity precincts in the township. This should include the development of the trail along the northern side of Main Hurstbridge Road and in between MacDonald's and the railway line linking to an upgraded pedestrian crossing near the station
5. Advocate to the Victorian Government and transport agencies for an integrated plan for improvements to the station including:
 - a. Provision of additional commuter parking north of the railway
 - b. Developing a transport interchange
 - c. Improved pedestrian and cycle access to and through the station area and across the BiLo car-park

Figure 15 Improved pedestrian access to the Railway Station & Bi-Lo car-park



6. Develop an integrated strategy for car parking provision in the retail core including the following:
 - a. sustainable provision of sufficient parking to meet the projected needs for all users of the centre based on the monitoring and further work outlined at points 7 and 8 of the Parking Management section in Whole-centre objectives, strategies and actions for the centre
 - b. reduce the visual impact and dominance of parking by generally relocating new parking to the rear of the main retail and public spaces
 - c. better shared use of the available public and private car-parking space

6.5 Precinct 5 – East of George Street, north of MHR

Preferred character statement

As the approach to the Diamond Creek town centre from the east, the larger scale commercial buildings, set in well-landscaped surrounds, will retain the rural township character.

This section of the Main Hurstbridge Road is a vital link from the schools and residential areas in the east to the shops and station at the centre of the town. The road along here will have safe and well-constructed paths for pedestrians and cyclists. There will be bus stops too, with well-lit shelters and travel information. This part of town provides a range of services and large floor-space shopping.

Re-established native vegetation along this stretch of MHR will create a distinct character for the area and make a welcoming statement at the town entrance. In addition, heavily landscaped property frontages will also provide visual continuity.

Land use – activity and development

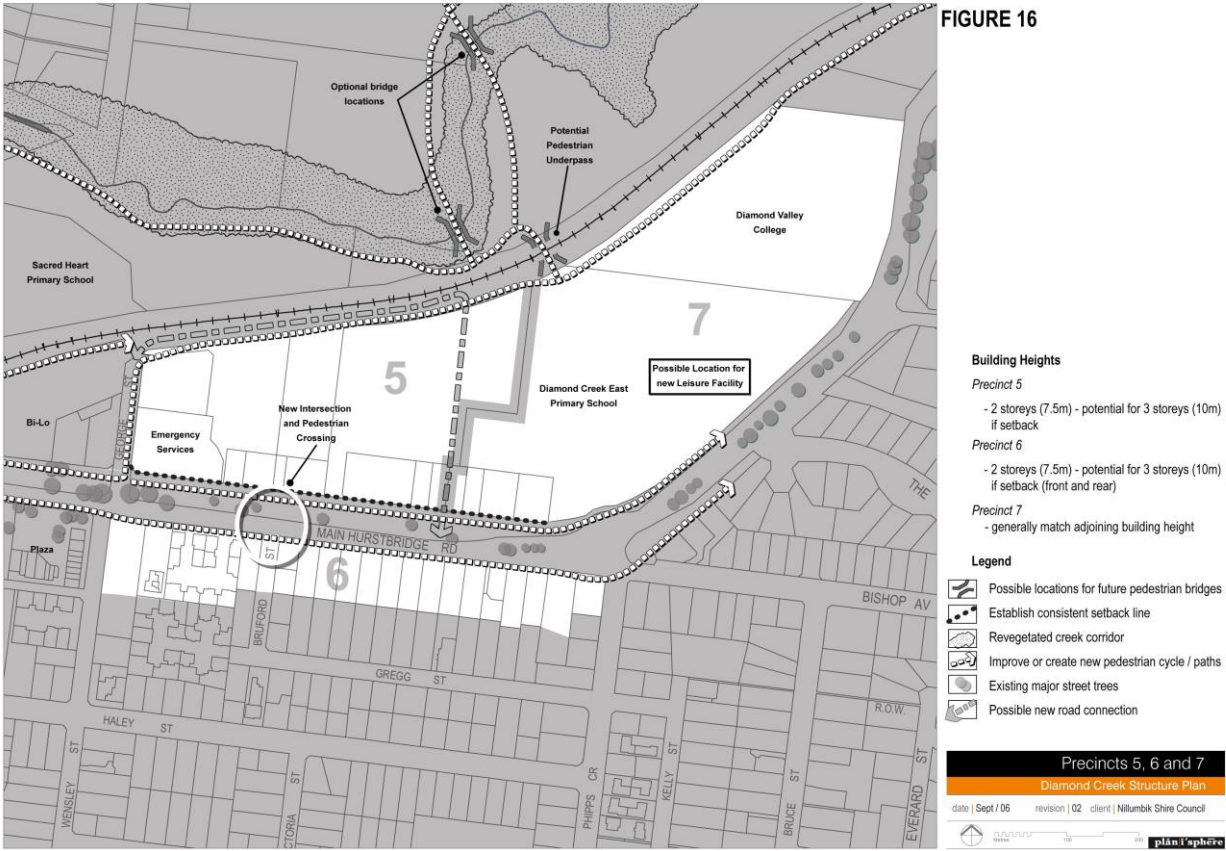
Objectives

1. Promote a range of industrial and service industry activities consistent with minimising off-site effects to the adjoining sensitive activities such as housing, schools and parkland
2. Encourage activities to orient to both the Main Hurstbridge Road frontage and to a secondary access along the railway and the public creek-side corridor to the north to improve the amenity and surveillance along this interface
3. Limit the extent and nature of retail or semi-retail activities to those which should not be located in the core retail area (precinct 4) for reasons of large floor-space requirements, provision of trade supplies or bulky goods

Strategies and actions

1. Investigate options for introducing a secondary rear / railway oriented access (see Precinct plan)
2. Develop planning scheme overlays and policies to achieve the preferred character including planning overlays such as a Design and Development Overlay to control building form and help manage off-site effects

Figure 16



Buildings

Objectives

1. Maintain the 'rural periphery' setting of this section of MHR
2. Promote an attractive environment for pedestrians

Strategies and actions

Heights

1. New buildings should extend up to the equivalent height two storeys (7.5m) along the Main Hurstbridge Road frontage. Allow an additional level up to 10m, provided it is recessed from the building frontage by at least 5 metres

Frontages

2. While buildings may be of a larger scale in this area and of a simpler architectural style, employ design techniques to diminish the visual bulk of the building. This could be achieved through the use of articulated building forms, changes of surface treatment, fenestration, or a combination of these, to provide visually interesting facades onto MHR. The Emergency Services building can be seen as a positive example of development in this area with its well-articulated facades and high quality native landscaping
3. Design ground floor street frontages to provide windows with displays and doors at the street level
4. Locate habitable spaces on upper levels along the street frontage with windows overlooking the street
5. Locate the main building entrance on the MHR frontage
6. Locate storage yards and loading docks and large car parking to the side or rear of the buildings
7. If a service road is provided adjacent to the railway line, locate industrial uses to the railway frontage and promote bulky goods uses at the MHR frontage
8. Ensure that the size and location of signage does not have a visually intrusive presence in the streetscape

Setbacks

9. Establish a consistent front setback line for new buildings in accordance with the precinct plan

Spaces

Objectives

1. Promote a safe and attractive environment for pedestrians and cyclists
2. Strengthen the informal qualities of the MHR street space

Strategies and actions

Pedestrian Access

1. Upgrade the street space to provide footpaths and cycle paths along MHR
2. Provide pedestrian access along the building frontage edge, which is setback from the MHR frontage and access paths to building entrances
3. Provide a secondary network of shared pedestrian and cycle paths to link the schools and residential areas to the north of the creek through this area along the rail corridor to the town centre via George Street
4. Minimise interruption of footpaths by limiting the number of access way crossovers where possible

Streetscape

5. Continue the pattern of informal clumps of tall eucalypts with native grasses at the bases of trees along the northern side of MHR
6. Maintain the informal qualities of the unmade road edges on the northern side of MHR with swale drains that incorporate native grasses and plants that also act as water filtration systems

Front setback landscaping

7. Provide landscaping within front setbacks (including area acquired for future duplication) that includes native shrubs and grasses and canopy trees, continuing the pattern of informal clumps of vegetation
8. Provide sufficient permeable surfacing around trees that ensures their continual survival

Transport and mobility

Objectives

1. Improve the access for pedestrians and cyclists in the precinct as a whole and linking the schools to the east and new development areas to the north with the town centre in particular
2. Develop a new plan for the design and function of Main Hurstbridge Road focusing on improvements to traffic management, improved conditions for cyclists and pedestrians and better managed access to industrial and commercial sites
3. Encourage secondary access via a new road to the northern perimeter of the precinct to allow development and activity to orient to the railway line

Strategies and actions

1. Advocate for reduced speed limits in Main Hurstbridge Road
2. Develop a new design for improvements to Main Hurstbridge Road including:

- a. Improved access for vehicles, pedestrians and cyclists
 - b. Opportunities for improved footpath or shared path access and on-road cycle lanes
3. Develop a prioritised program of functional and shared use paths as shown Masterplan and precinct plan
 4. Investigate a secondary access road to link George Street and MHR and facilitate new activities adjoining the railway and consider as part of the assessment of new land use proposals (Figure 17)

Figure 17 Alternative Access Route to/from George Street



6.6 Precinct 6 – East of Wensley Street, south of MHR

Preferred character statement

Although there will be mix of land uses in this area, including offices and professional/medical services, the buildings will remain residential in appearance because of their form, heights and setbacks. When viewed from MHR, there will be a strong presence of native vegetation including, trees, shrubs and grasses located in the front and rear gardens.

Land use – activity and development

Objectives

1. Increase the mix of activities and in particular the office and medical activities in this precinct to take advantage of its proximity to the centre, main road frontage and exposure to industrial and traffic impacts
2. Exclude retail activities so that these are contained in the retail core west of Wensley Street
3. Encourage more intensive development to allow increased floor-space and efficient use of land
4. Strictly limit the amenity impacts of redevelopment and activity change and intensification on the adjoining residential area to the south
5. Encourage an increase in street activity through the design and orientation of development and the nature of ground level activities

Strategies and actions

1. Investigate rezoning of this area to a mixed use or business zone to encourage a mix of activities which include office, medical and office based services, higher density housing and compatible activities suited to this interface between the main road and housing to the south
2. Rezoning should be accompanied by a complementary overlay such as a DDO to control building form consistent with the preferred future character and related objectives and strategies
3. Encourage activities which promote an active street frontage at ground level

Buildings

Objective

Encourage mixed-use development that integrates well with the preferred neighbourhood character in this area

Strategies and actions

Heights

1. New buildings should extend up to two storeys (7.5m) at the street frontage and can include a third storey (up to 9m) provided it is recessed from the building frontage by at least 3 metres and setback 10 metres from the rear boundary where this is residential

Building form

2. Ensure buildings accord with the preferred residential character of the area
3. Locate habitable rooms along the MHR frontage with windows overlooking the street
4. Provide upper level setbacks to reduce the visual bulk of buildings from the MHR frontage and adjoining residential areas

Setbacks

5. Allow small front setbacks in accordance with the provisions of ResCode and Nillumbik's Neighbourhood Character Policy

Residential interface

6. Ensure that new buildings do not significantly overshadow or overlook the private open space and habitable windows of adjoining residential properties by applying the ResCode provisions
7. Locate uses that generate noise away from residential development

Spaces

Objectives

1. Enhance the informal primarily residential qualities of the MHR street space
2. Promote a safe and attractive environment for pedestrians

Strategies and actions

Pedestrian access

1. Upgrade street space to provide footpaths along the MHR edge and provide protection to pedestrians

2. Minimise interruption of footpaths by limiting the number of access way crossovers where possible

Streetscape

3. Retain the existing blossom trees in this part of MHR
4. Introduce native plantings to this part of MHR, to reflect the planting on the northern side, with informal clumps of tall eucalypts with native grasses at the bases of trees
5. Consider the introduction of water sensitive urban design treatments along this road frontage

Transport and mobility

Objectives

1. Improve the access for pedestrians and cyclists in the precinct as a whole and linking the schools to the east and the town centre in particular
2. Develop a new plan for the design and function of Main Hurstbridge Road focusing on improvements to traffic management, improved conditions for cyclists and pedestrians and better managed access to mixed use and commercial sites

Strategies and actions

1. Advocate for reduced speed limits in Main Hurstbridge Road
2. Develop a new design for improvements to Main Hurstbridge Road including:
 - a. Improved access for vehicles, pedestrians and cyclists
 - b. Opportunities for improved footpath or shared path access and on-road cycle lanes
 - c. Limit cross-overs and footpath crossings to facilitate on-street parking and pedestrian and cycle traffic
3. Develop a prioritised program of functional and shared use paths as shown in the Masterplan and precinct plan

6.7 Precinct 7 - Diamond Creek East Primary School and Diamond Valley College

Preferred character statement

The recreational and school facilities in this area provide a strong focus for the local community. Buildings will be sited amongst the grounds of the school, in clusters, and designed with articulation on each visible façade. The landscaping on the edge of these sites will reflect and complement the strong native landscaping theme established along Main Hurstbridge Road. This will provide a highly distinct and attractive entrance to the Diamond Creek township from the east.

Land use – activity and development

Objectives

1. Consolidate and strengthen the range of educational, sporting and community activities
2. Plan for additional leisure, performing art and other complementary educational and community activities
3. Manage the off-site effects of activities in particular the amenity impacts of evening or late night events on the nearby residential areas

Strategies and actions

- Develop access to the precinct to link it with residential area to the north and east and to the town centre, in particular through shared pedestrian/cycle paths

Buildings and spaces

Objectives

1. Encourage innovative and contemporary design forms that represent the local character of Diamond Creek and contribute to the sense of community in this area
2. Enhance the strong native vegetation theme of this part of MHR, as the defining feature of the eastern entrance to the township

Strategies and actions

Building Character

1. Ensure new buildings and structures present articulated facades to each publicly accessible area
2. Encourage contemporary architectural styles and innovative responses that build on the local character of the area and complement the existing buildings

3. Use as a mix of materials and colours that complement those occurring naturally in the area
4. Site new buildings and structures to minimise interruption of sight lines and close to walking paths for passive surveillance and convenient access

Building heights

5. New buildings should generally match the height of existing adjoining buildings

Building setbacks

6. Maintain the open appearance of the area by clustering buildings and structures where possible and providing large gaps between groups of buildings

Landscaping

7. Continue the planting theme of MHR with informal clumps of tall eucalypts with native grasses at the bases of trees

Leisure facilities

Objectives

1. Address the demand for additional indoor sports courts by the development of a two staged strategy which includes

- a. Stage One: Develop a two or three court indoor sports highball facility at the Diamond Valley College, potentially also including gymnastics and health and fitness facilities. This proposal to be subject to a feasibility study during June to August 2006
- b. Stage Two: In the medium term, further investigate demand for additional high ball court space should be undertaken. This investigation will have regard for the pending loss of the existing court at the Diamond Creek Community Centre, demand trends, for stadia facilities and requirements to meet contemporary standards

2. Provide the necessary future planning to support the ongoing growth and development of sport in the Diamond Creek area

Strategies and actions

1. Conduct a feasibility study for a major new indoor sports and leisure facility. The study should consider:
 - a. Confirmation of the availability and suitability of the Diamond Valley College site
 - b. Identification of priority facility components
 - c. Development of concept plans for the preferred option
 - d. Financial and business analysis
 - e. Management options
 - f. Possible staging and future development options

- g. Indicative capital cost
 - h. Review of funding options and strategies
 - i. Implementation strategy
2. Review the opportunity to upgrade the existing outdoor netball courts at the Diamond Valley Secondary College with an all weather surface

Transport and mobility

Objectives

1. Improve the access for pedestrians and cyclists in the precinct linking the schools to the north and the town centre in particular
2. Develop a new plan for the design and function of Main Hurstbridge Road focusing on improvements to traffic management, improved conditions for cyclists and pedestrians and better managed access to the proposed indoor recreation facility

Strategies and actions

1. Advocate for reduced speed limits in Main Hurstbridge Road
2. Develop a new design for improvements to Main Hurstbridge Road including:
 - a. Improved access for vehicles, pedestrians and cyclists
 - b. Opportunities for improved footpath or shared path access and on-road cycle lanes
 - c. Limit cross-overs and footpath crossings to facilitate on-street parking and pedestrian and cycle traffic
3. Develop a prioritised program of functional and shared use paths as shown on the Masterplan and precinct plan
4. Investigate the opportunity for a crossing under the railway line at the Diamond Creek East Primary School and Diamond Valley College site to the proposed trail link and residential development north of the creek. Residential development in this area is known as Diamond Creek Area B

7.0 Implementation

7.1 Implementation Plan

An Implementation Plan will be prepared to guide implementation over the life of this plan. It will include:

- How actions and strategies relate to responsibilities, timelines and resources
- Budget and funding implications and relationship to Council and external budgets
- Timing and priority for the implementation of strategies and actions – short 0-3 years, medium 4-7 years and long 8 years plus
- Who will manage the plan and the centre?
- Planning scheme changes
- Non-statutory implementation
- Future precinct plans, feasibility studies and projects
- Indicators to measure progress

7.2 Future strategic work

Further work will be required to assess and develop some of the strategic issues and proposals in this plan. These include:

Preparation of a planning scheme amendment to implement the various changes identified in this plan including:

- Zone changes
- New overlays to control the form of development
- Changes to local policy to link this plan to the Planning Scheme

Investigation of options including a parking precinct plan to deal with car-parking issues including:

- Better management and shared use of the available public and private car-parking primarily in precinct 1 (Chute Street) and 4 (retail core)
- Projected demand and supply
- Sustainable car parking provision rates for new development (and how they might be consistently varied from those normally required in the Planning Scheme)
- Links to potential special charge or cash-in-lieu schemes
- Measures to reduce car-parking demand such as promoting and improving alternative transport

Developing an overall masterplan to replace the 2001 Aspect plans designs for improvements to traffic management, urban design and landscape along Main Hurstbridge Road including:

- Developing an overall landscape and traffic management masterplan for the section of MHR from Elizabeth Street to Phipps Crescent including:
 - Broaden the scope of the plan to address local access streets which bring traffic to the centre or could facilitate internal access
 - Give priority to measures which will integrate the retail core across Main Hurstbridge Road
 - Develop a consistent landscape theme
 - Widened pedestrian zones and public spaces on both sides of MHR
 - Encouragement for active building frontages
 - Limited short-stay parking on the street frontage and longer stay parking at the rear of development
 - Consistent and generally minimal street setbacks
 - Provision of median islands or strips for landscaping and pedestrian/cycle refuges
 - Materials and furniture for public spaces
 - Update and revise plans for the other sections of MHR
 - Setting priorities for works
 - Negotiating funding and timing with VicRoads
 - Staged implementation

Park masterplans including:

- The areas around Marngrook oval adjoining MHR and the creek
- Land currently occupied by the Pony Club extending south from the Bowling Club

Stadium feasibility study

- As outlined in the Leisure section of Precinct 7

7.3 Monitoring and review

This plan will be reviewed after 5 years.

Progress will be monitored against the approved Implementation Program. All plans need to allow for change and review of objectives and underlying assumptions and projections.

Appendix

Supporting documents and resources

Attachments

When completed this plan will include the following attachments:

- Implementation Plan
- Proposed planning scheme changes
- Municipal Strategic Statement (if required)
- Zone changes
- Overlay changes – implementing neighbourhood character – urban design – building form and related objectives and strategies in the plan

Reference documents

This plan is based on research and analysis, community and interest group comment and expert assessment. The relevant reference documents include:

Diamond Creek 2020 : Urban Design – April 2006 (Planisphere)
Volume 1 – Urban Design Masterplan
Volume 2 – Urban Design Background Report

Urban Economics Input for the Diamond Creek Structure Plan – April 2006
(SGS Economics and Planning)

Diamond Creek twenty20 – Technical Report – Transport Analysis – June 2006 (Maunsell Australia Pty Ltd)

Leisure Facilities Plan – June 2006

Issues and Options Report (IOR) – November 2005 (Nillumbik Shire Council)

Analysis of the submissions to the Issues and Options Report has been provided in two documents:

- Summary of Submissions – a thirty page summary of the issues raised in each submission with a preliminary response about how they will be addressed
- Issues Raised in Public Consultation – Summary and Priority in terms of number of references – this lists and organizes the issues raised in submissions into a series of themes related to the themes in the IOR – it also lists which submissions raised a given issue