



MENTONE
STATION & GARDENS
URBAN DESIGN FRAMEWORK

Prepared by **Hansen Partnership**
for **City of Kingston**

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Client

Lead Consultant

Sub-consultants

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Introduction

In May 2017 City of Kingston commissioned Hansen Partnership to prepare an Urban Design Framework (UDF) for Mentone Station & Gardens in response to the proposed level crossing removal at Balcombe Road including a new station and retention of the two State Heritage listed station buildings. This Urban Design Framework Plan provides:

- An understanding of the level crossing removal project to date;
- A summary of existing relevant State and Local Planning Policy and relevant Council strategies and reference documents;
- Acknowledgement of Mentone Activity Centre as a unique village-like centre with significant heritage buildings and vegetation;
- A vision statement and goals for Mentone Station & Gardens relevant to the level crossing removal project;
- An Urban Design Framework Plan that outlines Council's preferred outcome for access, infrastructure, built form and public realm; and
- Urban Design Guidelines for the Station & Garden precinct that respond to the village and heritage character and set clear design ambitions for built form, landscape and public realm, access and infrastructure required as part of the level crossing removal project.

The Urban Design Framework report has been completed with the professional inputs of Hansen Partnership, Martyn Group, Essential Economics and Codesign, with contribution from various internal Council department representatives and external stakeholders.

Purpose of the Mentone Station & Garden Urban Design Framework Plan

The proposed level crossing removal on Balcombe Road in Mentone Activity Centre offers exciting opportunities to accelerate and coordinate the realisation of strategic objectives identified within the existing Activity Centre Structure Plan. The village character and historic fabric of Mentone is significant to Kingston and the local community, therefore the level crossing removal project must contribute positively to the Activity Centre with regard to connectivity, infrastructure, buildings, landscape and public realm.

The Urban Design Framework seeks to establish clear parameters for Council to advocate on behalf of the community to shape high quality and meaningful outcomes within the station precinct. It is envisaged that this report will form the basis of Council's formal submission to the LXRA and any associated advocacy work. The UDF will also assist the coordination of Council investment into public realm improvements, place making initiatives and the enhancement of local identity.

In doing this, the UDF will identify a series of key initiatives and actions to be implemented over the next 1-20 years as an impetus for change within the Activity Centre in conjunction with the removal of the level crossing at Balcombe Road and new station.

The Urban Design Framework builds on existing committed capital work projects within Mentone. The Mentone Activity Centre Structure Plan remains highly relevant to this project and will guide the overarching ambitions and key directions for the level crossing removal.

How the Framework will be used

The Urban Design Framework Plan will be used:

- To guide infrastructure, public realm and built form outcomes within the Activity Centre.
- To inform Council's capital works program and annual budget.
- To make policy changes in the Mentone Planning Scheme.
- To promote a range of partnerships and potential sources of funding for many of the initiatives identified in the Plan.
- To provide a basis for the preparation of more detailed masterplans for important sites throughout the Activity Centre.

Context Appreciation

The Focus Area

Mentone is located 24 kilometres to the south east of Melbourne's CBD, divided by Nepean Highway. The majority of the Activity Centre is located to the west of the rail reserve with Mentone Station positioned to the south-east of the Balcombe Road and Como Parade West intersection. The Activity Centre is bounded by Kilbreda College and the Mentone Recreation Reserve to the south and established residential areas at its northern and western interfaces. In accordance with Clause 21.04 of the Planning Scheme, Mentone is identified as one of Kingston's 5 Major Activity Centres providing a range of commercial, retail, community and residential uses.

The Focus Area for the Urban Design Framework is centred on the proposed Balcombe Road level crossing removal between Swanston Street and Como Parade, including Mentone Station, Mentone Gardens and surrounding land owned by VicTrack, including the on-grade car park to the south of Balcombe Road and additional infrastructure works (e.g. proposed pedestrian crossings) along the rail corridor. This work also acknowledges the broader Activity Centre (spatially defined by Como Parade West, Mentone Parade, Florence Street and Kilbreda, Balcombe Road to Station Street in the east and Old Granary Lane in the west), which will be to be greatly influenced by the proposed infrastructure works.



Figure 1. Focus Area (VicTrack land)

Understanding the LXRA Urban Design Concept

The Victorian State Government has embarked on an 8-year project which aims to remove 50 of Melbourne's most dangerous level crossings. Removing these level crossings will benefit Melbourne residents through:

- Reducing delay times and improving safety issues surrounding the existing level crossings
- Improving overall travel times and resolve congestion issues
- Improving reliability of roads which will enable people to better predict travel times
- Revitalising communities by rebuilding train stations and providing opportunities for improvement of surrounding areas
- Improving the reliability, speed and service numbers of metropolitan trains.

In February 2017, the Level Crossing Removal Authority (LXRA) issued a draft urban design concept plan for the proposed level crossing removal at Balcombe Road (rail under road) and the subsequent construction of a new station building. Key components of the proposal include;

- Implement a 'rail under' concept, lowering rail infrastructure below street level.
- Retain the heritage Federation station buildings (temporarily relocating the eastern building) with the opportunity to re-purpose for alternative uses.
- Position the new station platforms to the south of the heritage station buildings.
- Implement a new station building to the south of the existing station with the opportunity for a secondary station entrance to the southern end of proposed station platforms.
- Potential impact to Station gardens throughout construction phases with the intention to reinstate public open space at the completion of the project. A total of 5 heritage listed trees are proposed to be protected and retained during construction.
- Reinstate existing commuter car parking site to the north east and explore the opportunity for a multi-deck car park of up to four storeys positioned to the south of Balcombe Road adjacent to the rail reserve.
- Retain on-grade commuter car parking to Como Parade West to the south of the station.
- Retain the pedestrian crossing location at Patty Street via an elevated link.
- Reinstate the shared user path along the western interface of the rail reserve to the north of Balcombe Road.

- Implement 2.4m high screens to the trench interface to both east and west.
- Retain pedestrian crossing at Mitchell Street and Como Parade East as an elevated link.
- Potential landscape opportunity along rail reserve to the south of the station.
- Implement a shared user path along the eastern extent of the rail reserve.

Based on meetings with Level Crossing Removal Authority, to gain an understanding of the technical requirements associated with the level crossing removal concept as well as the community engagement findings from (July, 2017), Council have sought to rationalise various design alternatives through an Urban Design Framework plan for Mentone Station and Gardens. This works seeks to ensure this significant infrastructure project delivers a high quality urban design and public realm outcome for Mentone and its community. The diagram on the opposite page illustrates the current LXRA concept from February 2017.

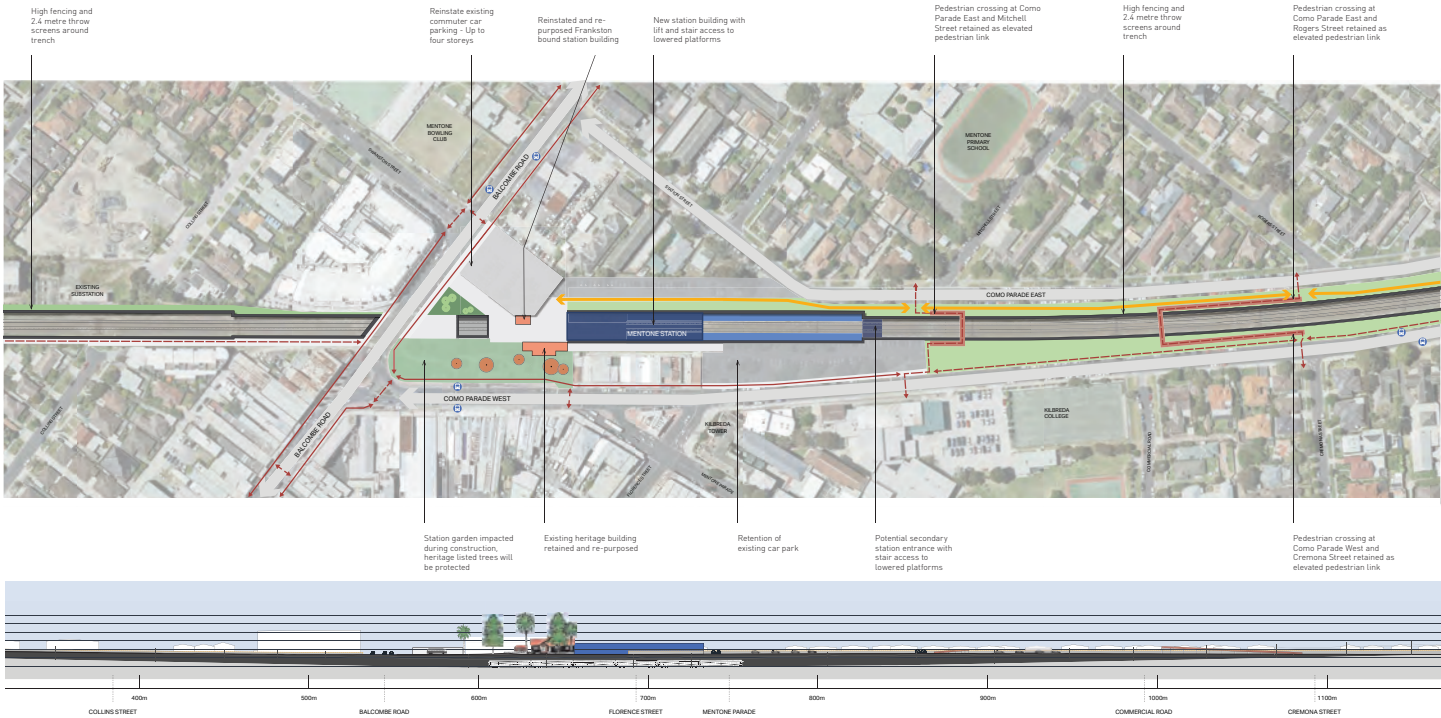


Figure 2. The current Urban Design Concept for Balcombe Road as proposed by LXRA (February, 2017)



Figure 3. Indicative model of LXRA proposed multi-deck car park: view west across the intersection of Balcombe Road and Swanston Street



Figure 4. Indicative model of LXRA proposed multi-deck car park: view east from Como Parade West and Balcombe Road intersection

Economic Profile

Activity Centre Role & Function

Mentone is an attractive neighbourhood activity centre built around the historic train station and adjoining gardens which are maintained by a volunteer group of local residents. The centre is family-friendly and has a relaxed atmosphere during school hours.

The Centre is anchored by two major supermarkets (Woolworths and Coles) and provides neighbourhood-level retailing to the surrounding area. The presence of the two supermarkets enables the centre to capture turnover from a wide trade area; however, both supermarkets are considered to be out-dated models and in the case of the Coles, under-sized. Strip-based retailing occurs throughout the centre, with Como Parade West considered to be the primary location for speciality retailing. Smaller laneway-style cafés and retailing options have been pursued by Kingston City Council in areas such as Granary Lane.

A variety of cafés and restaurants are located throughout the centre providing a variety of cuisines. Despite the availability of two full-line supermarkets, the Sciclunas Real Food Grocer provides a niche grocery and liquor offering. Sciclunas has been operating for over 45 years in Mentone and has a very loyal following in the community. In general terms, the centre is considered to be successfully performing its role as neighbourhood centre. The centre does not appear to have a vacancy issue and this is one indicator of its overall positive health.

Population Trends

The Mentone Activity Centre serves a catchment population of more than 42,000 persons in 2016. This is considered to be a significant sized catchment population for a neighbourhood centre. While Thrift Park Shopping Centre and Beaumaris activity centres also share parts of the identified catchment, Mentone is considered to be the larger centre in this broader area and provides a greater range of retailing and non-retailing services.

The population in the Mentone Catchment Area has increased at a rate of approximately +1.5% per annum over between 2011 and 2016, as shown in Table 1. This rate of growth is less than the average for Greater Melbourne; however, it is considered to be a relatively strong rate of growth for a well-established residential area. Infill residential development has been the major source of population growth.

Refer to Appendix 1 for a detailed outline of Mentone's Economic profile.

Planning Summary

Zones

The Mentone Activity Centre is located within the Activity Centre Zone (ACZ2). This policy is guided by the implementation of the Mentone Activity Centre Structure Plan (2011) and remains highly relevant to the Urban Design Framework and future infrastructure works. The purpose of the zone is to encourage a mix of uses and intensive development as a focus for business, employment, housing, leisure and community facilities as well as to support sustainable urban outcomes that maximise the use of public transport and infrastructure.

Schedule 2 of the Zone outlines the preferred building heights within the Activity Centre. The Focus Area is primarily located within Precinct 1 which nominates maximum preferred building heights between 2 and 4 storeys. The precinct guidelines seek to ensure new built form maintains the fine grain village character and protects existing heritage elements through recessive upper levels and contemporary design responses.

Overlays

The Mentone Activity Centre is subject to a number of site specific and precinct based Planning Overlays which guide the use and development of the land.

The Mentone Activity Centre comprises a number of site specific Heritage Overlays, including;

- HO58: Bakery Building at Granary Lane;
 - HO59: Real Estate Agents at 48 Como Parade West;
 - HO63: Shop (Former State Savings Bank) at 44 Florence Street;
 - HO64: Comber's Buildings at Mentone Parade and Florence Street;
 - HO65: Kilbreda at 118 Mentone Parade;
 - HO66: Charles Ferguson Museum at Old Bakery Lane;
 - HO106: Mentone Railway Station and Gardens;
 - HO113: Abbott Buildings at 133 Mentone Parade; and
- HO116: Former ES&A Bank at 36 Como Parade.

The Environmental Significance Overlay (ESO3) applies to land within the forecourt of the Mentone Railway Station forecourt. The purpose of the overlay is to protect and enhance trees that have been identified as being significant and to minimise the adverse effects of development and works on the condition of those significant trees. The significant trees include a Norfolk Island Pine and Two Canary Island Date Palms sited at the entry to the Station building. These trees are identified in the City of Kingston Register of Significant Trees, May 2007.

Refer to Appendix 3 for a detailed outline of Planning Policies relevant to Mentone.

Relevant Strategic Documents

The Urban Design Framework acknowledges Strategic documents to understand the potential impact of the proposed level crossing removal project on Council's future ambitions for Mentone Activity Centre. A review of this work seeks to focus on supportable initiatives, information gaps for clarity and issues that should be addressed via the preparation of the Urban Design Framework.

The Mentone Renaissance (2014)

The Mentone Renaissance project is a key Council initiative for Mentone, following on from the adoption of the Mentone Activity Centre Structure Plan. This work identifies key public realm and major works projects for Council investment to support a vibrant Activity Centre and meet the community's long term vision for Mentone.

The projects seek to achieve the outcomes of the Mentone Activity Centre Structure plan in order to deliver:

- A Mentone where people come to spend leisure time, to eat, to shop and do business.
- A Mentone that works for all modes of transport.
- A Mentone that is safer and pedestrian friendly.

Based on the above review, there remain several projects not yet initiated by Council and will be significantly influenced by the level crossing removal project. These projects include the proposed Town Piazza to the forecourt of Kilbreda Tower and the relocation of the bus interchange away from the fine grain village. The planning, design and implementation of these projects should be coordinated in conjunction with the design of the new station and associated public open space to maximise pedestrian safety and movement through the Activity Centre and surrounding the station precinct.

Mentone Activity Centre Structure Plan (2011)

The Structure Plan identifies the following overarching vision for Mentone:

'To enhance the beauty of Mentone by celebrating its past whilst capitalising on the role it now plays as a significant Centre of activity.'

The key objectives for the Mentone Activity Centre can be summarised as;

- Protecting and enhancing the past by focusing on further profiling the distinctive heritage characteristics of Mentone by finding creative ways to uncover the heritage fabric, Retaining key vistas to existing significant buildings and critically intervening in managing built form through development controls and traffic management.

- Projecting a future for Mentone which recognises significant land parcels within the centre, the limited role much of the surrounding residential areas to the west are likely to perform in relation to future housing; The benefits of activating retailing along public laneways; the lack of contemporary public spaces; the interface of multi-storey buildings with established residential areas; and the importance of environmentally sustainable design and innovation for larger scale developments.
- To intervene and influence the functioning of the centre by prioritising pedestrian experience and safety, providing alternative solutions to the old road network accommodating cohesive vehicle and pedestrian movement, rationalising car parking while retaining village qualities and promoting sustainable modes of transport to and from the centre.

Final Mentone Transport Study (2011)

This report seeks to assess alternative road network for the Mentone area in response to the Draft Mentone Structure Plan. The table below outlines the key recommendations;

Based on the above review, the recommendations sought in the Transport Study remain relevant and will guide the transport and movement initiatives within this Urban Design Framework. The proposed signalisation of Balcombe Road and Como Parade West, pedestrianisation of Como Parade West, relocation of the bus interchange, as well as proposed bicycle connections to Mentone Station will be highly influenced by the level crossing removal project and will require ongoing investigations by Council and LXRA to ensure maximum community benefit can be achieved.

Kingston Open Space Strategy Update (2012)

This document seeks to guide local policy and decision making regarding open space provision, acquisition and management. It is a guiding document for future provision of accessible, safe and well utilised open spaces. The study area is divided into precinct 4C/6A (north of Balcombe Road) and 6D (south of Balcombe road to Port Phillip Bay). It is noted these areas are significantly under resourced with available open space which is likely to increase as higher density apartment developments emerge within and surrounding the Mentone Activity Centre.

There remains considerable opportunity for new public open spaces within Mentone as part of the level crossing removal and relocation of the station building. Any opportunity to provide new 'green' open space within the Activity Centre should be explored, this may include the expansion of the existing Mentone Gardens and implementation of the new Piazza adjacent to Kilbreda. Alternative open space contributions should also be considered through laneway and streetscape upgrades surrounding the station precinct enhancing pedestrian permeability.

Vision & Goals

Vision

A vision for Mentone Station & Gardens as it relates to the future of the Activity Centre, was developed with reference to background analysis, internal workshops and community engagement findings.

Mentone Station & Gardens will be:

- *A precinct that celebrates its significant heritage fabric and encapsulates Mentone's unique character and village-feel.*
- *A highly accessible, safe, pedestrian-focused precinct with a public realm focused on pedestrian and cycle connections linking to community and public transport facilities.*
- *A vibrant and sustainable precinct offering diverse activities for nearby residents, visitors and school students.*
- *A precinct which complements and responds to emerging public realm projects within the Activity Centre*

Goals

The goals for the level crossing removal and associated station are:

- To protect key view lines to Kilbreda Tower from Swanston Street through preferred locations and building heights for new built form.
- To establish Mentone Station Precinct & Gardens as a critical contribution to Mentone's unique identity and character.
- To protect and enhance the existing heritage and built form fabric which contributes to Mentone's unique identity.
- To ensure new development and built form contributes positively to the character of the Activity Centre.
- To prioritise pedestrian movement surrounding the Station while improving the efficiency of the public transport network.
- To improve pedestrian access and cycle connections between public open space, community hubs and public transport within the surrounding street network.
- To establish a diverse network of functional public open spaces and meaningful landscape opportunities.
- To improve the appearance and function of the public realm surrounding Mentone Station and Gardens through complementary landscape and hardscape upgrades.
- To improve and enhance Mentone as a vibrant local activity centre, a preferred destination for local residents and visitors.
- To increase the provision of functional and green public open space.

Mentone: A Unique Village in a Resort Setting

Much of Mentone's heritage significance is derived from its early plans for a fashionable seaside resort by developer Matthew Davies. Originally named Balcombe, the suburb changed to Mentone in the 1880s because of its reference to the Mediterranean Riviera coast near the French-Italian border. The streets were also given Italian names such as Florence Street, Venice Street and Naples Road, to enhance the character of the town as a European destination in Victoria. This work also saw the establishment of the Royal Mentone Coffee Palace (now referred to as Kilbreda), a destination for wealthy tourists designed by Architects Reed, Henderson & Smart in 1887. The triangle was also established as a small garden reserve to ensure nothing would obstruct the view of the tower as people arrived from the station. While the economic depression halted plans for an exclusive resort town, Mentone still remained a popular public destination for beach-goers.

The railway line was first extended to Mentone in 1881 and the station was reconstructed in 1914 after a fire destroyed the platform and associated structures. It is considered a well preserved example of an Edwardian Station.

The surrounding Gardens were formed in 1910 and include several significant trees including 2 Norfolk Island Pines and 3 Canary Island Palms as well as several peppercorn trees. A commemorative horse trough was relocated to the gardens in 1990 in honour of 'Garryowen', the champion race horse, and his courageous owners who attempted to rescue him from a burning stable

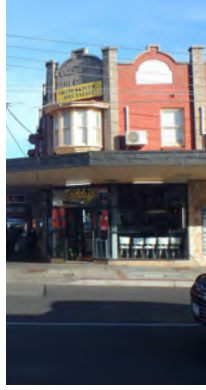
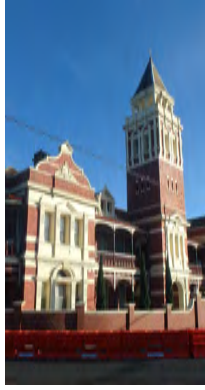
Also unique to Mentone Activity Centre is its proximity to multiple primary and secondary schools including, many of which are privately funded. Many of these schools have a long history in Mentone from the early 1900s including Kilbreda College, Mentone Grammar, Mentone Primary School, St Patrick's Primary School and St Bede's College, some of which began as boarding schools for country children. Today there are more than 6000 students within Mentone, many of which utilise the station and the bus interchange to travel to and from school, resulting in significant pedestrian, bus and private vehicle traffic during peak hour periods along Mentone Parade and Como Parade.



Figure 5. View of the station from Kilbreda tower, 1928. Image courtesy Mordialloc & District Historical Society

What makes Mentone special?

HERITAGE



Mentone comprises several significant heritage buildings including hotels, commercial buildings, private mansions and education facilities located within the Activity Centre and toward the bay. These buildings are integral to the identity and contribute to the physical character of the suburb with red brick, bagged render and cream weatherboard common materials noted throughout.

LANDSCAPE



Mentone's landscape character varies between coastal and traditional European garden, comprising mature native canopy vegetation along streetscape and significant exotic trees within the established Mentone Gardens. These gardens highly regarded by the local community. This vegetation complements many of the surrounding heritage building.

VILLAGE-FEEL



Mentone Activity Centre comprises a distinct village character that can be experienced along Como Parade, Mentone Parade and Florence Street. Low scale, fine grain buildings of 1 and 2 storeys comprising awnings to the public realm and red brick paving along footpaths are key elements that define this character. Behind Como Parade to the west, the Activity Centre is contrasted by post-war retail buildings and large areas of on-grade car parking.

EDUCATION



Mentone is highly regarded for the significant number of both private and public schools, established within the early 1900s. These schools are positioned on large blocks of land within Mentone's residential hinterland comprising significant heritage buildings, sporting fields, high fences and mature canopy vegetation in campus settings.

Significant views within & toward Mentone Activity Centre

There are several views considered important to the character and identity of Mentone that should be protected as part of any future built form or infrastructure works within the Activity Centre. These include:

View 1: Swanston Street to Kilbreda



Considered one of the most significant views toward Mentone Activity Centre, forming part of the arrival experience from the north. This view captures the Tower of Kilbreda, a historic icon of Mentone, within the background of the train station and Mentone Gardens. Collins Street and Swanston Street is considered the key vantage point of this viewline.

View 2: Mentone Parade to Mentone Gardens



This key view is also considered to form part of the arrival experience to the Activity Centre from Port Phillip Bay and local schools. When traversing from the south along Mentone Parade, glimpses of Mentone Gardens and the significant canopy vegetation are achieved with views of Kilbreda Tower and the red brick wall of Kilbreda College in the foreground.

View 3: Balcombe Road to Mentone Gardens



Considered a key view from the east forming part of the arrival experience from Nepean Highway to the Activity Centre. This view comprises glimpses toward the secondary heritage station building along Balcombe Road with views of canopy vegetation above the station buildings (particularly the Canary Island Palms).

Urban Design Framework

Mentone Station and Gardens: urban design proposition

The State Government's railway grade separation project in Mentone provides an outstanding opportunity to reimagine this important public place at the heart of the village centre. While the Mentone station and surrounds today represents a lively and attractive setting, with notable built and landscape heritage elements, there is genuine potential to create a more inviting, comfortable and memorable place that marries the old-world charm of traditional Mentone with a 21st Century station and a contemporary suite of 'people oriented' services and facilities. The Mentone Station and Gardens urban design proposition does not seek to reinvent or substantially transform the valued characteristics of the Mentone Village Centre, rather create a more open physically and visually permeable public environment that invites convenient access to public transport with outstanding public spaces and civic style buildings and facilities that are available for the entire community.

With the existing railway line and level crossing servicing as substantive barrier to movement east-west across the Centre, the proposed grade separation and undergrounding of the railway line presents an opportunity for expanded public space and a brand-new station forecourt that invites access to a bespoke station platform arrangement below. Station infrastructure, will be confined to the southern reaches of the corridor, so that the prominent frontage of the centre presents to Balcombe Road and its important framing streets of Como Parade West and Como Parade East. The proposed urban design concept seeks to maximise public benefit in the form of pedestrian spaces that are either soft (i.e. gardens and grassed area) or hard (pavement walking areas) that are publicly accessible at all times. Furthermore, reorganised access around the precinct ensures convenient and immediate connection between new railway station and a centralised bus terminal, together with a holistic improvement of the image and presentation of Como Parade West streetscape, including extended footpath and walking areas, canopy vegetation and well-defined pedestrian crossings to enable free-flowing movement towards the retail shop fronts opposite. In a broad sense, the combined effects of Como Parade West streetscape works, enhanced Mentone Gardens and new Mentone station concourse will merge successfully with Councils progressive Renaissance Project (adjoining the Kilbreda tower) to create an outstanding public environment that is inviting to users of all ages, abilities and interests. The key elements found in the attached framework plan are:



- A new **contemporary station complex**, comprising a concourse level pedestrian entry to railway platforms below, with an open ventilated canopy structure that contrasts with (but complements) the adjoining Federation heritage station buildings. This canopy structure is highly visible from Balcombe Road and Como Parade West and East and is open on all sides so that fluid movement and visual permeability is maximised across the precinct. The station canopy is a signpost for the new Mentone Station public transport node and serves as the epicentre around which the public space extends outward towards commercial areas and nearby residential precincts. The station complex will have its principle entry from the north and provide stair (and elevator) access to the platforms below. Opportunities for secondary entry to the station will also be available to the south opposite the proposed town piazza.
- The historic **Mentone Gardens will be retained**, enhanced and expanded to embrace a broader footprint representing a range of different landscape types. Where traditional canopy plantings and garden beds reinforce the historic nature of the place, expanded areas to the east (across the railway line deck) will embody a more contemporary landscape design language with open paved areas and framing garden beds and grassed spaces that support the gathering of people in a safe and attractive environment and enhance the landscape character of the station surrounds. The Mentone Gardens will change in terms of its expanded profile and presentation to Balcombe Road, and will be complimented by nearby active functions (building and spaces) to ensure that surveillance and safety are a hallmark of the place. The retention and protection of traditional Palm and Norfolk Island Pine plantings will be reinforced with a combination of exotic and native canopy trees, which speak to the surrounding coastal canopy ethos of local street tree vegetation and provide additional shade to the public open space.



- The corner of Balcombe Road and Como Parade East serves as an opportunity for a free-standing, small footprint **boutique development opportunity** that has an address to all sides and supports active uses at ground and upper levels overlooking the Mentone Gardens and the station complex. This building also serves an opportunity to frame views to Kilbreda and contribute to the arrival experience along Mentone Parade to the Activity Centre. This building must be of a fine contemporary design and be shaped so that it frames well known views south along Swanston Street towards the Kilbreda tower as well as enhancing the 'return view' from Mentone Parade to the station precinct. A form of around 3 to 4 storeys comprising timber and glazed construction would be well suited to this location. Further to the south (opposite Kilbreda) above the railway platforms, there is an opportunity for a **development above the deck** across the sunken railway line. This integrated development site could support commuter car parking, as well as mixed use development above. It could support a form of up to 5 levels (maximum 17m), including a 3 storey street wall and 2 recessed upper levels. This building is to be positioned well clear of the prominent Balcombe Road frontage – without visually imposing on the important skyline of Mentone. Residential may be appropriate at the upper levels but further investigation is recommend to fully realise the potential of this unique site.
- **Interconnectivity between different modes of public transport**, noting the presence of rail, bus, taxi and other modes of movement (such as cycle and pedestrian access) is critical to the success of the precinct. A highly permeable network of pedestrian pathways are sought across the site linking Florence Street with the Renaissance Project to Station Street to the east and passing through the site to either side of the traditional station entry. Connectivity to the important bus network (including the Smart Bus) should be positioned as close as possible to the station entry and seek to maximize visual openness and enhance the pedestrian amenity of the station and shop side precinct to Como Parade West. Special pavement and landscape/greening treatments are recommended for Como Parade West from the Renaissance Project at Florence Street to the south to Balcombe Road to the north (within PTV requirements for bus interchanges), incorporating new signalized intersections in 2 locations to support ease of pedestrian and vehicular movement throughout the precinct. Weather protection in terms of overhead shelters, pedestrian lighting and DDA compliant access embody the upgrading of the Mentone station precinct.



- The Mentone Station and Gardens precinct is also a place that exhibits local characteristics and culture through different mediums. Firstly, the design of the **station canopy and associated structures** are framed in a contemporary idiom and support a locally relevant materiality, through the adoption of particular patterns and materials (i.e. redbrick and/or timber cladding). These influences must be communicated through the entire station precinct project, including the treatments within the station itself, where typically standard infrastructure (i.e. spray concrete rail cutting walls) are treated with greater regard for the local sense of place. This attention to detail and the tactile use of local materials and finishes also extends to the ground plane around the station, where opportunities exist for public art, clear wayfinding information and integrated comfortable furnishings that serve as statements of the Mentone of today.

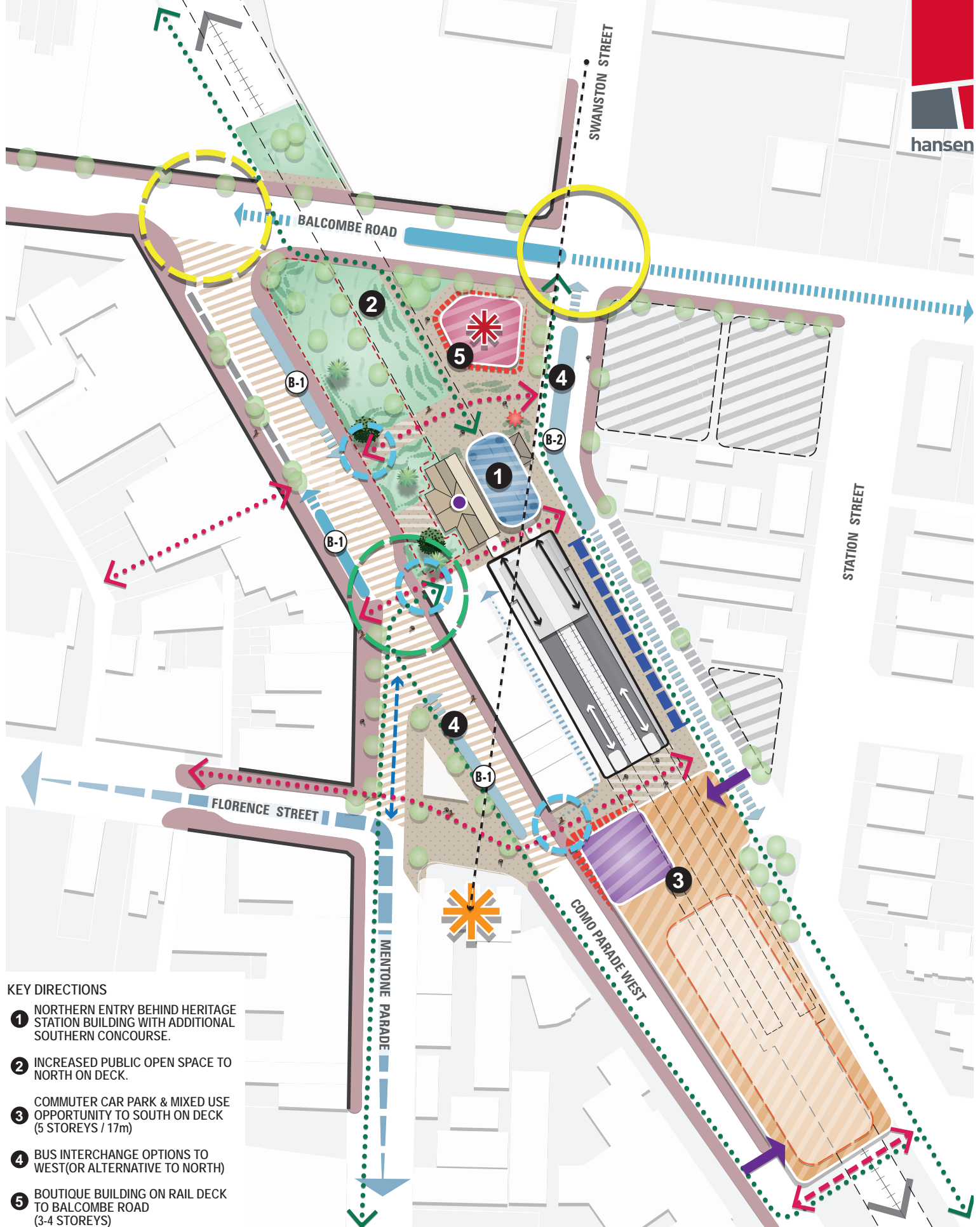


Key directions

Based on an analysis of the issues and opportunities for Mentone Station and Gardens with reference to the level crossing removal project, a series of Key Directions were determined, that outline the primary initiatives to achieve the Vision and Goals for the future precinct and broader Activity Centre; The five Key Directions include;

1. *Position station entries to the north, adjacent to the existing heritage buildings and gardens and to the south adjacent to the piazza incorporating an additional concourse.*
2. *Expand the principle Activity Centre public open space to the east on deck, retaining the significant canopy trees fronting Como Parade West in a new garden design providing additional plantings, lawn areas and paved spaces.*
3. *Support the development of a sensitively designed commuter car park and mixed use building to the south over rail reserve providing vehicle entries from Como Parade West and Station Street.*
4. *Reposition the bus interchange along Como Parade West to improve pedestrian connectivity or alternative to the east of the station, integrated with the new station building.*
5. *Support the development of a free-standing boutique development on rail deck to Balcombe Road offering active frontages to Mentone Gardens, Balcombe Road and Mentone Station forecourt.*

Refer to Urban Design Framework Plan on the following page.



KEY DIRECTIONS

- 1** NORTHERN ENTRY BEHIND HERITAGE STATION BUILDING WITH ADDITIONAL SOUTHERN CONCOURSE.
- 2** INCREASED PUBLIC OPEN SPACE TO NORTH ON DECK.
- 3** COMMUTER CAR PARK & MIXED USE OPPORTUNITY TO SOUTH ON DECK (5 STOREYS / 17m)
- 4** BUS INTERCHANGE OPTIONS TO WEST (OR ALTERNATIVE TO NORTH)
- 5** BOUTIQUE BUILDING ON RAIL DECK TO BALCOMBE ROAD (3-4 STOREYS)

MENTONE STATION & GARDENS URBAN DESIGN FRAMEWORK

FRAMEWORK PLAN
DRAFT FOR DISCUSSION

Project Ref: 2017.252
 Dwg No.: UDD-001
 Scale: 1:1000@A3
 Date: 17.10.2017
 Revision: C

<ul style="list-style-type: none"> potential station building potential light-weight civic/commercial form potential multi-deck car park and mixed use development (5 storeys) indicative recessed upper levels above 3 storey streetwall (2 storeys) potential commercial tenancy potential private development special development opportunity 	<ul style="list-style-type: none"> view to landmark potential pedestrian only zone pedestrian priority zone (within PTV requirements) potential station entry platform access: escalator platform access: stair potential active frontage 	<ul style="list-style-type: none"> platform access: lift open trench indicative bus circulation investigation area for bus interchange investigation area options for smartbus interchange potential bus only access taxi / drop-off zone 	<ul style="list-style-type: none"> potential vehicle access to mixed use development critical pedestrian link commuter cycle link direct traffic movement to florence st maintain ROW access potential elevated pedestrian/ bike crossing potential reconfigured parking (parallel/ angle) 	<ul style="list-style-type: none"> steps required along connection upgrade and enhance existing pedestrian crossing existing signalised intersection proposed signalised intersection potential public art/ sculpture node proposed tree kilbreda tower 	<ul style="list-style-type: none"> repurpose building for community or retail use heritage station buildings retain heritage trees existing garden extent potential garden/ open space garden bed rail reserve extent
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Understanding the Framework Plan

The Urban Design Framework outlines a series of key principles and actions that will improve the function and image of Mentone Station & Gardens in association with the level crossing removal at Balcombe Road and station upgrade. The Framework Plan can be understood as 4 categories including pedestrian connectivity, landscape and public realm, public transport integration and development potential. These are detailed below:

1. Landscape & public realm

- Support the expansion of Mentone Gardens over the rail reserve (on deck construction) incorporating a combination of lawn areas, garden beds, new canopy vegetation and paved areas to building frontages.
- Strongly support the retention of heritage significant canopy species within Mentone Gardens and incorporated as part of any new open space design.
- Ensure the Piazza and Mentone gardens offer distinct functional attributes and a complementary material palette.
- Establish a consistent pedestrian zone surrounding station offering well-defined accessibility between transport nodes and commercial activities.

2. Pedestrian & cycle connections

- Establish highly legible station entries from Como Parade West to the northern station pavilion adjacent to the heritage building and to the southern concourse between the traditional retail shops and the development opportunity site.
- Support the upgrade of Como Parade West (between Florence Street and Balcombe Road) as a pedestrian priority area incorporating upgraded pedestrian crossings (within PTV bus interchange requirements) and reduced vehicle speeds as per the Structure Plan and Mentone Renaissance project.
- Define east-west pedestrian links from at-grade commercial car parks behind the retail spine to Como Parade West and the Station.
- Improve pedestrian permeability from the east residential hinterland to the station precinct and Activity Centre.
- Establish a 'loop' pedestrian threshold surrounding the station (to Como Parade West, Balcombe Road and the new internal street) providing efficient access between public transport and car park nodes.
- Establish designated cycle links along Mentone Parade road reserve (forming part of the bay trail) to Mentone Station.
- Investigate options for a commuter cycle path along Como Parade East through the new internal road to Balcombe Road or along Como Parade West via an elevated crossing to the south of the mixed use development site.



Figure 6. Pedestrian & cycle connections

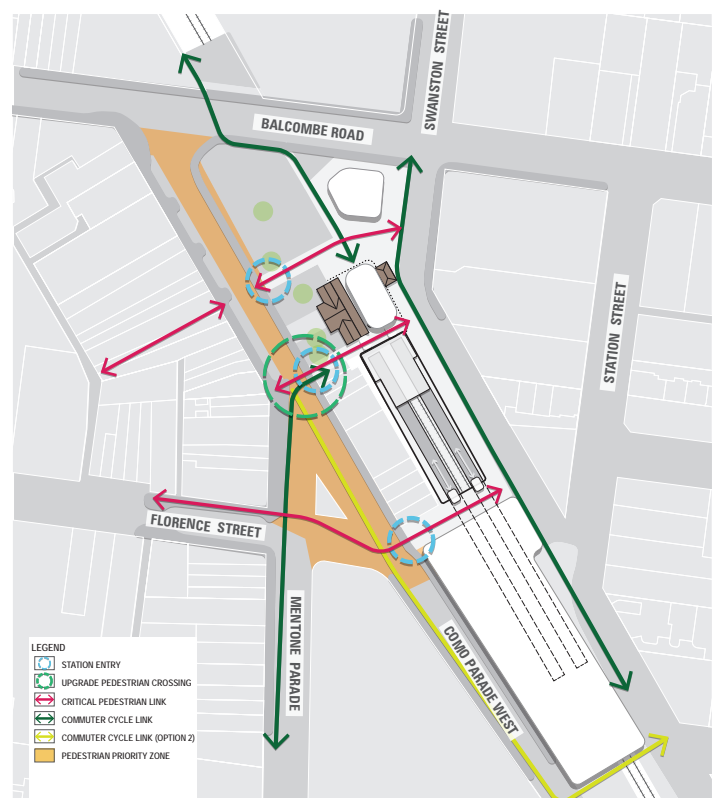


Figure 7. Landscape & public realm

3. Public transport integration

- Support the implementation of a contemporary light-weight, open canopy structure behind the main heritage station building to be utilised for station infrastructure and platform access, while protecting significance of station.
- Reposition bus interchange along Como Parade West to improve pedestrian movement and outlook from the retail strip. North-bound bays to be located adjacent to the proposed piazza, south-bound bays to be located adjacent to The Gardens and a north-bound 903 Smart Bus bay opposite the heritage station.
- Contemplate an alternative bus interchange location to the east of the station along the new Swanston Street extension in an integrated transport node.
- Support the upgrade of the at-grade car park into a formalised 'loop-road' for vehicle drop-off / pick up zones maximising network efficiency and pedestrian safety.
- Encourage a bus only road along Mentone Parade between Florence Street and Como Parade West to maximise pedestrian safety between the shops and Piazza while maintaining the efficient operation of the SmartBus route.
- Maintain an open trench behind the fine grain retail strip allowing sunlight to platforms below.

4. Car parking & Built Form potential

- Support the construction of a contemporary boutique building structure of 3 to 4 storeys positioned to Balcombe Road with highly active frontages to the gardens and station forecourt.
- Ensure the boutique building is positioned away from the key viewline to Kilbreda tower from Swanston and Collins Streets.
- Support the construction of a 5 storey (maximum 17m) multi-deck car park and mixed use development on-deck to the south of the station. Development to comprise 3 storey streetwall with 2 recessed upper levels.
- Investigate opportunities for primary vehicle access to the southern development site from both Como Parade East to the north to mitigate vehicle movement along Como Parade West.
- Encourage the activation of the mixed use development site at the ground floor with a wrapping 'active' retail frontage to Como Parade West and the pedestrian link through the station.
- Investigate the opportunity for reconfigured car parking along Como Parade West in parallel forms with kerb outstands and landscape.
- Redirect vehicle movement away from Como Parade West to periphery streets (Florence Street) as per the Structure Plan.
- Support the implementation of a signalised intersection to Balcombe Road and Como Parade West as identified in the Mentone Structure Plan.

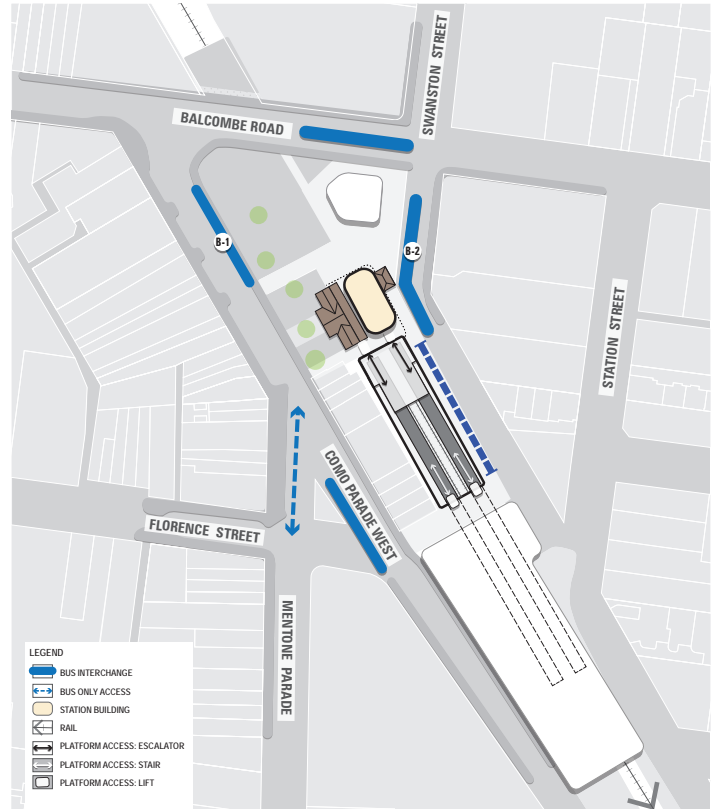


Figure 8. Public Transport integration

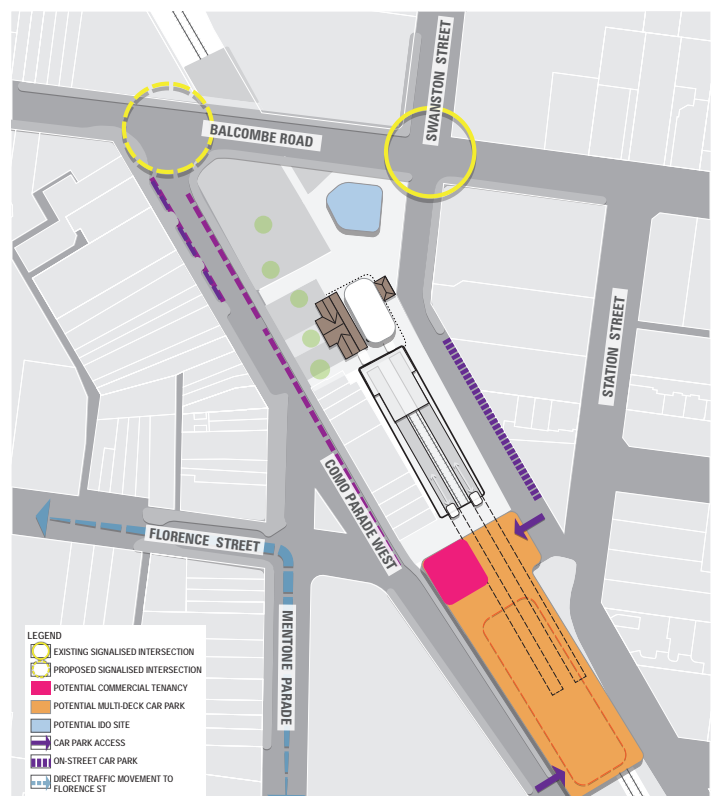


Figure 9. Car parking and built form potential

Mentone Gardens & Boutique Development Opportunity

Mentone Gardens is an important public asset to the community of Mentone, providing much needed green open space adjacent to the station encompassing key views to surrounding heritage buildings and streetscapes. As part of the level crossing removal project, opportunities are sought to support the much needed expansion and upgrade of this public open space to increase its functionality and versatility, while enhancing the provision of trees, garden beds and seating areas.

As Mentone’s population continues to grow and diversify, particularly given its proximity to many private and public schools, Mentone Gardens will benefit from not only an expanded public open space but also a new free-standing boutique development that comprises a combination of civic, educational and commercial uses. This ‘boutique’ building will be specifically designed with reference the unique qualities of Mentone and its heritage assets. The shaping of form and materials of the building will be of high quality and achieve high levels of sustainable design and innovation (in accordance with the urban design guidelines in the following chapter). The building will be sited adjacent to the rail reserve to a maximum height of 3 to 4 storeys. This form will support the expansion of the Gardens over the rail trench and its overall enhancement as a critical community asset.

The following diagrams illustrates the existing proposal for Mentone Gardens and level crossing removal in comparison with the proposed public open space expansion.



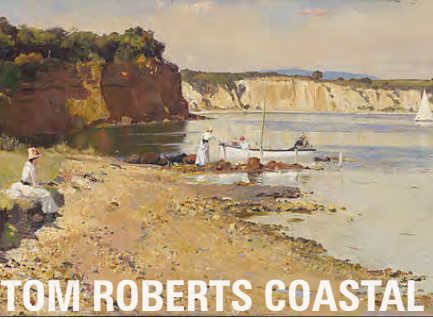














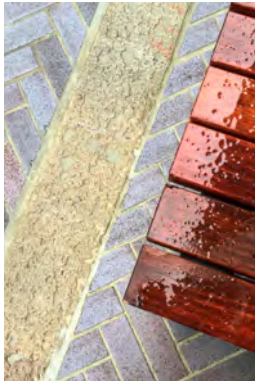
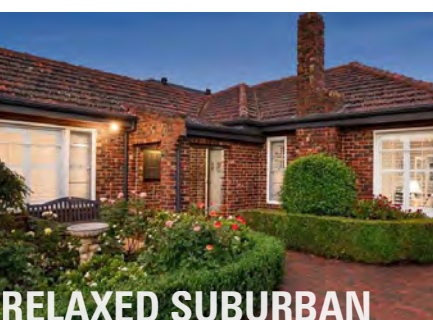
The key objectives for Mentone Gardens include:

- Support the expansion and upgrade of Mentone Gardens as a premier public open space in Kingston, while retaining significant canopy vegetation and protecting the heritage station building.
- Provide a unique, architecturally designed building which references its historic surrounds and provides active interfaces to the Gardens and Station precinct.
- Provide civic and educational uses within the building at ground levels with opportunities for co-working office uses or other community-minded commercial uses at upper levels.
- Support the development of a highly sustainable and innovative building design which sets the benchmark for future built form in Mentone.

Boutique Development Precedents



Speculative Material and Colour Palette for Mentone Station & Gardens

		MATERIALS AND FEATURES			
GEOGRAPHY	 <p>TOM ROBERTS COASTAL</p>	UPPER PLANE			
HISTORY	 <p>MENTONE COLOUR</p>	EYE LEVEL			
ICONIC FORMS	 <p>TOWERS & TURRETS</p>	GROUND PLANE			
PEOPLE	 <p>STUDENTS</p>	SUB-PLANE			
FABRIC	 <p>RELAXED SUBURBAN</p>				

Urban Design Guidelines

The Purpose of the Guidelines

Council have sought the preparation of urban design guidelines tailored specifically to Mentone Station & Gardens to guide a quality urban design response in response to the Balcombe Road level crossing removal and associated station upgrade. These Guidelines aim to ensure new built form, public realm improvements and infrastructure upgrades have high regard to the unique character and heritage of the Mentone Activity Centre. The Guidelines are intended to be adopted by Council as a reference document and be utilised by the Level Crossing Removal Authority and relevant consortium as an advocacy tool throughout the design and development process for the precinct. The State Government acknowledge that level crossing removal projects should result in an improved quality and a positive, authentic contribution to existing urban character and amenity.

The Structure of the Guidelines

The urban design guidelines for Mentone Station & Gardens are arranged into 4 key themes:

1. Buildings & architecture
2. Landscape & public realm
3. Access & wayfinding
4. Station infrastructure

Each theme comprises a clear set of objectives outlining expectations for development and upgrades within the precinct, followed by several examples of precedent projects and undesirable outcomes. Following the Objectives, the Guidelines set clear parameters of what is to be achieved with regard to function, design and quality.

Completed Level Crossing Removal Projects



1 BUILDINGS & ARCHITECTURE

EXISTING CONDITIONS



Heritage station building to Como Parade West



red brick commercial buildings to Florence Street



Recent medium density form to Balcombe Road

OBJECTIVES

1. To advance a design language of new buildings and structures on and around Mentone station that are both contemporary and representative of its status as an important local place.
2. To invite architectural design within the Mentone station precinct that is sympathetic to the 'local village' qualities of the place, in particular with respect to key view lines to iconic local forms.
3. To encourage architectural finishes and materiality that 'speaks' to local Mentone traditions through the use of relevant colour, tones and textures.
4. To develop a spatial quality in the design of new buildings and structures that support visual openness and a contemporary 'lightweight' appearance, so as to enhance visual permeability and surveillance.
5. To support architectural design that accords with the design of the public landscape around it, with an emphasis on environmental sustainability (passive and active) through the use of renewable materials.

PRECEDENT PROJECTS



Example of a simple & contemporary 'floating' station roof form



Examples of a light-weight boutique building

UNDESIRABLE OUTCOMES



Reflective, grey materials inconsistent with preferred Mentone character



High precast concrete walls inconsistent with preferred Mentone character

GUIDELINES

GENERAL	
1.1	New buildings should be sympathetic in size, scale, colour and detailing to existing buildings in the Mentone Village, without adopting practices of mimicry, pastiche or replication.
1.2	New buildings should contribute to the village character of Mentone, in particular where they front public open space.
1.3	Ensure new buildings reflect a contemporary response to their site and context. Innovative solutions are encouraged.
1.4	Adopt a diversity of materials in building finishes. Materials, in particular at the ground level, should be of human quality and scale, warm and tactile. Avoid the use of glass, metal, rendered walls and precast concrete.
1.5	Buildings should contribute to the activation of adjacent public open space through address, access and frontage.
1.6	Buildings should provide a high level of passive surveillance over public open space. Provide balconies and roof terraces to overlook public open space wherever practicable.
1.7	New buildings should prioritise their access in the following declining order of importance: pedestrians, cyclists, public transport users, shared motor vehicle users and private motor vehicle users.
1.8	Integrate landscaping and greenery into buildings wherever possible.
1.9	Integrate all building services within the building form. Minimise the use of supplementary plant and equipment.
1.10	Minimise the life cycle costing of all buildings, including selection of materials, adaptive reuse of buildings, on-going maintenance requirements, recycling of building materials and thermal performance.
1.11	All new buildings should demonstrate accepted best practice in achieving ESD outcomes for buildings of their type and form.
1.12	Provide shade and shelter to pedestrians where buildings front public open space.
1.13	Integrate public art into building designs.
NEW STATION BUILDING	
1.14	The design of the station building is to be highly contemporary and minimalist to contrast from the traditional idiom of the heritage building.
1.15	The new station building is to employ a canopy-like effect, reinforcing shelter yet visual permeability through the concourse toward the public realm and heritage station building.
1.16	Necessary grounded buildings within the station structure should have a freestanding quality and be read as nodes or pods.
DEVELOPMENT OPPORTUNITY SITE (SOUTH)	
1.17	The design of any car parking structures should be highly adaptable (through minimum 3m floor levels) to enable adaptive reuse in the future.
1.18	The height and massing of the development site should must have regard to the prominent view toward Kilbreda Tower from the Station precinct and should not exceed a maximum height of 5 storeys (17m) incorporating a 3 storey street wall.
1.19	Upper levels (above the street wall) should be setback to ensure that the rising form is recessive in its presence and appearance and provide separation between contemporary and heritage forms, this includes: <ul style="list-style-type: none"> ▪ Minimum 12m from the north; ▪ Minimum 7m from Como Parade West; ▪ Minimum 7m from Como Parade East; . and ▪ Minimum 3m from the south.
1.20	Where car parking is located to the ground floor, seek to 'skin' frontages with retail or commercial uses that provide outlook to the public realm.
1.21	The design of the car park above the ground floor should adopt creative design and material treatments to facades to avoid the presentation of a bland multi-deck structure.
DEVELOPMENT OPPORTUNITY SITE (NORTH)	
1.22	Any future development fronting Balcombe Road should not obscure existing views to Kilbreda Tower from the important Swanston Street corridor and Activity Centre approach.

2 LANDSCAPE & PUBLIC REALM

EXISTING CONDITIONS



Mentone Gardens at Mentone Station



Outdoor seating along Como Parade West



Indicative illustration of proposed piazza

OBJECTIVES

1. To create the highest quality public realm around the Mentone station, as a complement to the Mentone Gardens and as a memorable 'statement' of the next important phase of investment.
2. To advance the public environment, including both the pedestrian realm and associated planted areas to support the movement, accumulation and gathering of local people and visitors alike.
3. To support a public landscape regime that reinforces visual 'openness' to the station and key local landmarks, through tall canopy vegetation, low-lying ground plane plantings and the active greening of new infrastructure.
4. To reinforce the 'local character' of Mentone through public street fixtures and furnishings that embody the colour, texture and materiality of the place.
5. To arrange a public environment around the Mentone station that supports multiple alternative 'functions', including spaces for movement, seating, interchange in either sunlight or shade.

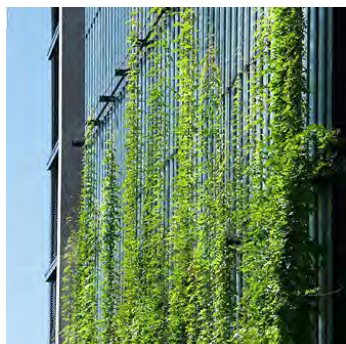
PRECEDENT PROJECTS



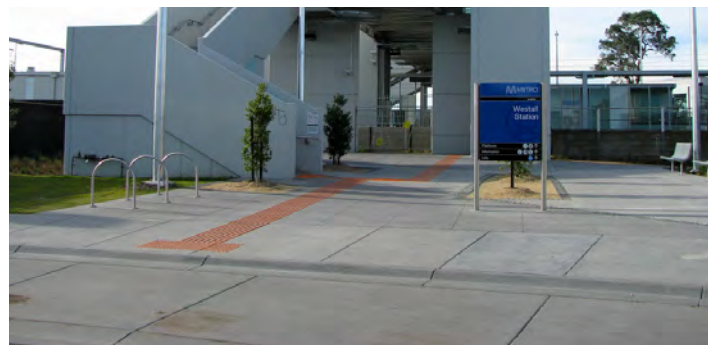
Example of public open space comprising paved areas and gardens



Example of landscape in ground plane and along facade



UNDESIRABLE OUTCOMES



Station entry comprising impermeable surfaces and minimal landscape



Station forecourt comprising impermeable surfaces with minimal visual interest

GUIDELINES

GENERAL	
2.1	Establish references within the public realm and open spaces to prominent local architecture styles, such as the works by Charles Figgis (Mentone Hotel) and Reed, Henderson & Smart Architects (Coffee palace).
2.2	Minimise the loss of existing canopy vegetation and seek to establish new canopy vegetation along rail corridors, within the Gardens and along streetscapes to enhance the 'green' character of Mentone.
2.3	Maintain and frame key views throughout Mentone Activity Centre to the Gardens and Kilbreda tower ensuring structures, signage and tall vegetation are sited away from critical viewsheds.
2.4	Seek to integrate WSUD principles into hard paved areas such as on-grade car parking and public plazas and limit off-site drainage impacts.
2.5	Ensure any proposed retaining walls are designed and constructed to complement the colour and material palette of Mentone. Retaining walls with integrated landscape opportunities are highly encouraged.
2.6	Integrate active greening initiatives (such as climbers, green walls etc.) to facade's and roofs of new development including but not limited to multi-deck car parking structures, residential buildings and commercial buildings.
MENTONE GARDENS	
2.7	Establish a flexible public open space at Mentone Gardens incorporating a combination of paved surfaces to buildings and footpaths, framing garden beds, canopy vegetation and lawn areas for informal seating and tables.
2.8	Ensure paved areas utilise high quality materials with colours and textures that reference surrounding heritage buildings. Untextured, poured concrete is highly discouraged.
2.9	Permeable paving and other integrated WSUD initiatives are encouraged within an expanded Mentone Gardens.
2.10	Strengthen the landscape character of Mentone Gardens by incorporating new canopy species that complement the existing significant vegetation within the Gardens.
2.11	Ensure Mentone Gardens adopts a vegetation palette that is complementary to the surrounding heritage station building.
2.12	Ensure the height and scale of new vegetation does not interrupt key viewlines through open spaces, public realm or station entries.
2.13	Establish low-level accent lighting for evening activities within Mentone Gardens and plaza to provide pedestrian movement to and from the Station entry.
2.14	Support the integration of modular or temporary landscape structures, such as planter boxes, to the paved plaza to allow local businesses and community groups to engage with the public open space.
2.15	Implement a combination of formal and informal seating elements throughout the Gardens catered to varied accessibility requirements.
CONCOURSE & STATION THRESHOLD	
2.16	Maintain clear site lines from the Station Concourse to Mentone Gardens, avoiding impermeable barriers.
2.17	Implement an uninterrupted paved zone surrounding the station precinct to guide pedestrian movement toward public transport nodes, open space and activity.
2.18	Provide seating areas at Station entries, bus interchanges and pick-up / drop-off zones.
2.19	Ensure seating areas are positioned within clear view of streetscapes and open spaces and are adequately lit at night time.
2.20	New open space to the north of Balcombe Road should be green and provide positive amenity to adjacent development and the streetscape

3 ACCESS & WAYFINDING

EXISTING CONDITIONS



Entry to main station building from Como Parade



Pedestrian path along Como Parade near Kilbreda



Pedestrian link from car park to Como Parade

OBJECTIVES

1. To establish a movement regime that prioritises all abilities pedestrian movement and cycling to and through the Mentone Station precinct with unambiguous opportunities for connectivity to different transport modes.
2. To ensure clearly demarcated areas of distinction between the pedestrian realm, bicycle designation and outlying vehicle (private and public) movement zones without contributing to visual clutter, fencing and signage.
3. To ensure wayfinding information is successfully integrated into public fittings (ie, walls, structures, seating) and designed with 'respect' for the local qualities of place.
4. To achieve a 'seamless' relationship in terms of materiality and finish between the pedestrian realm experienced within the station complex and those public areas outside the station.
5. To adopt a language of public design (ie, the ground plane) that can be readily extended outward beyond the station precinct across Mentone that is both practical and durable.

PRECEDENT PROJECTS



Example of bike storage and signage to platform entry



Example of pedestrian priority zone within activity centre

UNDESIRABLE OUTCOMES



Typical signage and dark undercroft spaces to station entry



Bike storage to station entry

GUIDELINES

GENERAL	
3.1	Provide wayfinding signage at Station entries to key heritage assets and community facilities.
3.2	Avoid the need for excessive signage within the station precinct through the coordination and consolidation of transport nodes and facilities.
3.3	Provide at least one accessible entrance to the station, preferably the principle entry to the north from Mentone Gardens.
3.4	Long pedestrian ramps are to be avoided. Any required ramps are to be integrated into the design of the station to achieve best functional outcome while not appearing as a dominant design feature.
3.5	Integrate an inter-modal bus exchange within close proximity to the northern station entry.
PEDESTRIAN REALM	
3.6	Implement a pedestrian priority zone across Como Parade West between Balcombe Road and Florence Street incorporating a distinctive paved zone, landscape or other traffic calming measures to manage pedestrian safety.
3.7	Guide primary pedestrian movement from Como Parade West through Mentone Gardens to the Station entry.
3.8	Pedestrian crossings to Como Parade West to be defined through alternative surface treatments (paving, paint effects).
3.9	Implement a continuous, designated bicycle lane along Mentone Parade and Como Parade East to Mentone Station.
3.10	Establish a bicycle connection to the north along the west side of the rail reserve utilising the signalised intersection at Balcombe Road and Como Parade West.
VEHICULAR AREAS	
3.11	Ensure DDA car parks are within convenient proximity to station entrances.
3.12	Integrate a commuter drop-off/ pick up zone to the station entry from the Swanston Street extension incorporating seating, lighting and clear visual links from the public realm
3.13	Establish Como Parade West, between Florence Street and Balcombe Road as a priority pedestrian zone introducing reduced vehicle speeds and highly legible pedestrian crossings.
3.14	Provide clearly marked and efficient pedestrian crossings through multi-decked and at grade car parking.

4 STATION INFRASTRUCTURE

EXISTING CONDITIONS



Platform 1 and heritage station building



Access steps and ramp to station entry



Level crossing condition to Balcombe Road

OBJECTIVES

1. To incorporate design details of the highly exposed station complex and other necessary visible rail infrastructure in Mentone that are tailored to the special qualities of the local place.
2. To employ a 'non-standard' approach to the design of key station facilities that make reference to the important local design cues of Mentone, in terms of colour, texture and materiality.
3. To ensure that other 'regular' station infrastructure (ie stairs, ramps, handrails, platform services etc) are realised to the highest necessary specification for user comfort and safety.
4. To ensure that necessary station infrastructure retains a low profile relative to the urban context, to ensure that key view lines to local landmarks and the predominant 'green canopy' skyline is maintained.
5. To moderate the visual impact of any necessary 'service infrastructure' and any related rail facilities from the street view.

PRECEDENT PROJECTS



Example of finishes to trench walls at platform level



Example of shelters and fencing within a station precinct

UNDESIRABLE OUTCOMES



Blank precast concrete walls along platform



Blank concrete walls along platform and glazed concourse above

GUIDELINES

GENERAL	
4.1	Retain the existing heritage station buildings, and remodel them to serve community, civic or retail uses.
4.2	The Station Building should be clearly identified as a structure of 'civic importance' accommodating the station entrance as viewed from north, east and west.
4.3	Maintain clear view lines through the new station building when viewed from the north, east and west.
4.4	The Station building should be considered as a lightweight canopy building (eg tensile structure), sitting within the public plaza. Station operations should be contained within 'pods', independently located below the canopy.
4.5	Ensure the station design provides seamless access to the Mentone Village and bus interchange.
4.6	Locate service infrastructure away from key view lines through the the public realm.
4.7	Ensure trench walls at platform level adopt high quality materials and finishes that reflect and enhance the character of Mentone. These include red brick, timber cladding and green walls. Avoid spray-on finishes, precast concrete and metal finishes (including 'Corten').
4.8	Provide landscaping to the station concourse and along the railway trench to complement the landscaping to the adjacent public open space.
4.9	Integrate shade and shelter solutions along the station platforms which are complementary to the finish and design of the new station design at street level.
4.10	Integrate a secure bicycle parking station in close proximity to the station. Preferably, co-locate with a bicycle service / repair shop.
4.11	Ensure the bicycle parking station is open to the street and avoids enclosed, visually impermeable walls.
4.12	Ensure ramps to the station concourse are integrated into the overall station and adjacent public realm design.
4.13	Ensure fences and safety barriers contribute to the overall design and character of the station. Avoid chain mesh fences.
4.14	Ensure bus interchange shelters utilise materials and shapes which reference the design of the station building.
4.15	Ensure the comfort of passengers through the inclusion of appropriate furniture and fittings including seats, drinking fountains, signage, lighting and bicycle racks, all designed to complement the station's architecture;
4.16	Integrate public art into the design of the station, including along trenches at the platform level.
4.17	Provide integrated train and bus timetable information that is easily viewed from adjoining streets and public open spaces.

Conclusion

The LXRA grade separation project has created the opportunity to develop a new urban design Framework Plan around a 'revised' Mentone Station and transport interchange.

The Framework Plan presents a number of opportunities to enhance Mentone as a vibrant local community centre, one that both preserves and expands the public open space, protects the unique character of the town centre, and reinforces the village as a desirable place for residents to enjoy. The Framework Plan explores opportunities for new development within the town centre, but in a manner that skilfully ensures the protection of cherished views and vistas and the highly regarded Mentone Gardens.

Above all, the Framework Plan seeks to ensure that Mentone's unique quality and character is reflected through all the future design opportunities, demonstrated by the new station itself. A targeted set of design guidelines seek to reinforce how the station and new development around the station precinct will contribute to and enhance the experience of visitors to Mentone Village and ensure the existing character of Mentone is secured into the future.



Figure 10. Critical view along Swanston Street to Kilbreda



APPENDIX 1

Transport Background & Considerations

Context

Level Crossing Removal Project

The Level Crossing Removal Project has committed to the removal of 12 level crossings on the Frankston line. Three level crossing removals have been undertaken at North Road, McKinnon Road and Centre Road, with the remaining nine level crossings to be removed between Cheltenham and Frankston.

The Level Crossing Removal Authority (LXRA) propose to lower the rail line into a trench at Balcombe Road to remove the Balcombe Road level crossing and redevelop Mentone Station and the immediate station precinct.

Balcombe Road in Mentone runs from the Nepean Highway to Beach Road, cutting through a busy residential and vibrant retail area. It's the main thoroughfare to a number of local independent schools, recreation areas and the state heritage-listed Mentone Station. The level crossing at Balcombe Road, Mentone is located between Swanston Street and Como Parade.

Given the ongoing emphasis on private vehicle travel to and within the town centre, issues of vehicle access will continue to form a key consideration for the future operation and development of the area.

Integrated Transport and Land Use Planning

Achieving strong integrated transport and land use planning outcomes will be a key consideration in preparing the Mentone Urban Design Framework Plan. The proposed State Government investment in major transport infrastructure to deliver a rail-under-road grade separation project presents a unique opportunity for associated land use changes that enhance the centre and provide the jobs, services and housing for the future community.

Ensuring the opportunities presented by the Level Crossing Removal project are fully realised requires an understanding of the future access and mobility needs for Cheltenham community, and the actions and priorities required to deliver strong transport outcomes in the Mentone Activity Centre.

Key Strategic Drivers

Mentone Activity Centre Structure Plan (July 2011)

The City of Kingston prepared a Structure Plan for the Mentone Major Activity Centre in 2011 to provide an integrated response to the change envisaged for the centre over the coming two decades. The plan provides for managing growth within the centre and in so doing will make Mentone a more vibrant and functional place to visit, work and live.

The development of the Structure Plan follows on from work undertaken by Council that identified the broad parameters for growth in key Activity Centres and has provided a platform for management of future development. The Structure Plan provides specific details on where Council, working in partnership with the development sector, can provide the necessary direction for future green spaces, improved traffic movement and the fostering of economic growth.

A key objective of the Structure Plan is to intervene and influence the functioning of Mentone Activity Centre by:

- Making pedestrians a high priority and ensuring safety and the pedestrian experience is paramount;
- Providing alternative solutions to an Activity Centre with an 80-year-old road network which no longer addresses the conflicts between vehicles and pedestrians;
- Rationalising car parking in locations which do not burden the pedestrian scale or 'village qualities' of Mentone;
- Promoting sustainable modes of transport to and from the centre, especially walking, cycling and public transport.

Further Background Documents

Final Mentone Transport Study (2011) – ARUP

Kingston City Council commissioned Arup in November 2010 to assess alternative road networks for the Mentone area in response to comments made by VicRoads and the local community on the Draft Mentone Structure Plan. The study took into account the needs for future service provision to motorists, pedestrians, cyclists and public transport to ensure the road options and land development is undertaken in a planned and integrated manner.

At the time the study was undertaken, the removal of the Balcombe Road level crossing was not a committed State Government project. Although the confirmation of the level crossing removal project has fundamentally altered the basis for future access planning, the background analysis and assessment of treatments to improve traffic movement still provide relevant and useful information for this study. The relevant information provided by the study is referenced throughout Section 5.

SmartRoads - Network Operating Plan

VicRoads SmartRoads is an approach that manages competing interests for limited road space by giving priority use of the road to different transport modes at particular times of the day.

SmartRoads recognises the increasing importance of public transport, walking and cycling as transport modes and uses a set of guiding principles to establish the priority use of roads by transport mode, time of day, and place of activity. These principles are then applied to form a Network Operating Plan across the entire VicRoads Network within Metropolitan Melbourne.

The Network Operating Plan for Mentone is shown in Figure 4 below and demonstrates that Balcombe Road and Como Parade West/Mentone Parade have been designated as both bus priority. Balcombe Parade has been designated as pedestrian priority west of the rail line to Davies Street only, with bicycle priority along the rail corridor.

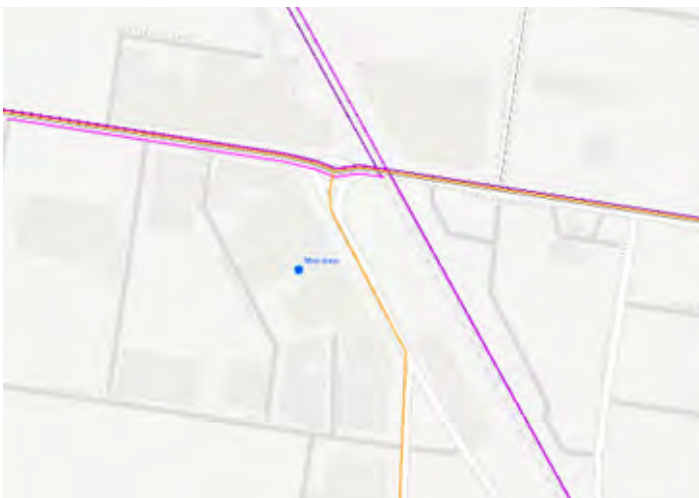


Figure 4 - SmartRoads Network Operating Plan for Mentone

Level Crossing Removal Project (LXRA)

As addressed in Section 1, the Level Crossing Removal Authority (LXRA) propose to lower the rail line into a trench at Balcombe Road, and rebuild the road at the current road level. A concept plan of the proposed new Mentone Station is shown in Figures 5 and 6 below. The specific components and implications of the LXRA proposals will be addressed against each transport mode in Section 5.



Figure 5 - Proposed new Mentone Station layout

Transport Issues and Opportunities

Pedestrian Accessibility and Connectivity

Strong and well-functioning pedestrian links are predominantly related to the measure of how pedestrian friendly and accessible an area is. The level of walkability depends on both the physical quality of the walking paths and the availability of pedestrian oriented destinations alongside the paths and determines the level of accessibility. Pedestrian Oriented Design is a key consideration for future centre movement and transport needs.

Pedestrian Oriented Design (POD) relates to the design and presentation of development, public spaces and associated facilities to encourage walking and create compact, walkable, mixed use communities. Improved pedestrian infrastructure and public realm experience makes it possible to reduce trips made by private motorised vehicle.

Mentone Structure Plan (2011)

The existing Structure Plan key directions diagram identifies existing pedestrian links and proposes a range of new links within the Activity Centre, along with directions for pedestrian access improvements. However, given the changes to infrastructure proposed by the LXRA, more specific recommendations on where improvements are needed, what infrastructure should be upgraded and prioritised, origin-destination considerations or observations of likely areas of highest activity is required.

The Structure Plan recognises the importance of continuing to build strong pedestrian networks, and states that Old Bakery Lane and Granary Lane behind the shops fronting Mentone Parade will become a major pedestrian connection with activated frontages. As a consequence of the redevelopment of Council owned car parks and strategic land holdings, new pedestrian links along the lanes will be permanently defined.



Figure 7 - Major Pedestrian and Bike Routes

LXRA Proposals

The LXRA project for Mentone will see significant changes to existing pathways, parking, infrastructure and amenity. The lowering of the rail line through Mentone offers a unique opportunity to improve local permeability and build strong new pedestrian connections through a high quality and safe walking environment.

The specific proposals in relation to pedestrian linkages and infrastructure include:

- New station building with lift and stair access to lower platforms, with a potential access from both the northern (city) end and southern ends of the platform. It is noted that a new pedestrian ramp access may be required, and the form and location of this ramp is still to be determined.
- Pedestrian crossing at Como Parade East and Mitchell Street retained as an elevated pedestrian link.
- Pedestrian crossing at Como Parade East and Rogers Street retained as elevated pedestrian link.
- Pedestrian crossing at Como Parade West and Cremona Street retained as elevated pedestrian link.
- Provision for a shared pathway along the eastern side of the rail corridor.

Issues and Opportunities

- The VicRoads SmartRoads Network Operating Plan identifies Balcombe Road west of the rail line to Davies Street only as pedestrian priority. Given the land use and layout of the centre, this designation should also include the northern sections of Como Parade West and Mentone Parade.
- The ARUP 2011 report concepts identify Como Parade West as providing traffic and bus movement priority. Pedestrian access and amenity should be promoted within the town centre, whilst still allowing for the efficient function of other traffic modes.
- Mentone Station services a significant number of school students who access the station by walking and bus, with highly concentrated activity periods which extend the station peak usage time (PM in particular). Identifying pedestrian priority areas and routes within the Activity Centre will be priority in any Framework Plan.
- Given the space requirements for future pedestrian access ramps linking to platform level, investigate options for the proposed new station ground level concourse to be lowered to provide shorter access ramps. Existing heritage station building set much higher than surrounding town centre grade, does the future station concourse need to be at the same level as the Heritage Station building.
- Investigate the potential for Mitchell Street pedestrian crossing to be incorporated into a bus crossing at grade over sunken rail line (as discussed under Public Transport below).
- Improved centre permeability through greater promotion of laneways for pedestrian access – consideration of lighting, sightlines and other safety aspects on links such as Granary Lane, Old Bakery Lane, Florence Lane, and other links between public car parking and Como Parade West in particular. Consider pedestrian desire lines between these lanes and Station entrances and plan appropriate pedestrian infrastructure accordingly.
- Design treatment needs to carefully consider the appropriate pedestrian priority and function, particularly desire lines to potential station access points, bus stops, carparking and new development sites, which are key activity generators. The design process may also consider potential for the public forecourt or public transport parking areas to perform a range of uses outside of peak periods of transport demand (ie weekends).

Bicycle Access and Facilities

Cycling is one of the most sustainable and efficient forms of transport. Providing a cycling network that provides safe and effective local access as well as through connections is integral to achieving a sustainable transport system that provides transport choice, improves access and enhances quality of life for local residents.

Given the station location and evidence that a high proportion of public transport users access the station by walking, a large proportion of those who drive to the station are likely to live within a comfortable local cycling catchment of up to 2km. Providing the infrastructure and support necessary to present cycling as a viable alternative to car travel to the station and wider activity centre is an important consideration.

The rail corridor pathway is currently the only route classified by VicRoads as forming part of the Priority Bicycle Network. Given the local road links to the Activity Centre, there is potential for greater emphasis to be given to cycle pathways providing local access to complement the rail corridor route more likely to service regional commuters.

Mentone Structure Plan (2009)

The Structure Plan seeks to maximise bicycle connections between activity centres and the foreshore by creating a new bike path along Mentone Parade, and creating a north-south path between the Mentone and Cheltenham Major Activity Centres. This is consistent with the intentions of the LXRA proposals. Other bicycle links are shown in Figure 6 above.

LXRA Proposals

The level crossing removal project presents opportunities to improve cycle access to and from Mentone Activity Centre. In particular, signalisation of the Balcombe Road/Como Parade intersection is an opportunity to provide improved local connections as well as a safer regional cycle pathway.

A new shared cycling and walking path is proposed along the eastern side of the rail corridor as part of the LXRA plans. The proposed new connections identified by Council along the rail corridor in the vicinity of the Station will provide opportunities to increase sustainable transport modeshare but must be accompanied by high-quality, safe and appropriate end of trip facilities and priority within the Station precinct.

Issues and Opportunities

- The proposed North-South pathway along the rail corridor is designated as a shared path on the LXRA plans. However, the extent of pedestrian demand for this route is not clear. Given the location of the path at the back of residential properties, and other alternatives on the local street network that may be more attractive to pedestrians, it may be appropriate to designate this as a cycling path only. This would also mitigate potential conflict and safety issues between path users.
- While some consideration has been given to the principle bicycle network for north-south regional and through bicycle access, improvements to local access to encourage a greater cycling modeshare for short trips to the centre or to access public transport require further consideration. This can be done by investigating actions to provide improved cycle facilities and access within 1km of the activity centre, such as on-street bicycle lanes and markings, cycle priority phasing at traffic signals, and any potential for dedicated off-street cycle infrastructure.
- Local access bicycle routes must be accompanied by high-quality, safe and appropriate end of trip facilities within the Station precinct and other areas generating highest demand, such as major employment and residential locations. There may be an opportunity to incorporate a commercial or social enterprise offering cycle-related services within the Station precinct to encourage local commuters and address barriers to cycling, such as access to secure facilities at public transport.

Public Transport

A good public transport system provides a viable and attractive alternative to private car travel beyond an immediate walking or cycling range. Public transport also provides a valuable community service through improving access for the elderly and people with limited mobility to travel to destinations, such as community centres or shopping centres, along with proven environmental and road network efficiency benefits.

While Mentone Station and the surrounding precinct is proposed to be improved, there are not currently any proposals for improved rail services or frequency, beyond greater timetable certainty offered through the Frankston Line level crossing removal project. The increased rail network capacity anticipated through the Melbourne Metro Rail project expected to be operational in 2026 may offer scope to increase service frequency on the Frankston Line. Mentone Railway Station is designated as a premium station and operates within Zone 2.

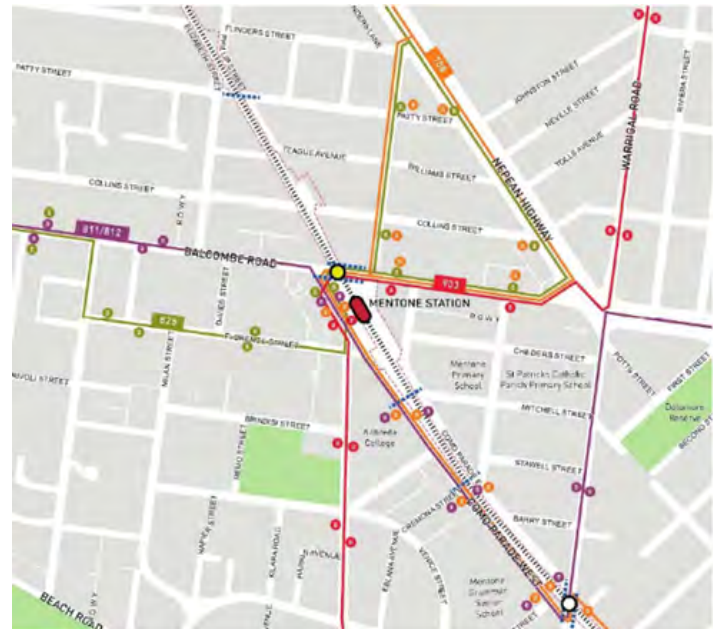


Figure 8 - Mentone Public Transport services

The Mentone Activity Centre has well developed public transport connectivity via the station and the local bus network. Local bus routes/services include the 811 Dandenong - Brighton via Heatherton Road and the 815 Dandenong - Noble Park and the 708 Carrum – Hampton (via Southland) and the 903 Smartbus Altona-Mordialloc as shown in Figure 8.

Structure Plan

The Mentone Transport Study (2011) study included consideration of alternative bus routing through the Mentone Activity Centre which was a concept developed by VicRoads in October, 2010. Figure 9 presents the alternative concept for the centre of Mentone.



Figure 9 - Alternative Bus routing in Mentone Activity Centre

The assessment of this proposal identified the need for a grade separated rail crossing as a major obstacle. At the time of assessment grade-separating this intersection was considered technically infeasible and cost-prohibitive while introducing a new level-crossing would likely require a variation to the planning standard.

However, with the opportunities now presented through the LXRA proposals to lower the rail line through Mentone, the proposal may be more feasible and revisiting the initial positive and negative impacts worthwhile.

The initial assessment in 2010 found positive impacts relating to:

- Public Transport Integration and Accessibility;
- Retail Parking; and
- Impact on urban quality through removal of buses from Como Parade.

However, there were also considered to be negative impacts in relation to:

- Traffic volumes on Davies Street
- Loss of commuter parking (which could be addressed through LXRA proposals)
- Impact of grade separation infrastructure on urban quality (addressed through LXRA proposal)

The potential benefits for public transport integration, centre access and amenity and pedestrian safety justify further investigation into a rerouting of bus services across the rail line south of the proposed new station. In the event this action is not pursued now, it may be prudent to construct any new station infrastructure with the capacity to support such an arrangement in future.

Level Crossing Removal Project

Station Design

The level crossing removal project proposes a new sunken Mentone station to be located to the south of the existing station site. The station will be designed as a premium station with primary access near the existing station buildings by way of a new concourse at the same level as the existing station building linking the commuter car parking supply on the east side of the corridor with Como Parade West. There is also potential for an additional entry/exit point further to the south at the Mitchell Street end of the platforms.

Bus Stops

The LXRA plans do not propose any changes to the current bus interchange area directly adjacent to the station on Como Parade West or stops on Balcombe Road or Florence Street.

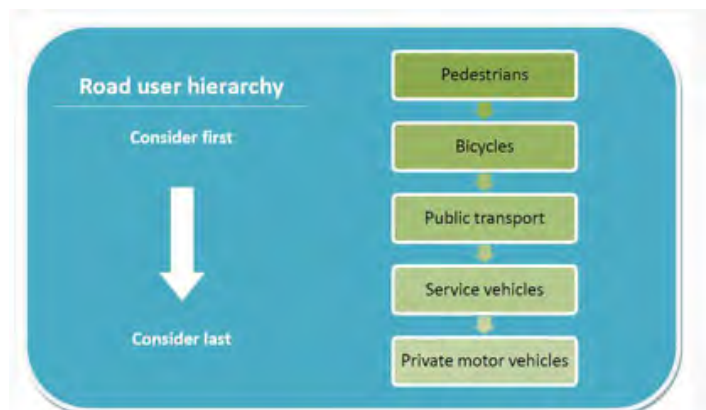
Issues and Opportunities

- The existing extensive bus stop/interchange area and timing point on Como Parade West from the intersection of Balcombe Road south adjacent to the station provides strong intermodal interchange between bus and rail for public transport users. However, the large amount of kerb space (approximately 75m on either side of the road) occupied by buses in a key location within the activity centre has significant impacts on local amenity and activity within this space. Investigation is required within the Framework Plan to providing an alternative location for bus stops within the activity centre, potentially on Mentone Parade and Como Parade West south of the intersection with Florence Street, or in a new facility as addressed in (ii) below. This would also allow the space currently occupied by buses to be occupied by alternative uses, such as wider footpaths for seating, public space or planting.
- There is potential to further investigate rerouting local buses to cross the rail corridor south of the proposed new station and incorporate a new intermodal interchange area near the proposed rail station southern entrance. This option was raised by VicRoads in 2010, and addressed in the Mentone Transport Study 2011 before the level crossing removal was proposed. The impact on car parking spaces and need for grade separation were identified as factors in the treatment not being recommended. Now that grade separation is occurring there is potential to investigate further through the Framework Plan process.
- Relocation of bus stops from the existing facility on Como Parade West provides an opportunity for bus stop location to support adjacent land uses through fostering movement pathways and forming key activity nodes within the Centre. Location of bus stops slightly further from the Station entrance may provide an opportunity to encourage pedestrian activity and greater land use activity along Como Parade or in other parts of the town centre.
- There is an opportunity with the level crossing removal project to consider the optimum walking and cycling catchment areas and to promoting active travel integration with public transport trips.

Vehicle Access

Given the ongoing emphasis on private vehicle travel to and within the town centre, issues of vehicle access will continue to form a key consideration for the future operation and development of the area. A key objective of the Structure Plan is to providing alternative solutions to an Activity Centre with an 80-year-old road network which no longer addresses the conflicts between vehicles and pedestrians.

To achieve the Structure Plan objectives it will be important to avoid conflict between vehicles travelling through and to the precinct and pedestrians and cyclists. This includes discouraging vehicles from circulating in areas of high pedestrian activity, while providing for centre function and recognising through traffic and local servicing requirements. It is recommended that the industry-standard road user hierarchy be adopted to guide decisions relating to transport mode priority. This hierarchy is included as Figure 10.



Source: Premier's Council for Active Living NSW (2010) adopted from Dept for Transport UK (2007), Manual for Streets.

Figure 10 - Recommended Road User Hierarchy

The Balcombe Road Traffic Investigation and Assessment (June 2017) made the following observations relating to the local road network:

- Approximately 1,200 vehicles per hour (both directions) crossed the Balcombe Road level crossing in the AM Peak and 1,500 vehicles per hour in the PM Peak.
- Volumes on Balcombe Road are higher to the east of Como Parade West than to the west.
- Approximately 700 vehicles per hour (both directions) use Como Parade West in the peak periods.
- Approximately 500 vehicles per hour (both directions) use Swanston Street in the AM Peak and approximately 600 vehicles per hour in the PM Peak.
- The percentage of heavy vehicles counted was low and was concentrated on Balcombe Road.

Mentone Structure Plan (2011)

The Structure Plan recognises the importance of reducing through traffic in the Activity Centre by re-examining the role that streets, including Commercial Road, could play in distributing non-visitors to the centre back to the arterial road network.

The Plan also proposed creating a new peripheral road network to promote a desired separation between spaces for cars and spaces for people that can return Como Parade West to pedestrian priority and the centre's 'village scale' can be reinstated. Transforming the intersection of Mentone Parade, Como Parade and Florence Street was considered important to encourage pedestrians to stop and celebrate Mentone's Heritage which is profiled at this junction.

The traffic and movement network included in the Structure Plan is shown in Figure 11 below.



Figure 11 - Traffic Movement shared space option (Mentone Structure Plan)

Level Crossing Removal Project

The Level Crossing Removal Project will bring major benefits for traffic priority associated with removal of the level crossing on Balcombe Road. In terms of vehicle access to the Station precinct, the LXRA proposes to retain access points to public transport parking from Balcombe Road, Station Street and Como Parade West.

Besides the removal of the Balcombe Road level crossing, the LXRA project proposals have included an investigation into future treatment of the Balcombe Road/Como Parade West intersection which is currently configured as a roundabout.

Mentone Renaissance

The impact of the Mentone Renaissance project also require further consideration throughout the preparation of the Framework Plan, the key elements of the project include:

- Closure of Florence Street between Mentone Parade and Como Parade West.
- Closure of Mentone Parade (southbound) between Florence Street and Como Parade West.
- Mentone Parade (northbound) between Florence Street and Como Parade West used by local trips only.
- Signalisation of the Balcombe Road and Davies Street intersection.
- The net result of these changes sees all Mentone Parade related traffic being redistributed to Davies Street using the signalised intersection at Balcombe Road and Davies Street.

Issues and Opportunities

- Based on the analysis and recommendations of earlier traffic modelling and transport assessment, it is recommended that the intersection of Balcombe Road and Como Parade West be signalised. This treatment would bring safety and access benefits for walking and cycling, whilst also improving traffic flow, reducing queuing and travel time and providing opportunities for bus priority at signals which would benefit public transport users.
- Careful planning of circulation and access points for public transport parking is required to promote access away from high amenity spaces within the Activity Centre. For example, encouraging access to public transport parking away from commercial areas where possible.

- The potential for rationalisation of off-street car parking and redistribution of bus stops away from the central focus point of the Activity Centre (or rerouting of services over the corridor south of the station) presents opportunities for reconfiguration of the road network to provide greater priority to pedestrians and uses of public space that can deliver improved local amenity, while still providing for vehicle servicing and access.
- The proposed closure of Florence St in front of Kilbreda Tower as part of the Mentone Renaissance project will have an impact upon vehicle access through the centre which requires further consideration within the Framework Plan.

Car Parking

The Structure Plan states that there is currently a total of 156 on-street car parking spaces in Mentone Activity Centre and a total of 654 car parking spaces including all off-street car parks. Parking studies indicate that carparking in the Activity Centre is utilised at approximately 70% capacity during the week between 10am-2pm and is only used at approximately 50% capacity on the weekend. On street car parking on Mentone Parade, Como Parade West and Balcombe Road is also under-utilised with average occupancy rates of 40% - 70% capacity, on both weekdays and weekends.

Appropriate levels of parking supply can also be an important factor in encouraging sustainable transport behaviour. However, an oversupply of carparking can result in detrimental impacts such as:

- Generate car travel demand causing congestion;
- Compete for valuable space both on and off-road;
- Have a significant impact on the environment and local amenity.
- Level Crossing Removal Project

The LXRA proposes to replace the existing 272 public transport parking spaces across 3 car parking sites (LXRA plans) in close proximity to the station. Due to the space requirements of the sunken rail alignment, the public transport parking is proposed to be replaced within a new multi-level (up to 4 storey) parking building located on VicTrack land adjacent to the intersection of Swanston Street and Balcombe Road.

Issues and Opportunities

- There may be an opportunity to relocate a portion of public transport parking to the Mentone Bowling Club on Station Street opposite the proposed new car parking building to enable improved amenity and open space around the station.
- It is not clear that the proposed level of commuter car parking is necessary or desirable for the centre. Although the LXRA has a policy of no net loss of commuter parking spaces, and Council has indicated a desire to increase car parking where possible, the priority given to providing for increasing levels of car parking and therefore traffic movement is not conducive to development of an attractive Activity Centre.
- Car parking surveys indicate potential for alternative uses for car parking space in times of lesser demand, for example during weekends and in the evening. The design process may also consider potential for the public forecourt and station precinct to perform a range of uses outside of peak periods of transport demand (ie weekends).
- Access to car parking should ideally be provided in areas peripheral to the activity centre to discourage through traffic in areas of highest amenity and activity.
- Anecdotal evidence would suggest that the public transport parking areas are often full or even over capacity (due to parking outside of marked bays). There may be significant potential to encourage a proportion of station users who may commute a relatively short distance to the station to consider alternative forms of transport such as walking, cycling or local bus services. This may either free up additional demand for commuters coming from further away, or allow space dedicated to car parking to be re-purposed over time.
- There is an opportunity to review the area of land dedicated to car storage and consider how some of this area could be converted to a use that better supports the development and success of the Activity Centre.
- The proposed construction of a multi-storey car parking facility on VicTrack land may provide opportunities to promote a mixed use commercial development that still provides a public transport car parking facility but is able to take advantage of the pedestrian activity generated by commuter movement.
- At least 300 station users will park in the Station car park each weekday. Underutilised off-street parking on the fringe of the centre provides an opportunity to relocate commuter parking and encourage commuters to walk through the centre and activate shops along the way.
- As the traffic access points will inevitably be used by pedestrians, consideration of safe, well-marked pathways free of obstructions along desire lines, with crossing areas and lighting as appropriate through the public transport parking area is recommended.

Public Transport and Traffic Considerations

This summary relates to the draft Urban Design Framework prepared by Hansen Partnership dated 19 October 2017.

Two options have been proposed for the future location of bus interchange within Mentone.

- Option 1 is a split facility on Como Parade West which retains all southbound bus service stops in the current location adjacent to the Railway Precinct gardens. Northbound services operating along Como Parade West (routes 811/812 and 708) are accommodated at a new stop location adjacent to the Mentone Renaissance public space, north of the intersection with Florence Street.
- The Smartbus 903 route would continue to operate along Mentone Parade with a new stop provided for northbound services on Como Parade West immediately north of the intersection with Mentone Parade.
- The proposed stop layouts are designed to allow interchange between all local services and access to the Rail Station via an upgraded signalised pedestrian crossing facility retained in the existing location.
- A new pedestrian crossing of Mentone Parade is recommended at the intersection with Como Parade West to ensure safe passage for pedestrians from the new northbound bus stop locations to the Rail Station and other bus services.
- This proposal removes northbound bus stops from the existing location outside businesses on Como Parade West. Summary of PTV Bus Operations response to proposed bus terminus Option 2.
- Option 2 for the bus terminus, provides interconnection and opportunities for interchange between all public transport services, including train and bus.
- PTV appreciates concern over impacts of the existing interchange location upon amenity within the town centre. However it is also important to keep in mind the activity associated with bus interchange in this area, and operationally the existing layout works very well.
- PTV are supportive in principle of a proposed north-east bus facility and running routes 811/812 and 708 down Como Pde East, provided a DDA compliant pedestrian link for school passengers is provided across the rail line in the appropriate location to allow safe and direct access to these key destinations. PTV have communicated a clear preference to avoid encouraging school passengers near the Warrigal Rd intersection. These requirements are reasonable and should be considered.
- If signalised, the Swanston St/Balcombe Rd intersection could provide appropriate access to the Station Precinct and interchange Option 2.

- The 903 Smartbus route is not able to access the proposed interchange site without deviating from the current route. PTV have a strong preference for 903 route to not be separated from interchange with other local routes.
- There is no desire orientation to re-route the 903 Smartbus down Como Pde West to Warrigal Rd due to issues with congestion at Warrigal Rd level crossing/intersection and potential major impacts on route timing.
- PTV would prefer to have Bus 903 cross through station precinct further north to link with North-east interchange site if possible. This would avoid 903 stops on shared space areas.
- Route 825 can be accommodated and rerouted if necessary – there is more flexibility for local route changes than for the 903 Smartbus.
- There was some concern expressed by PTV for the economic/business activity impact of moving all school and other users away from Como Pde West if retail and other commercial opportunities open around station precinct.
- The Proposed Option 2 is potentially problematic for articulated bus turning circles. In particular, the likely required left turn for southbound vehicles from the Como Parade Extension (bus interchange) into Station Street would require a redesign to this intersection.

Refer to table 1 (at the end of the report) for a comprehensive assessment of Bus Interchange Options.



Retain SmartBus route along Mentone Parade

Commuter Car Park

In relation to the proposed commuter car park structure above the railway lines south of the station we note the following:

- It is preferable for the upper levels of the car park to be accessed from both Como Parade West and Como Parade East.
- The at grade parking accessed off Como Parade West should not provide commuter parking unless access is provided to the remaining parking capacity at upper levels. At Grade Parking accessed off Como Parade West should be limited to higher priority users such as disabled parking spaces and short term parking provision.
- The design of the car park structure should accommodate future conversion to residential, institutional or office uses. This would necessitate floor to floor heights of typically 3.3m or similar.
- The access path from the commuter car parking facility to the station entrance would generate foot traffic along Como Parade West at peak times. This pedestrian activity may provide opportunities for local retail trade, in the event direct entrance to the station from the car park building is not provided.

Taxi ranks and Kiss & Ride

- The proposed location of the kiss and ride and taxi ranks near the north-east entrance to the station is considered appropriate.
- The location of the kiss and ride could also be contemplated to Como Parade East.

Bicycle Path

- It is proposed to extend a shared bicycle pedestrian path either along Como Parade West or Como Parade East.
- Where space allows it is considered best practice to separate cycling and walking paths for reasons of safety for both user groups. General VicWalks guidance is that shared paths are only appropriate where there will be less than 50 cyclists OR 100 peds/hr at peak times and for cyclists travelling at less than 20kph only.
- It is recommended that a dedicated cycle path is included along the rail corridor.
- The appropriate location for the path requires careful consideration when designing any new bus interchange facility.
- There may be some benefits in extending the bicycle path through the town centre to facilitate access by cyclists. Local access routes for cyclists into the Mentone Activity Centre should also be considered in conjunction with the regional access cycle path along the rail corridor.

On street Parking

- The potential removal of the bus interchange from its current location on Como Parade West provides opportunities to allocate this space to alternative uses which may better contribute to the amenity of the Activity Centre, such as footpath extensions and trading areas (ie street dining), vegetation and green space, or car parking where appropriate.
- Any provision of 60 degree angle parking on Como Parade West will depend largely on traffic volumes and demand. Reduced traffic volumes along Como Parade West may assist in safety considerations, and any new parking facility should be designed in accordance with Australian Standards and be subject to a safety assessment.
- There is sufficient off-street parking supply within the Mentone Activity Centre. Any additional on street parking should be allocated to short time controls to encourage turnover within the centre.



Opportunity for pavement extension to Mentone Parade

Street pavement

- Modifying street pavement can be an effective cue to reducing traffic speeds within activity centre environments. In combination with other traffic management measures such as narrowing lane widths, providing rumble strips or other control devices and street tree planting and careful placement of street furniture shared pedestrian and traffic spaces can be created.
- The relatively high cost of providing large areas of quality' pavement to road surfaces should be assessed in conjunction with the other measures that contribute to reduced car priority.
- Closure of Mentone Parade between Florence Street and Como Parade West to through traffic with the exception of the 903 Smartbus services, in order to improve pedestrian access and activity centre amenity, while still providing for traffic access via Florence Street.
- This section of Mentone Parade forms part of the 903 Smartbus route, and provides general traffic access between Balcombe Road and areas to the south (including many schools) via Como Parade West, including several schools.
- Earlier transport studies have found diversion of Mentone Road traffic to Florence Road is feasible, and will significantly reduce traffic volumes on the northern section of Como Parade West to the Balcombe Road intersection (although this will be somewhat offset by traffic diverting to Como Parade West as an alternative to Mentone Parade).
- There are no plans for the 903 Smart Bus to be diverted from the current Mentone Parade route, and consequently, should Mentone Parade be closed to northbound / southbound traffic between Florence Street and Como Parade West, the 903 Smart Bus would require continued access through this area. Given the 903 currently operates as a 15min service in each direction, it is not considered this would create an adverse impacts upon the amenity of the area adjacent to the Mentone Renaissance proposals. It is noted that PTV has a requirement the existing 903 SmartBus route is retained.

Other issues

- Limiting timetable delays is a significant consideration for PTV operations on all bus routes, but in particular the 903 Smart Bus. An alternative option for further consideration is retaining Smartbus stops on Balcombe Road, avoiding any additional running distance, or manoeuvring that would prove difficult for the articulated vehicles used on the 903 route.
- The provision of a signalised intersection at Como Parade West and Balcombe Road is preferable in ensuring a regulated traffic flow along Balcombe Road and Como Parade West. A signalised intersection will also present a safe option for pedestrians and cyclists (over the existing roundabout) both at the intersection, and through platooning of the traffic, further south opposite the station entrance and the renaissance plaza.
- A signalised intersection can be effective in prioritising bus movements over other traffic, and promoting the most efficient use of road space.

Conclusion

A design proposal that accommodates the commuter traffic to the south, retains parking capacity for cars and small service vehicles and relocates the bus interchange in either of the two proposed bus locations would contribute to an improved traffic and transport outcome for Mentone. Further detailed design investigations are required for issues around car park access, articulated bus turning, bicycle lanes and road closures. Ultimately, it is important to ensure that the design decisions implemented with respect to transport and traffic are made in the context of improving the overall visitor access and experience within the Mentone Activity Centre

Table 1: Mentone Bus Interchange Option Assessment

Bus Operation considerations	Interchange Location Option Assessment		
	Option 1 – Como Parade West split facility	Option 2 – North East of precinct	Option 3 – Existing Interchange
Safety for pedestrians and PT users	<p>Option 1 is a split facility on Como Parade West which retains all southbound bus service stops in the current location adjacent to the Railway Precinct gardens. Northbound services operating along Como Parade West (routes 811/812 and 708) are accommodated at a new stop location adjacent to the Mentone Renaissance public space, north of the intersection with Florence Street.</p> <p>The northbound 825 stop would be located on Mentone Parade between Florence Street and Como Parade West.</p> <p>Como Parade West would remain open to through traffic. This creates potential for conflict between pedestrians and vehicles, even with the provision of formal pedestrian crossing facilities.</p> <p>It is recommended a new formalised pedestrian crossing of Mentone Parade at the intersection with Como Parade West is provided to ensure safe passage for all pedestrians in the area.</p>	<p>With the exception of potential 903 SmartBus stops on Balcombe Road, the bus interchange is located in a separate off-street facility. Bus passenger activity would therefore be contained within the station precinct, creating a controlled, safer environment.</p> <p>PTV have communicated a clear preference to avoid encouraging school passengers near the Warrigal Rd intersection, which may be a result of diverting services down Como Pde East.</p>	On-street interchange.
Conflict with other modes	<p>The interchange would be located on-street, and Como Pde West would remain open to through traffic, including cyclists. This creates greater potential for conflict between buses, local traffic and pedestrians than Option 2.</p> <p>It is recommended that Mentone Parade and Como Parade West are designed as low-speed traffic environments within the activity centre. A design speed of 30kph within the Activity Centre would be appropriate to promote safety for all users.</p>	<p>The interchange is in a controlled off-street facility, minimising potential conflict with other transport modes.</p> <p>PTV do not favour kiss and ride or other car traffic mixing with bus paths in interchange.</p> <p>A bicycle pathway could be accommodated with appropriate design and separation.</p> <p>Further design consideration is required for potential PT car parking access at south end of bus path near intersection with Como Pde East/Station St.</p>	On-street interchange.

Consolidated interchange for all services	The northbound 903 SmartBus stop would remain located on Mentone Parade, separated from southbound services and other local northbound services. The proposal spreads the bus interchange over approximately 150m along Como Parade West.	903 SmartBus separated from other services by Balcombe Road and pedestrian crossing. Further consideration required on if this is acceptable from TfV/PTV perspective.	All buses in consolidated interchange.
Intermodal interchange	The proposed stop layouts are designed to allow interchange between all local services and access to the Rail Station via an upgraded signalised pedestrian crossing facility retained in the existing location.	PTV preferred option - provides better interconnection and opportunities for interchange between all public transport services, including train and bus.	PTV considers the existing interchange to work well from an operationally perspective.
Connection to local businesses/ Activity Centre	This proposal provides for strong connections to local businesses by retaining kerbside stops along Como Parade West and Mentone Parade, and keeping the bus stops and associated pedestrian and user activity within the existing commercial hub.	Concern for the economic/business activity impact of moving all school and other users away from Como Pde West if retail and other commercial opportunities open around station precinct.	PTV appreciates concern over impacts of the existing interchange location upon amenity within the town centre. However also important to consider the business activity associated with bus interchange.
Improved local amenity in Activity Centre	The relocation of northbound services from in front of businesses on the northern extent of Mentone Parade to a location adjacent to the Mentone Renaissance project on Como Parade West would largely address the amenity impact of bus stops within the activity centre.	Both proposed options remove buses from kerbside locations adjacent to local business, improving amenity of Activity Centre.	
Minimise service disruption/ change – including bus running time and distance.	This option would not add any additional running time or distance to any of the bus services. All services would remain on existing routes.	PTV are supportive in principle of a proposed north-east bus facility and running routes 811/812 and 708 down Como Pde East, provided a DDA compliant pedestrian link for school passengers is provided across the rail line in the appropriate location further south to allow safe and direct access to key school destinations. This option provides the opportunity for buses to 'loop around' through the new interchange and Station Street, a total additional running distance of approximately 350m. This additional time and running is not desirable for the 903 SmartBus service, but may be an option for further consideration for local services if required.	

Retain existing 903 SmartBus route	The Smartbus 903 route would continue to operate along Mentone Parade with a new stop provided for northbound services on Como Parade West immediately north of the intersection with Mentone Parade.	Closure of Florence St between Mentone Pde and Como Pde West prevents any opportunity for the 903 to cross the rail corridor on any future proposed rail decking, if this was deemed appropriate. Route 825 can be accommodated and rerouted if necessary – there is more flexibility for local route changes than for the 903 Smartbus.	
		The 903 Smartbus route is not able to access either proposed interchange site from the current route on Mentone Parade. PTV preference to not have the 903 SmartBus route separated from interchange with other local routes.	
Accessibility for buses – including geometry	All buses would access stops at the kerbside, provided bus stop design standards are implemented there are no anticipated access issues.	If signalised, the Swanston St/ Balcombe Rd intersection would provide appropriate access to the Station Precinct and interchange. The Proposed Option 1 is potentially problematic for articulated bus (as currently used on the 903 SmartBus route) turning circles. In particular, the likely required left turn for southbound vehicles from the Como Parade Extension (bus interchange) into Station Street requires further design investigation. The potential location of SmartBus stops on Balcombe Road would mitigate this issue.	
Summary	<p>Option 1 retains all southbound services in the existing location and provides direct, safe access to the proposed new Rail Station. The relocation of northbound services to three separate locations on Mentone Parade (825), and two locations on Como Parade West (903 and 811/812/708) addresses some of the existing amenity impacts within the centre, but creates issues for effective and safe passenger interchange, wayfinding and access. However, provided safe, controlled pedestrian crossing points are provided on desire lines between the interchange points, and pedestrian priority is provided where possible it may be an effective compromise. This layout and operational requirements require further discussion and feedback from PTV and TfV.</p> <p>Option 2 provides a largely consolidated off-street interchange in close proximity to the proposed Rail Station entrance, and addresses the key amenity impacts created by having bus stops kerbside on the western side of Como Parade West. This option also creates some operational disruption and requires further discussion with PTV and TfV to determine feasibility.</p>		



APPENDIX 2

Economic Background & Considerations

This summary report outlines the economic issues relevant to the Mentone Urban Design Framework (UDF) project, currently being undertaken by a consultant team led by Hansen Partnership on behalf of the City of Kingston.

The purpose of this summary report is to provide a high-level overview of the economic and land use opportunities for the immediate surrounding area that are associated with the planned level-crossing removal.

A review of the economic considerations of various 'emerging ideas' presented by Hansen at the Mentone Workshop held on 23 August 2017 is also provided.

Mentone Activity Centre – Focus Area

The planned level-crossing removal along Balcombe Road is one of the key drivers of the Mentone UDF project and, as such, the Mentone UDF focuses on a closely defined area around the Mentone Station precinct. The focus area for the UDF is shown in Figure 1 and includes land adjoining Balcombe Road and Como Parade.

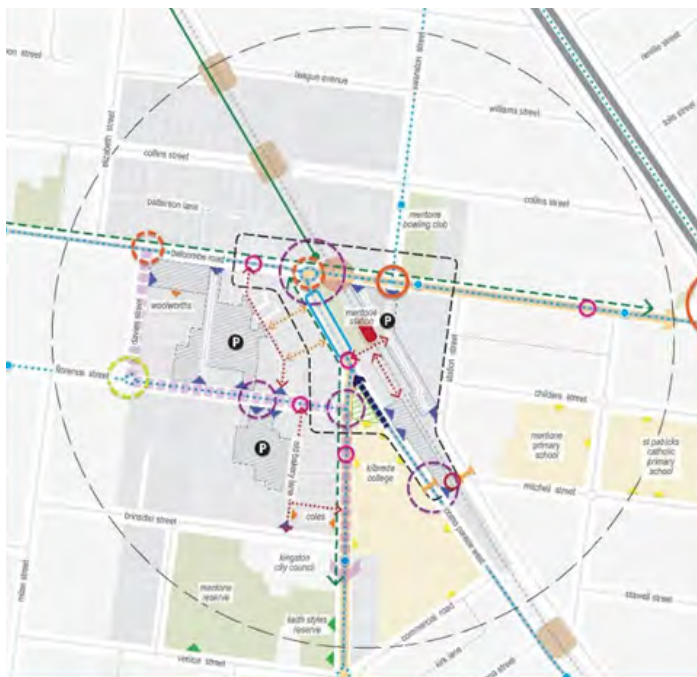


Figure 1: Mentone UDF – Focus Area

Mentone Activity Centre Overview

Locational Context

The Mentone Activity Centre is located in the City of Kingston, approximately 29km south-east of the Melbourne CBD. Mentone is prominently situated on the Frankston Train Line, which is one of the most heavily patronised lines in Melbourne.

The Frankston Line provides access to the Melbourne CBD and the many activity centres that operate along the rail corridor. The Nepean Highway runs parallel to the Frankston line and operates as the main non-toll route into the CBD for residents of the south-eastern corridor.

Well-established residential areas surround the activity centre, which have been subject to demand for medium- and higher-density residential developments. Mentone is a well sought after residential location and is well-serviced by the many schools in the surroundings.

Activity Centre Role & Function

Mentone is an attractive neighbourhood activity centre built around the historic train station and adjoining gardens which are maintained by a volunteer group of local residents. The centre is family-friendly and has a relaxed atmosphere during school hours.

The Centre is anchored by two major supermarkets (Woolworths and Coles) and provides neighbourhood-level retailing to the surrounding area. The presence of the two supermarkets enables the centre to capture turnover from a wide trade area; however, both supermarkets are considered to be out-dated models and in the case of the Coles, under-sized. Strip-based retailing occurs throughout the centre, with Como Parade West considered to be the primary location for speciality retailing. Smaller laneway-style cafes and retailing options have been pursued by Kingston City Council in areas such as Granary Lane.

A variety of cafes and restaurants are located throughout the centre providing a variety of cuisines. Despite the availability of two full-line supermarkets, the Sciclunas Real Food Grocer provides a niche grocery and liquor offering. Sciclunas has been operating for over 45 years in Mentone and has a very loyal following in the community. In general terms, the centre is considered to be successfully performing its role as neighbourhood centre. The centre does not appear to have a vacancy issue and this is one indicator of its overall positive health.

Centre Catchment

The catchment served by the Mentone Activity Centre is shown in Figure 1. The catchment area takes into account the location and role of competing centres, centre accessibility, travel to work data, public transport availability and natural barriers to movement throughout the precinct.

Population Trends

The Mentone Activity Centre serves a catchment population of more than 42,000 persons in 2016. This is considered to be a significant sized catchment population for a neighbourhood centre. While Thrift Park Shopping Centre and Beaumaris activity centres also share parts of the identified catchment, Mentone is considered to be the larger centre in this broader area and provides a greater range of retailing and non-retailing services.

The population in the Mentone Catchment Area has increased at a rate of approximately +1.5% per annum over between 2011 and 2016, as shown in Table 1. This rate of growth is less than the average for Greater Melbourne; however, it is considered to be a relatively strong rate of growth for a well-established residential area. Infill residential development has been the major source of population growth.

Population	2006	2011	2016
Catchment Population	37,450	39,350	42,420
Average Annual Growth (no.)	-	+380	+610
Average Annual Growth (%)	-	+1.0%	+1.5%
Average Annual Growth - Greater Melbourne (%)	-	+1.9%	+2.3%

Table 1. Mentone Catchment Area Population Trends, 2006 to 2011 (ABS ERP 2016)



Figure 2: Mentone Catchment Area

Demographic Characteristics

The demographic characteristics of residents living in the Mentone Catchment Area are shown below in Table 2. The main characteristics are summarised below:

- A smaller percentage of people aged 20-34 years (15.8%) compared with the Greater Melbourne average (23.7%). A higher share of the Mentone population is aged 70+ years (13.2%) compared with the Greater Melbourne Average (9.6%).
- 32.4% of the Mentone CA population have a weekly income of \$1,250 or more making it a considerably higher income area compared to the average for Greater Melbourne (24.9%).
- A higher share of the population in the Mentone CA are Australian Born (74.1%) compared with the Greater Melbourne Average (63.8%).
- Home ownership is high (38.1%) compared to the Greater Melbourne average (31.2%) and rental accommodation is low (24.6% c.f. 30.2%).
- Despite being a sought-after location for families with school-aged children, the share of 'couple families with children' in the Mentone Catchment Area is similar to the Greater Melbourne average.

Category	Mentone Catchment Area	Greater Melbourne
Age Structure		
0-9 years	11.5%	12.6%
10-19 years	12.4%	11.7%
20-34 years	15.8%	23.7%
35-54 years	29.4%	27.3%
55-69 years	17.8%	15.0%
70+ years	13.2%	9.6%
Share of persons with a weekly income of \$1,250 or more	32.4%	24.9%
Share of population Australian born	74.1%	63.8%
Dwelling Structure		
Separate house	57%	66%
Medium density	41%	26%
High density	1%	7%
Other	1%	1%
Tenure Type		
Owned outright	38.1%	31.2%
Owned with a mortgage	36.1%	36.8%
Rented	24.6%	30.2%
Other	1.2%	1.8%
Household Type		
Couple family with no children	25.2%	24.2%
Couple family with children	35.2%	35.4%
One parent family	9.3%	10.6%
Other family	1.0%	1.5%
Lone person household	27.0%	23.2%
Group household	2.3%	5.0%

Table 2. Demographic Characteristics of Mentone Catchment Area Residents, 2016 (ABS 2016 Census of Population and Housing)

Economic Considerations

General Centre Considerations

An overview of general consideration in relation to the Mentone Activity Centre is provided below:

- Major anchor tenants: Mentone is anchored by Coles and Woolworths supermarkets. While both stores are well patronised, they are also out-dated and require re-investment. The Coles supermarket in particular is small and dated, requiring significant investment for refurbishment; however, limited opportunities exist to expand the store beyond its current footprint. Despite this, the demand for market share is likely to prevent the supermarket from closing in the foreseeable future.
- The presence of two supermarkets is considered to be a competitive advantage of the centre, attracting customers from further afield; however, with the development (or expansion) of supermarkets further afield (e.g. Thrift Park Shopping Centre), Mentone will need to continually evolve in order to remain a popular neighbourhood centre.
- Mentone Renaissance: The 'Mentone Renaissance' project has brought a renewed focus to the centre. The development of a new restaurant and public piazza has the potential to revitalise the south-eastern part of the centre.
- School Traffic: The traffic provided by the week-day school pick-up and drop-off also assists the centre's local economy, as parents and school-aged children shop during these periods. Approximately 6000 students pass through the Activity Centre each day (3000 morning + 3000 afternoon). However, their spending is limited and does not justify a dedicated retail offer. The presence of school students does contribute to the overall level of spending in the town centre, which is best regarded as 'icing on the cake' in terms of total retail spending. The students do contribute to the overall vibrancy of the activity centre, in particular, immediately after the daily school closure.
- Amenity along Como Parade West: The amenity for retailers along Como Parade is negatively impacted by the presence of buses located directly outside the train station. Removal of the buses would contribute to an improved pedestrian environment which would likely be translated to an increase in retail spend.
- Desirability of Location: Due to the catchment of quality schools in the Mentone area, residential land prices are relatively high as this is a desirable location for families with school-aged children. Ease of access to schools and work is provided by the train line and bus routes that run through Mentone.
- Mentone had a median house price of \$959,000 in 2016 (Valuer General, A Guide to Property Values, 2016), which is sufficient to stimulate developer and market interest in apartment development, and this is evidenced by a number of apartment projects currently under-construction in the area.

- **General performance:** The centre is considered to be performing reasonable well; however, like all centres, Mentone will need to continually evolve to remain competitive and meet the expectations of the surrounding community.
- **Development and Infill Opportunities:** Several development and infill opportunities exist in and around the Mentone Activity Centre. In general terms, apartment or shop-top dwellings throughout the centre would be considered favourable from a market perspective. Opportunities for retail or commercial development should be focused on areas to the west of the train line. Any commercial or retail development is likely to be focused on providing for businesses with a local service offering.
- **Level Crossing Removal Project:** The level crossing removal project will provide opportunities for the revitalisation of the train station precinct and the broader Mentone Activity Centre. The project has the potential to improve amenity and traffic flows and to open-up new areas for development and/or areas for community use.

Framework Considerations

The Draft Urban Design Framework invites a number of opportunities to employ initiatives that will enhance the economic performance and vitality of the Mentone Activity Centre. These can be summarised as follows:

Open space provision

Each emerging idea provides for areas of open space fronting Balcombe Road. Quality open space has the potential to contribute positively to the overall amenity and level of activity in the centre, while also encouraging people to spend more time in the area. This has positive implications for retailers and businesses in general. However, it is important that the expanses of open space provided are not too large whereby they give the impression of an 'empty' space.

Introduction of a 'boutique' building

A boutique building fronting both Balcombe Road and the public open space provides an opportunity for an 'iconic' retailer (in particular food and beverage) to add to the retail offer and profile of Mentone. It will also contribute to the activation of the open space contributing to an environment perceived as safe and inviting. The boutique building will assist in avoiding the impression of 'empty space' which can be an economic deterrent. This location represents a 'special development opportunity', well suited for a mixture of uses, including, community, co-work spaces or residences at the upper levels.

Optimising development opportunities through locating of car parking to the south of the station

Existing carpark land in the north, fronting Balcombe Road and the public open space is ideal for expanding the area of the Mentone Gardens. A boutique building in this location is preferred for retail and other uses compared with existing car park land south of the station. Locating commuter car parking to the south of the station optimises the potential of this land for commercial and retail uses as well as providing the expanded Mentone Gardens. The new commuter car park will be either multi-deck car parking on established land or a 'deck' constructed over the railway corridor. Site and cost constraints will inform the preferred approach.

Removing queues of buses along Como Parade West will improve amenity for retailers and visitors to Como Parade

Locating bus interchanges and stops so that they reduce queues of buses along Como Parade West would improve amenity for businesses and customers along Como Parade West.

Concern regarding over-supply of retail/commercial space

The draft UDF presented only limited areas for the development of retail and/or commercial space. It is envisaged that this development would not lead to an over-supply of retail or commercial space in the centre.



View of future Piazza and Renaissance Café.



Existing Mentone Gardens may be increased in area



APPENDIX 3

Background Analysis

Planning Policy Context

A range of State and Local planning policies, plans and reports are relevant to the planning, development and management of Mentone Activity Centre. The following is a brief summary:

State Planning Policy Framework

State Planning Policies are the overarching policies that relate to the use of land and its development throughout Victoria. At a principle level the State Planning Policies aim to implement the key strategic aims found within the current policy document, Plan Melbourne. The State Planning Policy Framework (SPPF) covers issues of State importance that address settlement planning, residential development, environmental and landscape values, natural resource management, built environment and heritage, housing, economic development, transport and infrastructure.

Clause 11.06 (Metropolitan Melbourne) provides planning policy guidance for Metropolitan Melbourne with specific reference to place and identity. This policy seeks to improve the design quality of public spaces and support the creation of distinctive and liveable places.

Clause 15 (Built Environment & Heritage) of the SPPF sets out principles that guide positive built environment and heritage outcomes. These principles provide the foundation for the recommendations of this project and seek to “create urban environments that are safe, functional and high quality with a sense of place and cultural identity.”

The responsiveness of development and planning to a particular location and site context of an area is of key importance. The clause encourages the protection and enhancement of key landmarks and vistas, and places of heritage significance. Architectural and landscape architectural quality is also emphasised as an important factor in new development in existing urban areas. Additional objectives include design of places and spaces to ensure and support community safety and the protection of ‘neighbourhood character’.

Local Planning Policy Framework

The Municipal Strategic Statement (MSS) identifies the regional context of the municipality and provides the strategic vision for the land use and development of Kingston. It identifies the key policies and objectives through which this vision is to be achieved, in particular how relevant State level policies are to be implemented within the municipality.

The MSS, through the Strategic Land Use Framework Plan (Clause 21.04) identifies Mentone as a Major Activity Centre and an area where increased housing density is promoted both within the Centre and immediate area to the north and south, which is reinforced by the findings of the City of Kingston Housing Population Report (May 2014).

Other relevant MSS policies comprise:

- **Clause 21.06 (Retail and Commercial Land Use)** identifies Mentone as a Major Activity Centre which seeks to encourage entertainment uses and reinforce the Centre’s edges through new development to the periphery.
- **Clause 21.11 (Open Space)** provides policy in relation to open space, recognising the need for Kingston to implement flexible, multi-functional open space areas which are able to be adapted to meet changing user needs. This includes highly accessible pedestrian and bicycle trails to connect residential, commercial and industrial land to open spaces. Further, this policy encourages the siting of open space along public transport routes and in conjunction with schools, designed to maximise community safety and surveillance.
- **Clause 21.12 (Transport and Movement)** provides strategic objectives in relation transport, movement and access with a clear emphasis on providing public transport, pedestrian and cycle systems within activity Centre’s to ensure equitable and safe municipal-wide transit network.
- **Clause 21.13 (Heritage)** provides strategic direction in relation to heritage, ensuring new development does not adversely affect the significance of heritage places and areas and instead contributes positively to heritage values.
- **Clause 22.15 (Outdoor Advertising Signage Policy)** identifies the importance advertising signs forming part of commercial activity. This policy provides guidelines for the location, design, size and layout of advertising signs to ensure its compatibility with surrounding context and character.
- **Clause 21.16 (Heritage)** seeks to protect and manage heritage places. It provides strategic direction to enhance and manage heritage assets within the municipality.

Zones

The Mentone Activity Centre is located within the Activity Centre Zone (ACZ2). The purpose of the zone is to encourage a mix of uses and intensive development as a focus for business, employment, housing, leisure and community facilities as well as to support sustainable urban outcomes that maximise the use of public transport and infrastructure.

The Activity Centre Zone for the Mentone Activity Centre has four main purposes:

- To encourage a mixture of uses and the intensive development of activity Centre's as a focus for business, shopping, working, housing, leisure, transport and community facilities and to support sustainable urban outcomes that maximise the use of infrastructure and public transport.
- To deliver a diversity of housing at higher densities to make optimum use of facilities and services.
- To create through good urban design an attractive, pleasant, walkable, safe and stimulating environment.
- To facilitate the use and development of land in accordance with a Development Framework for the Centre.

Schedule 2 of the Zone outlines the preferred building heights within the Activity Centre. The Focus Area is primarily located within Precinct 1 which nominates maximum preferred building heights between 2 and 4 storeys. The precinct guidelines seek to ensure new built form maintains the fine grain village character and protects existing heritage elements through recessive upper levels and contemporary design responses.

The Activity Centre Zone Schedule 2 is guided by the implementation of the Mentone Activity Centre Structure Plan (2011).



Figure 11. Planning Zones

Overlays

The Mentone Activity Centre is subject to a number of site specific and precinct based Planning Overlays which guide the use and development of the land.

The Heritage Overlay (HO) identifies sites of Local, Regional and State heritage significance (Victorian Heritage Register) and is used to protect places that have heritage value. The purpose of the HO is to conserve and enhance heritage places and ensure that development does not adversely affect the significance of heritage places. The Mentone Activity Centre comprises a number of site specific Heritage Overlays, including;

- HO58: Bakery Building at Granary Lane;
- HO59: Real Estate Agents at 48 Como Parade West;
- HO63: Shop (Former State Savings Bank) at 44 Florence Street;
- HO64: Comber's Buildings at Mentone Parade and Florence Street;
- HO65: Kilbreda at 118 Mentone Parade;
- HO66: Charles Ferguson Museum at Old Bakery Lane;
- HO106: Mentone Railway Station and Gardens;
- HO113: Abbott Buildings at 133 Mentone Parade; and
- HO116: Former ES&A Bank at 36 Como Parade.

The Environmental Significance Overlay (ESO3) applies to land within the forecourt of the Mentone Railway Station forecourt. The purpose of the overlay is to protect and enhance trees that have been identified as being significant and to minimise the adverse effects of development and works on the condition of those significant trees. The significant trees include a Norfolk Island Pine and Two Canary Island Date Palms sited at the entry to the Station building. These trees are identified in the City of Kingston Register of Significant Trees, May 2007.

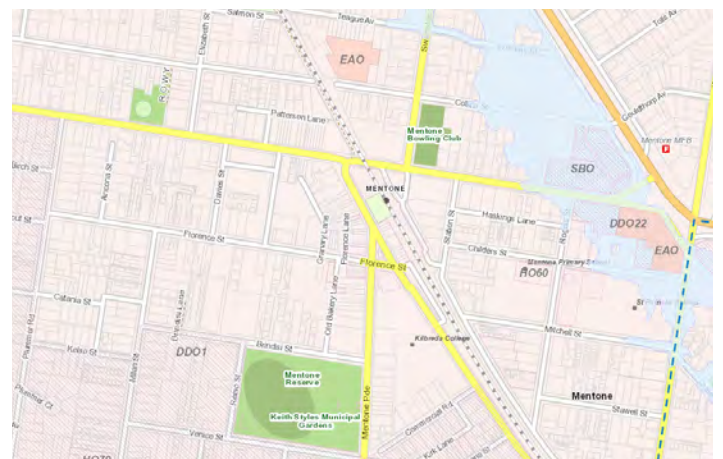


Figure 12. Planning Overlays

Relevant Council Strategic Documents

To gain a comprehensive understanding of Council's adopted strategic projects and the potential impact of the proposed level crossing removal project on Council's future ambitions for Mentone Activity Centre, a review all relevant studies and strategies is outlined below.

This was completed as a desktop review and later informing analysis mapping, focusing on supportable initiatives, information gaps for clarity and issues that should be addressed via the preparation of the Urban Design Framework. The following reference documents are considered most significant to guide the key directions of the Urban Design Framework:

1. The Mentone Renaissance (2014)
2. Mentone Activity Centre Structure Plan (2011)
3. Final Mentone Transport Study (2011)
4. Kingston Open Space Strategy Update (2012)

The Mentone Renaissance (2014)

The Mentone Renaissance project is a key Council initiative for Mentone, following on from the adoption of the Mentone Activity Centre Structure Plan. This work identifies key public realm and major works projects for Council investment to support a vibrant Activity Centre and meet the community's long term vision for Mentone. The key objective of The Mentone Renaissance project is:

'Enhancing the beauty of Mentone, celebrating its past and capitalising on its role as a significant centre of activity.'

The projects seek to achieve the outcomes of the Mentone Activity Centre Structure plan in order to deliver:

- A Mentone where people come to spend leisure time, to eat, to shop and do business.
- A Mentone that works for all modes of transport.
- A Mentone that is safer and pedestrian friendly.

The following table outlines the key projects and status forming part of The Mentone Renaissance:

Project	Status
Public realm improvements	
Closure of Florence Street at Mentone Parade intersection.	Completed (July 2016)
Creating a new piazza at the historic triangle site.	Design Tender Issued (June 2017)
Installation of a new public toilet in the Coles car park.	Current
Removal of mosaic public toilet	Current
Traffic improvements	
Balcombe Road Level Crossing Removal	Current (Completion 2018)
Diverting through traffic away from the station area through a more efficient route via Davies Street, Florence Street and Mentone Parade.	Ongoing investigations
Relocating the bus stops from in front of the shops on Como Parade and adding parking.	Ongoing investigations as part of UDF.
A new roundabout at Davies and Florence Street intersection.	Completed (September 2016)
Indented street parking on the Woolworths side of Davies Street.	Completed (2017)
Davies Street /Balcombe Road intersection upgrade (signalisation).	Commenced (May 2017)
Reduce speed limit to 40km/hr within the Activity Centre.	Ongoing investigations as part of UDF.
Review of car parking within Activity Centre.	Current
Pedestrian safety improvements for school students.	Ongoing investigations as part of UDF.
Land use and activity upgrades	
A new privately owned and operated restaurant at 48 Como Parade (triangle building)	Works Commenced (July 2016)

Based on the above review, there remain several projects not yet initiated by Council and will be significantly influenced by the level crossing removal project. These projects include the proposed Town Piazza to the forecourt of Kilbreda Tower and the relocation of the bus interchange away from the fine grain village. The planning, design and implementation of these projects should be coordinated in conjunction with the design of the new station and associated public open space to maximise pedestrian safety and movement through the Activity Centre and surrounding the station precinct.

Mentone Activity Centre Structure Plan (2011)

The Activity Centre Structure Plan seeks to provide an integrated response to the change envisaged for the Centre over the next two decades. This document follows on from work undertaken by Council through The PLAN project.

The Structure Plan identifies the following overarching vision for Mentone:

‘To enhance the beauty of Mentone by celebrating its past whilst capitalising on the role it now plays as a significant Centre of activity.’

The key objectives for the Mentone Activity Centre can be summarised as;

- Protecting and enhancing the past by focusing on further profiling the distinctive heritage characteristics of Mentone by finding creative ways to uncover the heritage fabric, Retaining key vistas to existing significant buildings and critically intervening in managing built form through development controls and traffic management.
- Projecting a future for Mentone which recognises significant land parcels within the centre, the limited role much of the surrounding residential areas to the west are likely to perform in relation to future housing; The benefits of activating retailing along public laneways; the lack of contemporary public spaces; the interface of multi-storey buildings with established residential areas; and the importance of environmentally sustainable design and innovation for larger scale developments.
- To intervene and influence the functioning of the centre by prioritising pedestrian experience and safety, providing alternative solutions to the old road network accommodating cohesive vehicle and pedestrian movement, rationalising car parking while retaining village qualities and promoting sustainable modes of transport to and from the centre.

The Structure Plan sets out the following key initiatives which are relevant to the Level Crossing Removal Project:

Project	Relevance
Traffic Movement & Parking	
Development of 3 parking stations including 1 to the east of the railway line and 2 adjacent to the retail core.	<i>Opportunity for multi-decked car parking options in associated with LXR.</i>
Creation of a new road network from Brindisi Street to Balcombe Road providing access to parking stations.	<i>Opportunity to redirect vehicle traffic away from the station.</i>
Creating a peripheral road network – to clearly distinguish pedestrian and vehicle movement and establish Como Parade West to a pedestrian priority space.	<i>Opportunity to enhance the village feel of the Activity Centre surrounding the station.</i>
Transform intersection of Mentone Parade, Como Parade and Florence Street to provide pedestrian oriented slow points which celebrate surrounding built form heritage.	<i>Opportunity to establish clear views to station and gardens.</i>
Pedestrian & Bike Movement	
Maximise bicycle connections between activity centres and the foreshore through the implementation of a new bike path along Mentone Parade and a north-south path between Mentone and Cheltenham Activity Centres.	<i>Opportunity for station to establish clear cycle connections from all directions.</i>
Old Bakery Lane and Granary Lane to become a major pedestrian connection incorporating active frontages as well as new pedestrian links along laneways.	<i>Opportunity to provide critical pedestrian links to station while enhancing village character.</i>
Quality Public Space	
Informal seating, landscape and public art to be incorporated into laneways.	<i>Opportunity to improve public realm connections to station.</i>
Create a landscaped entry to the east of Mentone Station.	<i>Opportunity for LXR to enhance gateways to Activity Centre.</i>
Identify a site north of Balcombe Road for a local playground.	<i>Opportunity for Mentone Gardens to provide play spaces.</i>
Convert road reserve in front of Kilbreda Tower and heritage island into a shared space incorporating a roundabout with reduced carriageway widths to facilitate transition of road priority from vehicle to pedestrian movement.	<i>Opportunity for Piazza to establish clear pedestrian connections to station entries.</i>
Road treatments to include removal of kerbs and textured road treatment.	<i>Opportunity to enhance the village character and improve pedestrian connections to station.</i>
Facilitate better pedestrian connections to retail buildings to the east of the triangle.	<i>Opportunity for stronger east-west pedestrian connections from station to Activity Centre.</i>

The Structure Plan also outlines built form and streetscape initiatives for the Activity Centre. It is considered that new built form should reinforce the profile of existing heritage forms while establishing a contemporary architectural approach and maintain an intimate pedestrian scale to the public realm. Key strategies with regard to new built form include;

- Maintain key view lines to iconic buildings including the former Coffee Palace, Mentone Station, Abbott and Comber's Building and Estate Agent Building.
- Larger land parcels behind main street network to accommodate more mixed use substantial built form
- Provide pavement and landscape improvements along Mentone Parade and Como Parade West.
- Redefine laneway fabric to create an activated experience;
- Minimise overshadowing to key public areas.

Based on the above review, the objectives and initiatives of the Structure Plan remain highly relevant and form an integral component of the Urban Design Framework. Many of the initiatives may be refocused to respond to the level crossing removal project, ensuring the efficient operation of the new Mentone Station, maximising pedestrian connections throughout the Activity Centre and coordinating public realm within the station precinct and broader Focus Area.

Based on the above review, the objectives and initiatives of the Structure Plan remain highly relevant and form an integral component of the Urban Design Framework. Many of the key initiatives may be refocused to respond to the level crossing removal project, in particular the location of commuter car parking, bicycle connections to the station and the location or upgrade of public open space. Coordination these Structure Plan initiatives with the level crossing removal provides opportunities to ensure the efficient operation of the new Mentone Station for commuters, residential and school students in line with Council's adopted ambitions for the broader Activity Centre.

Final Mentone Transport Study (2011)

This report seeks to assess alternative road network for the Mentone area in response to the Draft Mentone Structure Plan. The table below outlines the key recommendations;

Project	
Implementing a bus lane concept along Mentone Parade between Florence Street and Como Parade West.	To be considered as part of UDF
Implement a part road closure of Florence Street between Mentone Parade and Como Parade West for a pedestrian zone.	Completed
Establish a peripheral road network to deter car access between the main street and station precinct.	Ongoing
A signalised intersection at Balcombe Road / Como Parade West would provide a more effective solution than both the existing configuration and the alternate roundabout option in either the Shared Space or Bus Lane Concepts.	To be considered as part of UDF
The dedicated bicycle lanes, improved pedestrian connections along Balcombe Road and reduced bus delay correspond with the emphasis on pedestrian priority, bicycle priority and bus priority in VicRoads Network Operating Plan.	To be considered as part of UDF

Based on the above review, the recommendations sought in the Transport Study remain relevant and will guide the transport and movement initiatives within this Urban Design Framework. The proposed signalisation of Balcombe Road and Como Parade West, pedestrianisation of Como Parade West, relocation of the bus interchange, as well as proposed bicycle connections to Mentone Station will be highly influenced by the level crossing removal project and will require ongoing investigations by Council and LXRA to ensure maximum community benefit can be achieved.

Kingston Open Space Strategy Update (2012)

This document seeks to guide local policy and decision making regarding open space provision, acquisition and management. It is a guiding document for future provision of accessible, safe and well utilised open spaces.

The study area is divided into precinct 4C/6A (north of Balcombe Road) and 6D (south of Balcombe road to Port Phillip Bay). It is noted these areas are significantly under resourced with available open space which is likely to increase as higher density apartment developments emerge within and surrounding the Mentone Activity Centre.

Mentone Recreation Reserve, located to the south of the Activity Centre, provides the only major public open space in this locality (apart from the foreshore). This facility provides structured recreational activities (football oval), children's playground and passive green open space. Significantly, a key land use within this study area is education, where schools have varying levels of public access and permeability to their open space facilities during non-school hours.

Key open space recommendations designated for Mentone include;

- Investigating current and future opportunities to acquire or access alternative sources of open space;
- Invest in quality shared path/'greenway' along railway line to connect Cheltenham and Mentone Activity Centres;
- Explore future access to Mentone Bowls Club site for use as public open space;
- Construct a shared path to connect Mordialloc and Mentone stations, possibly along the railway reserve;
- Undertake transport improvements in the Mentone Activity Centre as follows: Mentone/Mordialloc Bicycle Link, Mentone-Cheltenham Bike-Ped Link, Mentone Cycle Paths; and
- Undertake open space improvements in the Mentone Activity Centre as follows: Mentone Recreation Reserve and Remo Street, Swanston/Collins Open Space.

Based on the above review, there remains considerable opportunity for new public open spaces within Mentone as part of the level crossing removal and relocation of the station building. Any opportunity to provide new 'green' open space within the Activity Centre should be explored, this may include the expansion of the existing Mentone Gardens and implementation of the new Piazza adjacent to Kilbreda. Alternative open space contributions should also be considered through laneway and streetscape upgrades surrounding the station precinct enhancing pedestrian permeability.

Context Analysis

Based on a review of current Council documentation, site investigations, project team workshops and community consultation feedback, a series of background diagrams have been prepared to communicate the existing conditions of Mentone in relation to three key themes, including activity and destinations, access and movement and public realm and landscape.

Activity and Destinations

The following observations are made regarding activity and destinations within Mentone Activity Centre:

- The Activity Centre is predominately located to the west of the rail reserve with several commercial, mixed use and residential parcels located to the east.
- Kilbreda is considered a key landmark within the Activity Centre due to its scale and heritage characteristics.
- The Activity Centre is surrounded by seven schools including two primary schools and four high schools accommodating up to 6000 students.
- Mentone's residential land is dominated by townhouse and villa-unit development ranging in era from post-war to more contemporary construction.
- There are a number of recently completed four storey mixed use developments along Balcombe Road comprising commercial and retail uses at the ground floor and apartments above.
- The Structure Plan identified several potential redevelopment sites within the Activity Centre on both Council and privately owned land, to the periphery of the fine-grain retail core.
- There are two retail anchors within the Activity Centre including a Woolworths supermarket to the west and a Coles supermarket to the south.
- Como Parade West, to the south of Balcombe Road comprises a number of hospitality uses with outdoor dining facilities along the footpath.
- The majority of the Activity Centre's heritage buildings are located within the Focus Area, including the station and associated gardens.
- The Activity Centre's fine-grain retail core extends along the west side of Como Parade West to the south of Balcombe Road.
- The retail buildings to the east of Como Parade West are physically detached from the primary retail core.
- There are several smaller Activity Centres in close proximity to the Major Activity Centre including at the Nepean Highway and Balcombe Road intersection and Beach / Naples Road intersection.

Existing conditions



Figure 15. Kilbreda



Figure 17. 4 storey mixed use building under construction on Balcombe Road



Figure 16. Existing florist and deli along Como Parade



Mentone Urban Design Framework

Activity & Destinations

legend

- focus area
- activity centre boundary
- 400m radius from station
- train station
- train line
- existing level crossing
- future town piazza (under construction)*
- significant public gardens
- active frontage
- main street
- council owned land
- redevelopment sites*
- development under construction
- detached from main street
- height of recent development (above 2 storeys)
- height of proposed development (above 2 storeys)
- heritage overlay
- heritage buildings
- landmark site*
- retail anchor
- outdoor dining
- major promotion sign
- retail/commercial
- supermarket
- 'big-box' retail
- medical
- community
- aged care
- mixed use apartment
- apartment
- unit / townhouse
- standard residential
- vacant
- services/ utilities
- hospitality
- at-grade car park
- education
- public open space
- rail reserve

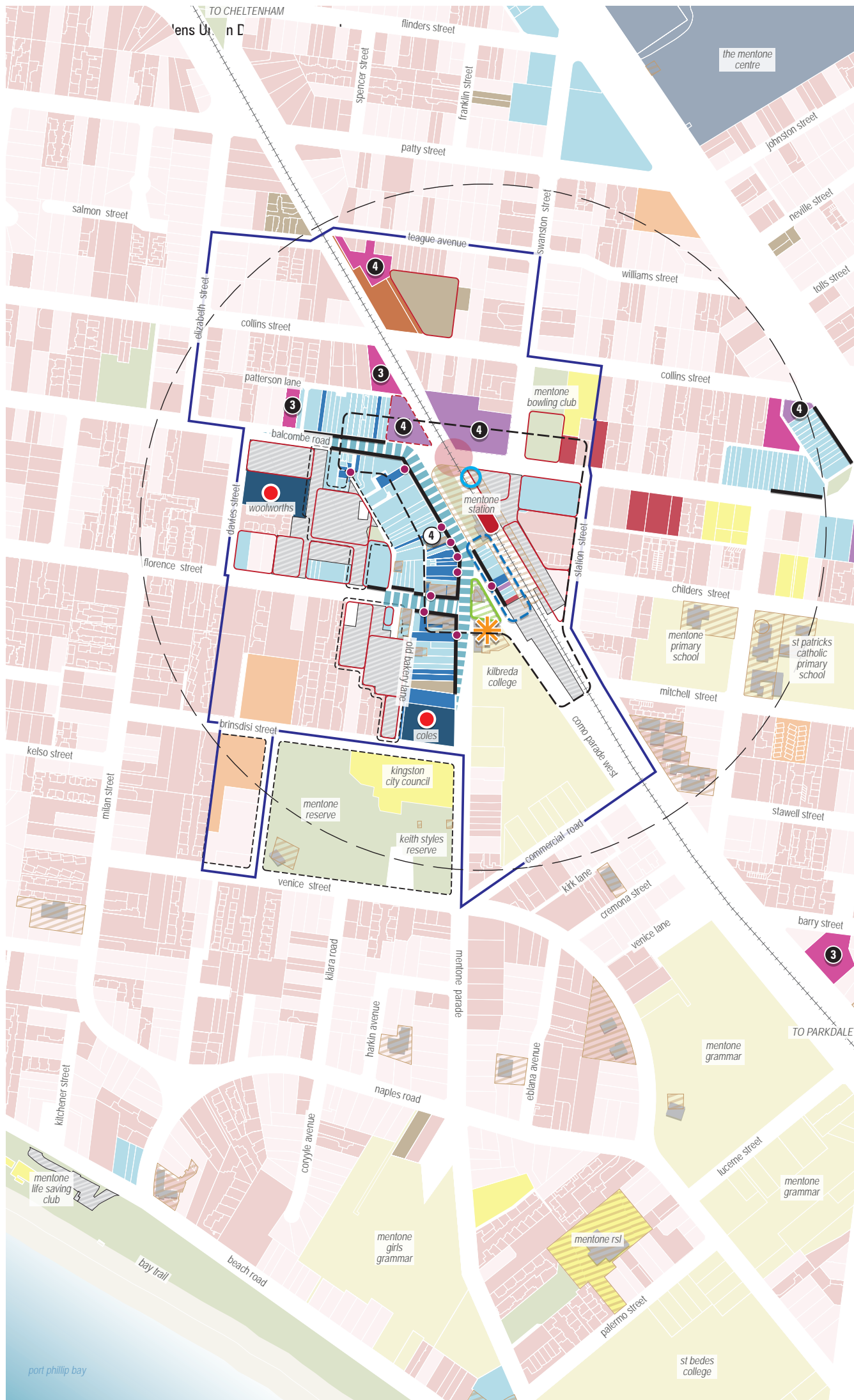
*Mentone Structure Plan 2011

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Access & Movement

The following observations are made regarding access and movement within Mentone Activity Centre:

- A bus interchange is located along Como Parade West, directly opposite Mentone Station.
- Bus routes 708 (Carrum – Hampton), 811 (Dandenong – Brighton), 811-812 combined (Dandenong – Brighton via Southland), 812 (Dandenong – Brighton via Parkmore shopping Centre) and 825 (Moorabin –Southland) operate within Mentone’s bus network.
- The 903 (Altona to Mordialloc) Smart Bus route operates along Mentone Parade and Balcombe Road.
- Mentone Station comprises commuter car parking to the east access from Balcombe Road and Station Street as well as to the south west accessed from Como Parade West.
- The at-grade commercial car parking also serves as commuter car parking to the station.
- A shared pedestrian/cycle path is located to the west of the rail reserve, extending north from Balcombe Road to public open space.
- A signalised intersection is currently under construction at Davies Street and Balcombe Road.
- Florence Street accommodates vehicle access to both at-grade car parks with a total of four crossovers.
- Granary Lane and Old Bakery Lane perform as key north-south pedestrian links through the centre.
- There are several pedestrian/ vehicle conflict zones identified within the Focus Area including at the Balcombe Road/ Como Parade West intersection, Como Parade West school crossing, Florence Street and Mentone Parade intersection.
- The structure plan identifies a peripheral road network extending along Davies Street, Florence Street and Mentone Parade to redirect traffic outside the Focus Area.
- There are no designated on-road bike paths within the Activity Centre (only proposed).
- The rail reserve presents several critical movement barriers for both pedestrians and vehicles.
- There are several pedestrian links from Granary Lane through to Como Parade West via retail and commercial buildings including the news agency and independent grocer.

Existing conditions



Figure 18. At-grade car park to the south of the station along Como Parade West



Figure 20. At-grade car park at Woolworths supermarket

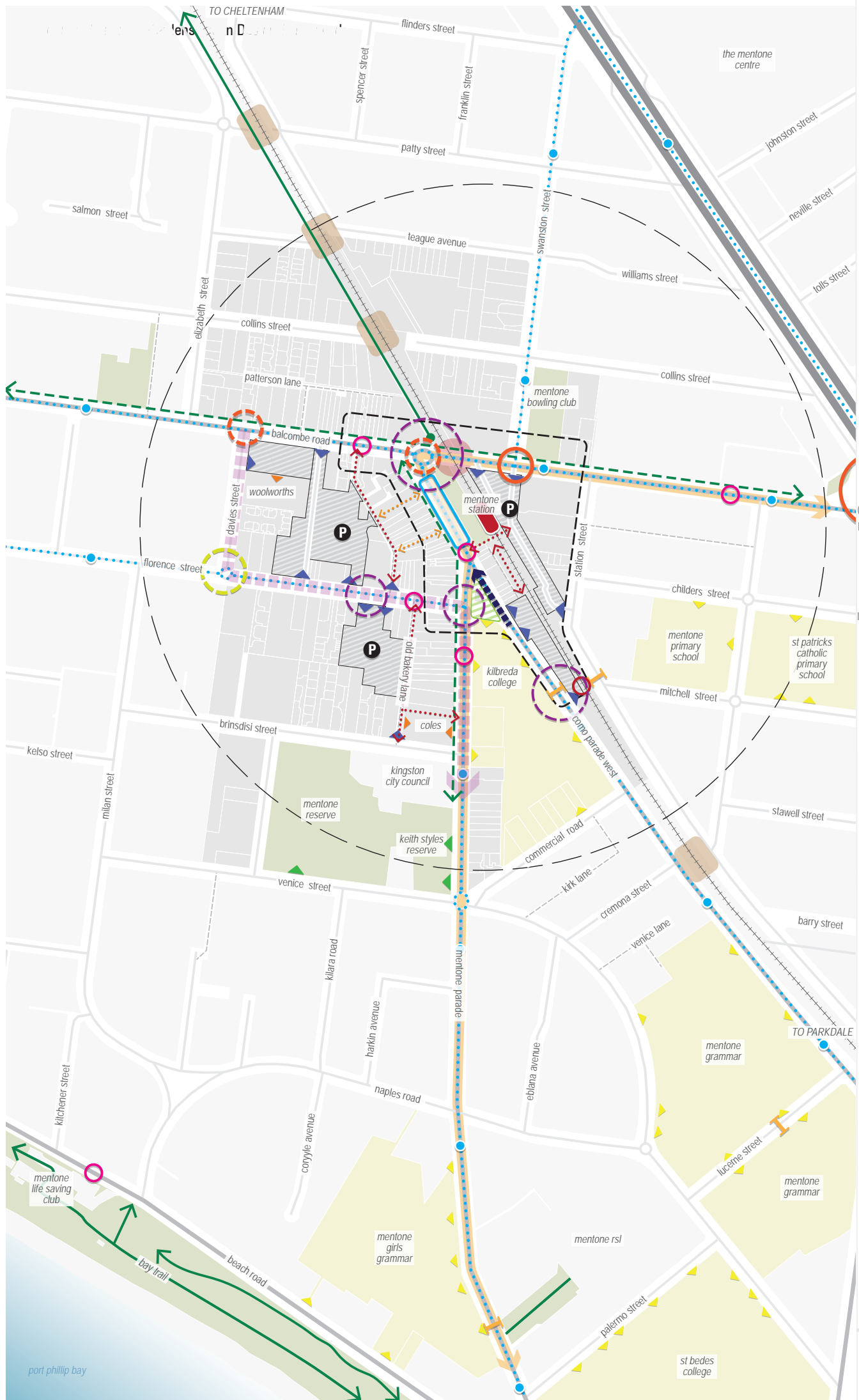


Figure 19. Pedestrian link through newsagency from Granary Lane

Mentone Urban Design Framework

Access & Movement

- Legend
- focus area
 - activity centre extent
 - train station
 - rail crossing (pedestrian)
 - 400m radius from station
 - train line
 - existing level crossing
 - bus interchange
 - bus stop
 - bus route
 - smart bus route (903 Altona to Mordialloc)
 - proposed (north-bound) bus interchange
 - future town piazza (under construction)
 - pedestrian / vehicle conflict zone
 - new round-about and landscape improvement
 - signalised intersection
 - proposed signalised intersection
 - signalised pedestrian crossing
 - pedestrian crossing
 - school crossing
 - shared path (bikel/ pedestrian)
 - proposed on-road bike path*
 - existing laneway link
 - proposed pedestrian link*
 - proposed peripheral road network*
 - movement barrier
 - highway
 - main road
 - local street
 - laneway
 - car park access
 - parking station
 - at-grade car park
 - primary school access
 - education
 - public open space
 - primary park access
 - supermarket access
 - urban block



*Mentone Structure Plan 2011

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Public Realm & Landscape

The following observations are made regarding public realm and landscape within Mentone Activity Centre:

- Key views of Kilbreda are experienced from the Swanston Street signalised intersection, Balcombe Road/ Como Parade West intersection and from Florence Street to the east.
- The at-grade car parks present hostile pedestrian environments with little pedestrian infrastructure to guide movement and safety.
- Granary Lane and Old Bakery Lane present back-of-house arrangements to the public realm (car parking).
- The structure plan identifies an opportunity for a future open space to the east of Mentone Reserve.
- Mentone Reserve is the largest public open space in Mentone performing both passive and active recreational uses.
- Schools comprise various open space and sporting facilities with varied public use on weekends and after-hours.
- A future town piazza will be located at the forecourt of Kilbreda
- Much of the retail core (along Como Parade West) comprises weather protection to footpaths.
- Mentone Station Gardens are considered to a place of community pride, managed by the Friends of Mentone Station Gardens Inc.
- Station platform access is gained via a pedestrian underpass to the south of station buildings.
- A community significant post-war public toilet is located within the Woolworths car park surrounded by canopy vegetation.
- Canopy vegetation in the public realm forms an integral part of the 'beach heritage' character of Mentone.
- The Gardens and station precinct contain several heritage listed trees including a Norfolk Island Pine and two Canary Island Date Palms.

Existing conditions



Figure 21. Station Gardens and bus interchange to Como Parade



Figure 23. Back of house presentation along Granary Lane



Figure 22. Retail streetscape condition to Como Parade

Mentone Urban Design Framework

Public Realm & Landscape

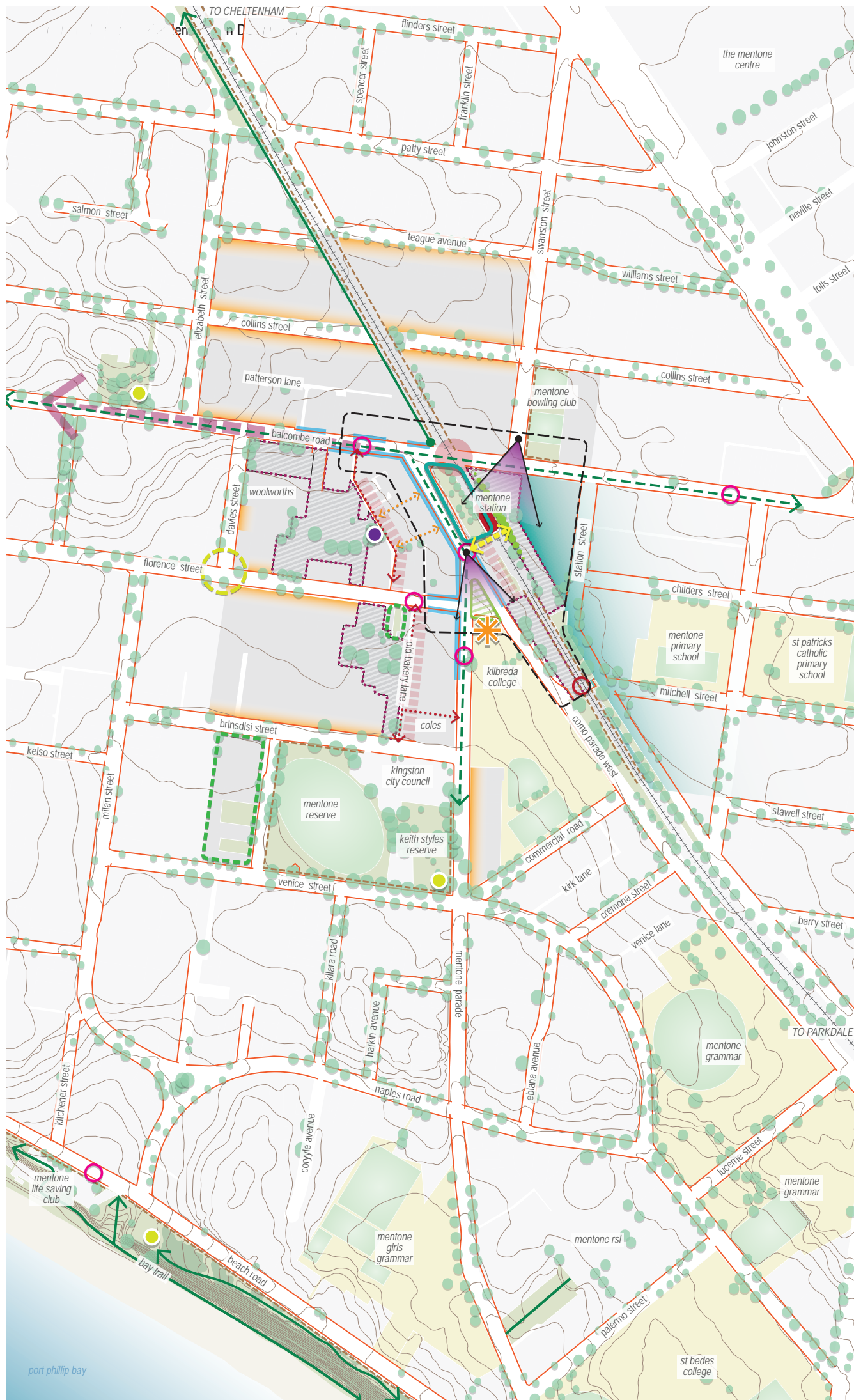
legend

- focus area
- activity centre
- key views to kilbrada
- corridor views of landscape character
- landmark site*
- train station
- train line
- existing level crossing
- significant public gardens
- playground
- public toilet
- future town piazza (under construction)*
- proposed future public open space*
- back-of-house presentation
- footpath
- awning
- rail crossing (pedestrian)
- signalised pedestrian crossing
- pedestrian crossing
- new round-about and landscape improvement
- shared path (bike/ pedestrian)
- proposed on-road bike path*
- underpass
- existing pedestrian link
- pedestrian link to main street
- fence to public open space
- potential landscaped entry to station*
- hostile pedestrian environment
- lack of entry definition to station and AC
- residential interface in activity centre
- canopy vegetation
- vegetation
- contour
- at-grade car park
- sporting fields
- education
- public open space
- urban block

*Mentone Structure Plan 2011

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Issues & Opportunities

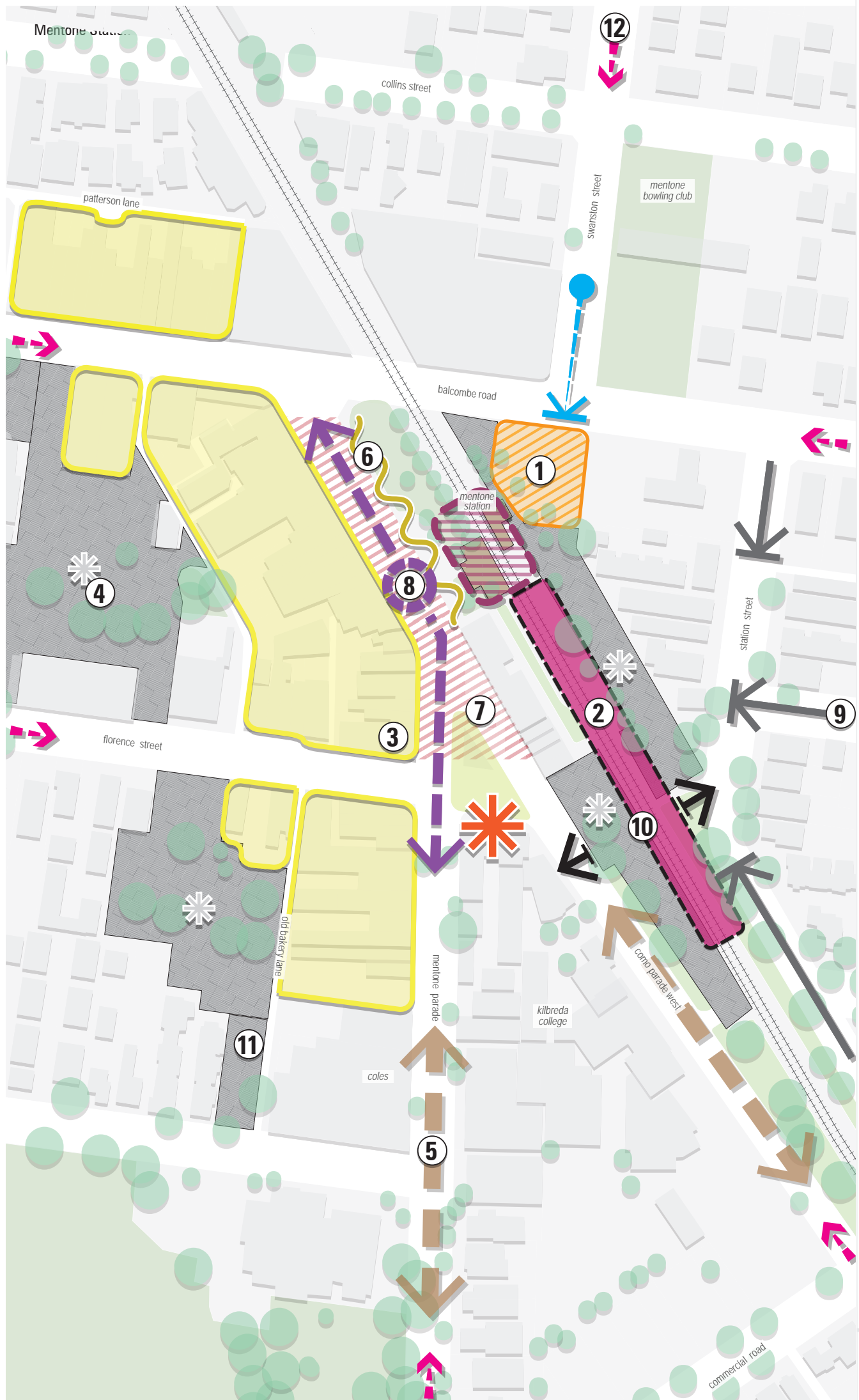
Based on the preceding context review and stakeholder consultations a summary of Mentone's issues and opportunities has been prepared. This work provides a basis to develop a series of meaningful ambitions and directions that will inform the creation of an Urban Design Framework Plan. The issues and opportunities described below are illustrated in corresponding diagrams overleaf.

Issues

1. Potential loss of critical townscape views through the designation of LXRA development sites.
2. The design and siting of the new station building (including any raised structures) not in keeping with the preferred character and heritage elements of Mentone.
3. The erosion of the fine-grain village feel through emerging (consolidated) mixed use development along main roads.
4. The lack of legibility and wayfinding from commercial and commuter car parks to Mentone Station for pedestrians.
5. The lack of meaningful destinations, activities and open space for school students after school and on weekends.
6. The lack of night-time activities to complement station operations and provide passive surveillance.
7. Poor pedestrian access to Mentone Station from the west, crossing Como Parade West due to the dominance of bus and private vehicles.
8. The current bus network and stop locations contributing to an unsafe and unpleasant pedestrian environment throughout the activity centre.
9. The lack of legibility of the station entry and activity centre definition when approaching from the east.
10. Generally poor access over rail reserve for vehicles, pedestrians and bicycles throughout Mentone.
11. Existing commuter car parking is positioned on valuable land and in inefficient locations.
12. The lack of investment and retail diversity to cater to local (growing) population and draw visitors from outside Kingston.

legend

- new station building
- LXRA development site
- poor pedestrian access to mentone station
- loss of townscape view
- poor passive surveillance at night
- unsafe pedestrian environment
- lack of meaningful destinations
- poor access over rail reserve
- lack of legibility of station entry from east
- lack of visitors outside of kingston
- commercial/commuter car parking
- landmark form
- fine grain village form
- existing station/heritage built form
- built form
- pedestrian zone



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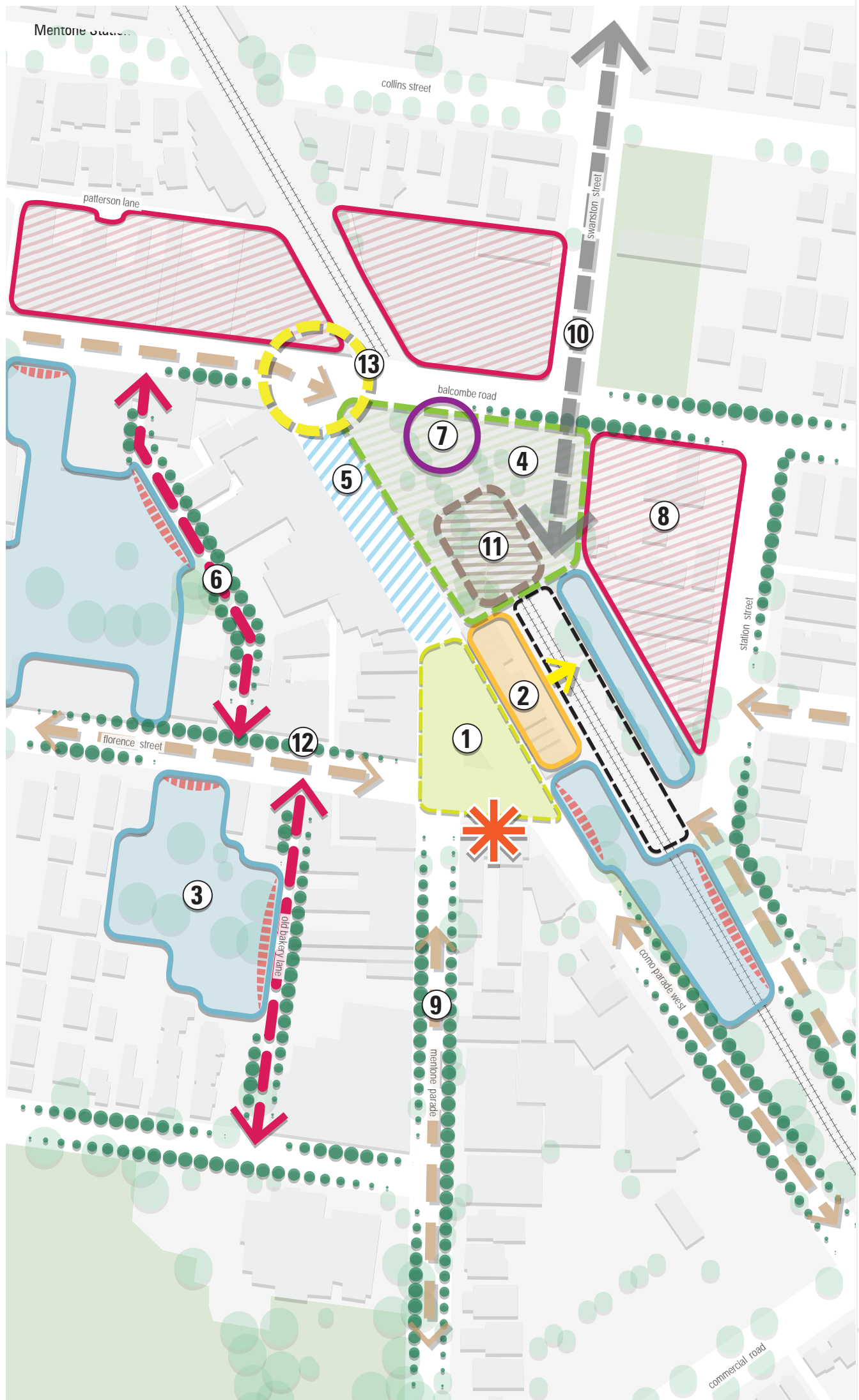
Opportunities

1. The piazza project to the forecourt of Kilbreda to improve connectivity and sense of arrival to Mentone Station.
2. Improve the interface between fine-grain shops to the east of Como Parade West and Mentone Station.
3. Consolidate existing commercial and commuter car parking as multi-deck structures comprising 'skinned' retail or commercial uses to the public realm.
4. Consider a new public open space and community hub at the existing Mentone Gardens and within heritage station buildings.
5. Opportunity to relocate the bus interchange and redirect bus routes to improve pedestrian permeability across Como Parade West.
6. Establish laneways as critical pedestrian links through the activity centre (north-south) and through to station integrating activity and public realm upgrades.
7. Consider new activities, services and infrastructure to engage school students.
8. Opportunity for future mixed use development to establish a greater permanent apartment dweller population within the Activity Centre, drawing more investment and diversity to the area.
9. Improve cycle and pedestrian network to Mentone Station from surrounding residential areas to reduce need for commuter car parking.
10. Explore the opportunity for a new road connection from Swanston Street over the rail reserve connecting with Como Parade West.
11. Celebrate and enhance heritage forms ensuring public realm and station upgrades reference local character elements.
12. Support the greening of the public realm (streets, laneways and plazas) utilising a cohesive palette which strengthens the 'beach heritage' character surrounding the station.
13. Signalisation of Balcombe Road and Como Parade West



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Mentone Urban Design Framework Opportunities



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APPENDIX 4

Community Engagement Summary