



ROCKBANK NORTH PRECINCT STRUCTURE PLAN

MARCH 2012

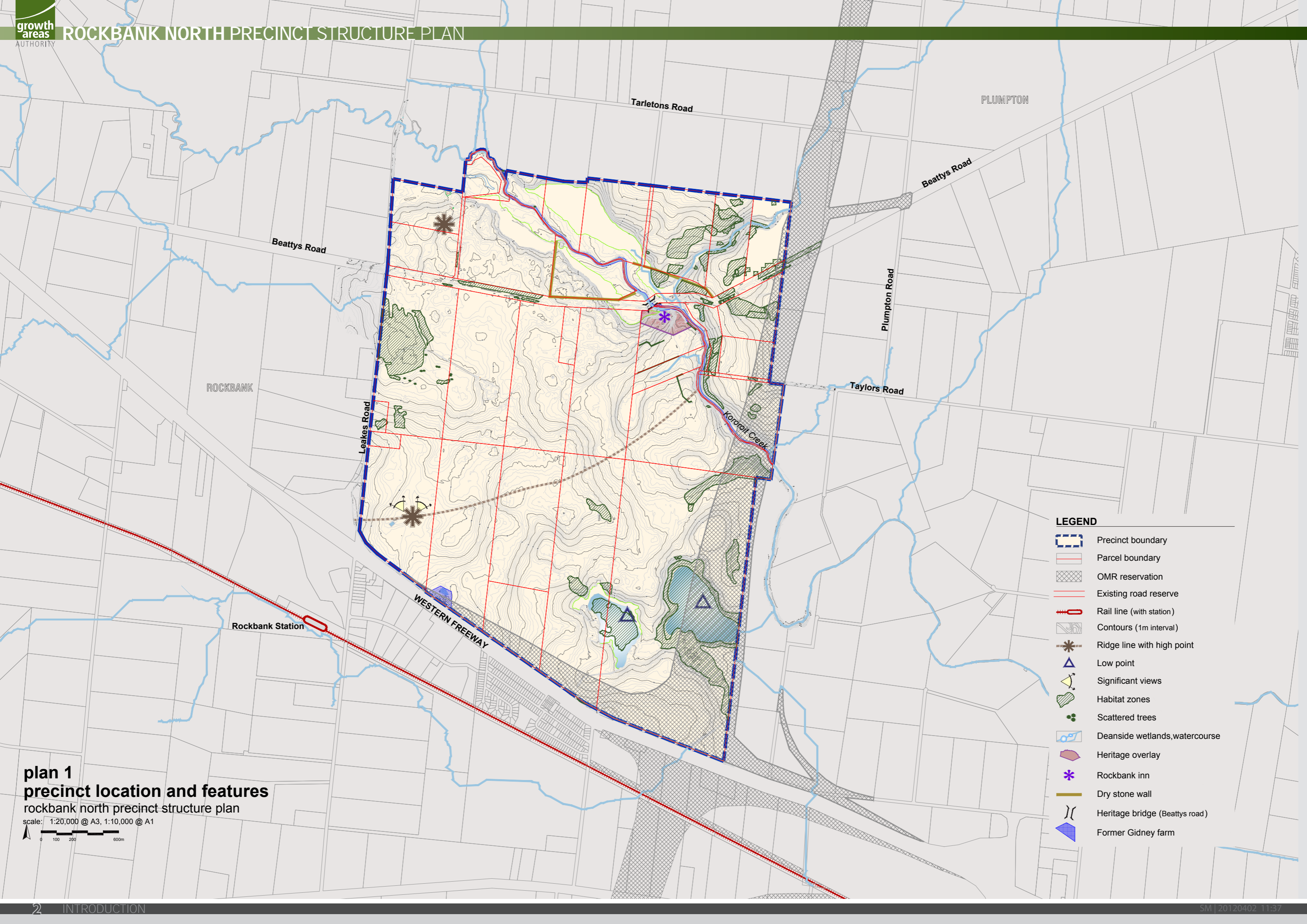
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















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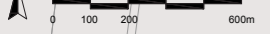
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LEGEND

-  Precinct boundary
-  Parcel boundary
-  OMR reservation
-  Existing road reserve
-  Rail line (with station)
-  Contours (1m interval)
-  Ridge line with high point
-  Low point
-  Significant views
-  Habitat zones
-  Scattered trees
-  Deanside wetlands, watercourse
-  Heritage overlay
-  Rockbank inn
-  Dry stone wall
-  Heritage bridge (Beattys road)
-  Former Gidney farm

plan 1
precinct location and features
 rockbank north precinct structure plan

scale: 1:20,000 @ A3, 1:10,000 @ A1


1.0 INTRODUCTION

The Rockbank North Precinct Structure Plan (the “PSP”) has been prepared by the Growth Areas Authority in consultation with the Melton Shire Council, Government agencies, service authorities and major stakeholders.

The PSP:

- Is a strategic plan which guides the delivery of a quality urban environment.
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the outcomes to be achieved by the future development.
- Outlines projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable lifestyle.
- Details the form and conditions that must be met by future land use and development.
- Provides the framework for the use and development controls that apply in the schedule to the Urban Growth Zone and planning permits which may be granted under the schedule to the zone.
- Provides developers, investors and local communities with guidance about future development.
- Addresses the requirements of the EPBC Act 1999 in accordance with the endorsed program under Part 10.

The PSP is informed by:

- The State Planning Policy Framework set out in the Melton Planning Scheme, including the draft Melbourne West Growth Corridor Plan and the Precinct Structure Planning Guidelines.
- The Local Planning Policy Framework of the Melton Planning Scheme.
- The draft Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne’s Growth Areas (DSE, 2011).

The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the locality:

- Rockbank North Native Vegetation Precinct Plan (the “NVPP”) which sets out requirements for the protection and management of native vegetation within the PSP area.
- Rockbank North Development Contributions Plan (the “DCP”) which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the Precinct.
- The Rockbank North Background Report (the “Background Report”).
- The Rockbank North Growling Grass Frog Conservation Management Plan (the CMP) which sets out the management requirements for the areas protected for the Growling Grass Frog.

1.1 HOW TO READ THIS STRUCTURE PLAN

This structure plan guides use and development where a planning permit is required under the Urban Growth Zone or another zone where that zone references this structure plan.

The vision and objectives describe how the Precinct will be used and developed. Requirements and conditions must be implemented in order to achieve objectives. Guidelines and plans (including tables and figures) explain how the vision and outcomes may be achieved in relation to specified matters.

The Vision should inform all of the outcomes in the Precinct.

Conditions in this PSP must be included in a permit as relevant.

Objectives are what development of the Precinct must achieve.

Requirements must be adhered to in developing the land. They will usually be included as a condition on a planning permit whether or not they take the same wording as in this structure plan.

Guidelines express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit.

Plans are a spatial expression of the outcomes. Development may take alternative forms from that described in plans, tables and figures provided it achieves the outcomes, meets the requirements in this structure plan and biodiversity outcomes are considered.

Not every aspect of the land’s use and development is addressed in this structure plan and a responsible authority may manage development and issue permits as relevant under its general discretion.

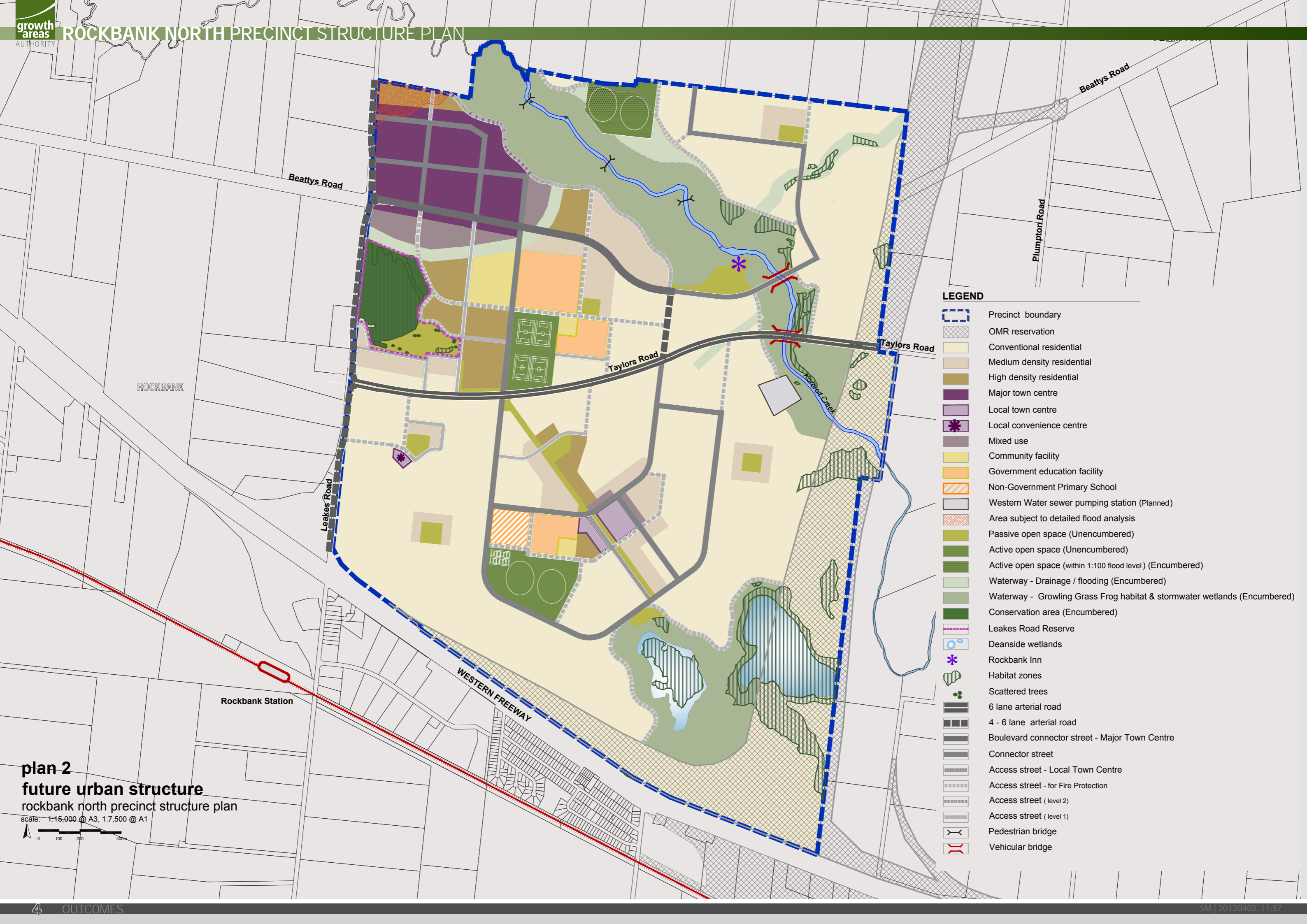
1.2 LAND TO WHICH THIS PSP APPLIES

The land to which the PSP applies is shown on Plan 1 and on the Melton Planning Scheme maps as Schedule 4 to the Urban Growth Zone. The PSP applies to approximately 786 hectares of land generally bound by the proposed Outer Metropolitan Ring (OMR) to the east, the Western Freeway to the south, Leakes Road to the west and existing rural residential properties to the north.

Plan 1 identifies the key features of the land.

1.3 BACKGROUND INFORMATION

Detailed background information on the Precinct including its local and metropolitan context, history, landform and topography, drainage, biodiversity, open space and community facilities are contained in background report prepared by the GAA. This information has informed the preparation of the PSP.



LEGEND

- Precinct boundary
- OMR reservation
- Conventional residential
- Medium density residential
- High density residential
- Major town centre
- Local town centre
- Local convenience centre
- Mixed use
- Community facility
- Government education facility
- Non-Government Primary School
- Western Water sewer pumping station (Planned)
- Area subject to detailed flood analysis
- Passive open space (Unencumbered)
- Active open space (Unencumbered)
- Active open space (within 1:100 flood level) (Encumbered)
- Waterway - Drainage / flooding (Encumbered)
- Waterway - Growing Grass Frog habitat & stormwater wetlands (Encumbered)
- Conservation area (Encumbered)
- Leakes Road Reserve
- Deanside wetlands
- Rockbank Inn
- Habitat zones
- Scattered trees
- 6 lane arterial road
- 4 - 6 lane arterial road
- Boulevard connector street - Major Town Centre
- Connector street
- Access street - Local Town Centre
- Access street - for Fire Protection
- Access street (level 2)
- Access street (level 1)
- Pedestrian bridge
- Vehicular bridge

plan 2
future urban structure
 rockbank north precinct structure plan

scale: 1:15,000 @ A3, 1:7,500 @ A1



2.0 OUTCOMES

2.1 VISION

The Rockbank North Precinct will be an innovative new suburb bringing a quality urban lifestyle to Melbourne's West.

The Rockbank North Precinct sits centrally within the Melton-Caroline Springs Corridor and will provide an important link between Melton and Caroline Springs. Taylors Road will serve as the primary gateway to the Precinct as well as the major east west spine through the corridor connecting Melton Township and Caroline Springs. Delivery of pedestrian and vehicle bridges over Kororoit Creek will integrate communities along Kororoit Creek. Bus services running through the Precinct will connect residents to a range of employment, community and transport destinations within the corridor and with the existing Rockbank Township south of the Western Freeway.

The vision for the Rockbank North Precinct is to embrace the unique natural qualities of the Precinct site by creating a series of neighbourhoods which are organised and connected to areas of environmental significance via a network of paths, trails and parks. Residents will enjoy access to key conservation areas (ie: Leakes Road Reserve, Deanside Wetlands & Kororoit Creek) which will form part of the network of open space providing enjoyment and learning opportunities.

Enhancements to the Kororoit Creek corridor through the provision of passive/active open space, walking trails and wetlands as well as the retention of conservation and historic features, will maximise the value and public use of this space as an important corridor within Melbourne's West. The established network of trails will also function as safe, high amenity movement corridors for pedestrians and cyclists that join up the major 'nodes' of activity within the Precinct, including the Local and Major Town centres, schools, active recreation facilities, passive open space and the heritage precinct. Residents can also engage with the wider region through the delivery of the Metropolitan Trail network along Kororoit Creek and the establishment of a bicycle trail along the Beattys Road historic route.

Rockbank North residents will benefit from the early delivery of a vibrant Local Town Centre which will take centre stage in the new community with schools, open space and early learning facilities broadening its community role. Located on a key 'green link', the local town centre will be anchored by a supermarket with supporting specialty shops, cafes, commercial and residential uses within an accessible and attractive setting.

The Rockbank North Major Town Centre will establish a regional focal point for higher order employment, retail, health and education services with a principal catchment focused north of the Western Freeway. The position of the Major Town Centre with interface to Kororoit Creek and Leakes Road Reserve will provide the Town Centre with a unique identity and genuine destination where urban amenity blends with the natural environment. Its connectivity to Rockbank Train Station and its role as an interchange of key regional bus services will ensure it is underpinned with good public transport accessibility.

The Precinct will be home to a number of local community and active sports facilities to be distributed along the open space network supporting a higher proportion of trips to be made by foot or by cycling. The Precinct will also accommodate higher order civic facilities including a library, indoor sports centre and town square making excellent amenity for Rockbank North residents.

Leveraging off the proximity to fixed rail, employment areas and an attractive natural environment, Rockbank North will offer a range of housing options. High and medium density living will be encouraged within and adjoining the Major and Local Town Centres and in areas which have interface to natural and planned open space. The Precinct provides its community with comfortable lifestyle in an environment which will offer housing choices including apartments, conventional housing, townhouses and retirement living. This housing diversity will allow people to stay connected within their community by enabling people to 'age in place.'

2.2 OBJECTIVES

The following objectives articulate the desired development outcomes of the precinct and guide the implementation of the vision.

| IDENTITY/CHARACTER/LANSCAPE | |
|-----------------------------|--|
| O1 | Create a series of neighbourhoods which have unique natural and built form characteristics which are connected through natural and created open space links. |
| O2 | Provide landmark buildings at gateway sites and develop landscape treatments along key boulevard roads, vistas and at entry points. |
| HOUSING DENSITY | |
| O3 | Offer choice in housing models to suit different household formations. |
| O4 | Provide a diversity of lot sizes and housing types to satisfy the needs and aspirations of the new and evolving community. |
| O5 | Provide medium and higher density development with a strong relationship to the public realm near community and retail/commercial facilities, services and high amenity locations. |
| NEIGHBOURHOOD STRUCTURE | |
| O6 | Create a street network that visually and physically integrates each neighbourhood with the open space network, local amenities and employment within the Precinct as well as links to activity nodes outside of the Precinct. |
| O7 | Take advantage of Rockbank's central location within the Melton Growth Corridor by delivering a Major Town Centre which provides for traditional forms of shopping and civic functions as well as a range of employment opportunities and a deliberate focus on education, health and wellbeing. |
| O8 | Locate high intensity uses along the designated Principal Public Transport Network including retail, employment and high density residential. |
| O9 | Deliver amenity to the incoming residents through the early development of a local town centre as a true village hub supported by local parklands schools and community uses to extend its role beyond that of a traditional shopping centre. |
| O10 | Encourage a variety of landscape and built form interface treatments to Taylors Road taking account of its ultimate arterial road configuration and function within the western growth corridor. |
| O11 | Locate active open space areas with other community facilities and as part of the wider open space network to encourage sharing of infrastructure and improved accessibility to uses. |
| CONNECTIVITY | |
| O12 | Deliver a series of long distance trail networks including an important section of Metropolitan Trail along the Kororoit Creek and a local connection by utilising the historic Beattys Rd reservation. |
| O13 | Provide a neighborhood design which features off road pedestrian and cycle path networks to support healthier lifestyles and more sustainable travel methods. These links will connect with the Principal Public Transport Network including the smart bus routes and fixed rail. |
| O14 | To establish a street network that provides for the safe and efficient operation of buses and support the early provision of bus services, walking and cycling links through the logical sequencing of development. |
| O15 | Utilise the Kororoit Creek, Leakes Road Reserve, passive parks and drainage corridors to form a green spine of open space that connects neighbourhoods within the Precinct and beyond. |

| BIODIVERSITY, NATURAL SYSTEMS & CULTURAL HERITAGE | |
|---|--|
| O16 | Provide a variety of landscape character themes across the Precinct with landscaping to be complementary with natural areas along the Kororoit Creek, Deanside Wetlands and Leakes Road Reserve and more hardscape areas as part of town centres. |
| O17 | Plan for the long term conservation of significant vegetation and fauna habitat within the Precinct. |
| O18 | Create a heritage precinct along the Kororoit Creek (around the former Rockbank Inn site) to include Aboriginal and European Cultural Heritage elements as an attractive destination node along the Kororoit Creek and Metropolitan Trail Network. |
| SERVICING | |
| O19 | Implement a sustainable urban management water system which maximises synergies between individual water systems (i.e.: potable, stormwater, wastewater and growling grass frog habitat) in order to provide an integrated outcome. This will deliver on objectives of water conservation, water reuse and river health. |
| TOWN CENTRES | |
| O20 | Provide for suitable public spaces to support community events and activities in the local town centre. |
| O21 | Encourage the development of a broad range of business activity including small office, mixed use and home based businesses within and at the edge of the local and major town centres to provide local employment opportunities. |
| O22 | Foster community interaction and promote multi-purpose trips by co-locating community/ local sports facilities with education facilities and within proximity to the local and major town centre. |
| BUSHFIRE MANAGEMENT | |
| O23 | To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented. |
| O24 | To ensure that the location, design and construction of development considers the need to implement bushfire protection measures. |
| O25 | To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level. |

2.3 SUMMARY LAND BUDGET

The Net Developable Area (NDA) is established by deducting the land requirements for transport, community facilities, public and private education facilities, open space (active and passive), drainage corridors, conservation areas and other encumbered land from the Gross Developable Area (GDA). The NDA for the Rockbank North Precinct is 442.82 hectares which equates to approximately 65.14% of the PSP area.

The land budget shows that the PSP achieves a lot density of approximately 16.45 dwellings per Net Developable Hectare (NDHa).

The PSP will yield approximately 7300 lots.

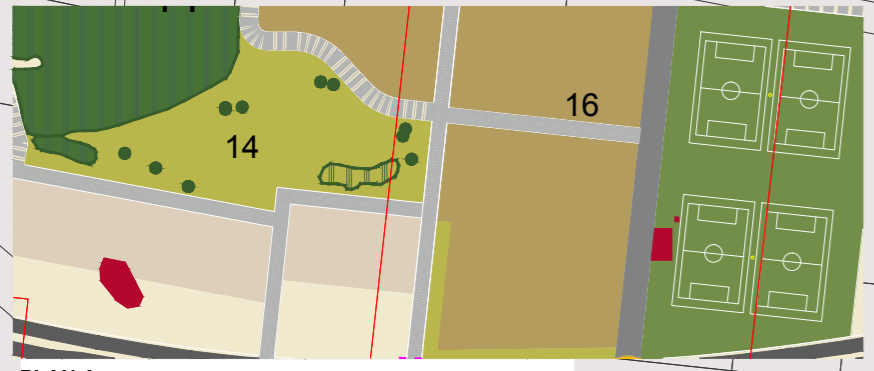
Based on an average household size of 2.8 persons (Victoria in Future 2008), the future population of the PSP is estimated at approximately 20,400 people.

See Plan 3 Land Use Budget and Table 1 Summary Land Use Budget.

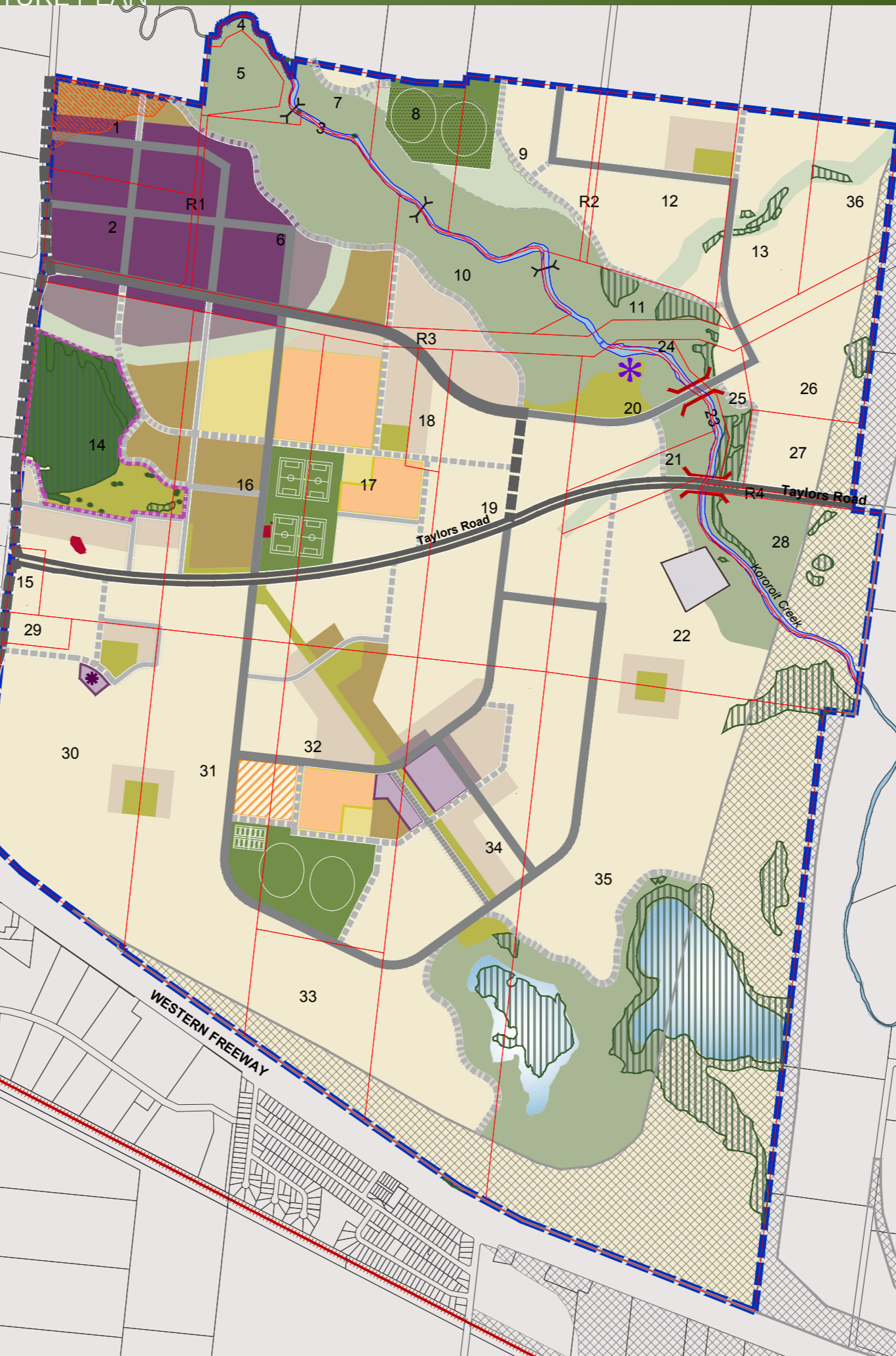
Table 1: Land Use Budget Summary

| DESCRIPTION | AREA 1 | | |
|---|---------------|-----------------|---------------|
| | Hectares | % of Total Area | % of NDA |
| TOTAL PRECINCT AREA (ha) | 786.33 | | |
| Outer Metropolitan Ring Road Reservation (PAO) -VicRoads Responsibility | 106.56 | 13.55% | 24.06% |
| GROSS PRECINCT AREA (ha) | 679.77 | | |
| TRANSPORT | | | |
| 6 Lane Arterial Roads | 3.08 | 0.45% | 0.69% |
| Road Intersections | 12.76 | 1.88% | 2.88% |
| Bus interchange | 0.50 | 0.07% | 0.11% |
| Sub-total | 16.33 | 2.40% | 3.69% |
| COMMUNITY FACILITIES | | | |
| Community Facilities | 8.60 | 1.27% | 1.94% |
| Town Square | 0.50 | 0.07% | 0.11% |
| Sub-total | 9.10 | 1.34% | 2.06% |
| GOVERNMENT EDUCATION | | | |
| Government Schools | 15.40 | 2.27% | 3.48% |
| Sub-total | 15.40 | 2.27% | 3.48% |
| NON-GOVERNMENT EDUCATION | | | |
| Non-Government Schools | 3.00 | 0.44% | 0.68% |
| Sub-total | 3.00 | 0.44% | 0.68% |
| OPEN SPACE | | | |
| ENCUMBERED LAND WHICH MAY BE AVAILABLE FOR RECREATION | | | |
| Active Open Space (within 1:100 flood level) | 6.47 | 0.95% | 1.46% |
| Waterway - Drainage / flooding | 15.48 | 2.28% | 3.50% |
| Waterway - Growling Grass Frog Habitat & Stormwater wetlands | 120.36 | 17.71% | 27.18% |
| Conservation Areas | 12.85 | 1.89% | 2.90% |
| Sub-total | 155.16 | 22.83% | 35.04% |
| UNENCUMBERED LAND AVAILABLE FOR RECREATION | | | |
| Active Open Space | 19.53 | 2.9% | 4.41% |
| Passive Open Space | 16.19 | 2.4% | 3.66% |
| Sub-total | 35.72 | 5.3% | 8.07% |
| TOTALS OPEN SPACE | 190.88 | 28.1% | 43.11% |
| Sewer Pump Station | 2.24 | 0.33% | 0.51% |
| Sub-total | 2.24 | 0.33% | 0.51% |
| NET DEVELOPABLE AREA (NDA) ha | 442.82 | 65.14% | |

| DESCRIPTION | AREA 1 | | |
|--|---------------|--------------|-------------|
| | HECTARES | | |
| RETAIL / EMPLOYMENT & OTHER | | | |
| Town Centres (local & major) | 36.19 | | |
| Mixed Use (Adjacent to Major Town Centre) | 9.47 | | |
| Mixed Use (Adjacent to Local Town Centre) | 0.90 | | |
| Subtotal | 46.56 | | |
| RESIDENTIAL | | | |
| | NRA (Ha) | DWELL / NRHA | DWELLINGS |
| Residential - Conventional Density Residential | 319.23 | 14 | 4469 |
| Residential - Medium Density | 47.28 | 25 | 1182 |
| Residential - High Density | 29.75 | 35 | 1041 |
| Residential - in Mixed Use (Adjacent to Major Town Centre) | 0.00 | 0 | 188 |
| Residential - in Mixed Use (Adjacent to Local Town Centre) | 0.00 | 0 | 17 |
| Residential - in LTC | 0.00 | 0 | 35 |
| Residential - in MTC | 0.00 | 0 | 350 |
| Subtotal Against Net Residential Area (NRA) | 396.26 | 18.38 | 7282 |
| COMBINED RES/ RETAIL / EMP / OTHER | | | |
| | NRA (Ha) | DWELL / NRHA | DWELLINGS |
| Total Residential Yield Against NDA | 442.82 | 16.45 | 7282 |



PLAN A
- AREA WHERE ENVIRONMENTAL AUDIT IS REQUIRED



- LEGEND**
- Precinct boundary
 - Parcel boundary
 - Property reference number
 - OMR reservation
 - Conventional residential
 - Medium density residential
 - High density residential
 - Major town centre
 - Local town centre
 - Local convenience centre
 - Mixed use
 - Community facility
 - Government education facility
 - Non-Government Primary School
 - Western Water sewer pumping station (Planned)
 - Area subject to detailed flood analysis
 - Passive open space (Unencumbered)
 - Active open space (Unencumbered)
 - Active open space (within 1:100 flood level) (Encumbered)
 - Waterway - Drainage / flooding (Encumbered)
 - Waterway - Growing Grass Frog habitat & stormwater wetlands (Encumbered)
 - Conservation area (Encumbered)
 - Leakes Road Reserve
 - Deanside wetlands
 - Rockbank Inn
 - Habitat zones
 - Scattered trees
 - Area where Environmental Audit is required - Refer to plan A (inset)
 - 6 lane arterial road
 - 4 - 6 lane arterial road
 - Boulevard connector street - Major Town Centre
 - Connector street
 - Access street - Local Town Centre
 - Access street - for Fire Protection
 - Access street (level 2)
 - Access street (level 1)
 - Pedestrian bridge
 - Vehicular bridge

plan 3
land use budget
rockbank north precinct structure plan
scale: 1:15,000 @ A3, 1:7,500 @ A1



Table 2: Property Specific Land Use Budget

| PROPERTY NUMBER | TOTAL AREA (Ha) | EXISTING OUTER METROPOLITAN ROAD PAO | GROSS PRECINCT AREA | TRANSPORT | | | COMMUNITY | | | | SEWER PUMP STATION | ENCUMBERED LAND | | | | UNENCUMBERED LAND | | TOTAL NET DEVELOPABLE AREA (Ha) |
|-------------------------|-----------------|--------------------------------------|---------------------|---------------------------------|--------------------|-----------------|----------------------|-------------|----------------------|--------------------------|--------------------|--------------------------------|--|--|--------------------|-------------------|--------------------|---------------------------------|
| | | | | 6 LANE ARTERIAL ROAD / WIDENING | ROAD INTERSECTIONS | BUS INTERCHANGE | COMMUNITY FACILITIES | TOWN SQUARE | GOVERNMENT EDUCATION | NON-GOVERNMENT EDUCATION | | WATERWAY - DRAINAGE / FLOODING | WATERWAY - GGF HABITAT & STORMWATER WETLANDS | ACTIVE OPEN SPACE (WITHIN 1:100 FLOOD LEVEL) | CONSERVATION AREAS | ACTIVE OPEN SPACE | PASSIVE OPEN SPACE | |
| PROPERTY | | | | | | | | | | | | | | | | | | |
| 1 | 12.29 | 0.00 | 12.29 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 11.87 |
| 2 | 12.29 | 0.00 | 12.29 | 0.00 | 0.42 | 0.50 | 0.00 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.12 |
| 3 | 0.98 | 0.00 | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 4 | 2.05 | 0.00 | 2.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 5 | 4.59 | 0.00 | 4.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.59 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 6 | 31.45 | 0.00 | 31.45 | 0.00 | 0.00 | 0.00 | 2.00 | 0.25 | 0.00 | 0.00 | 0.00 | 1.47 | 12.03 | 0.00 | 0.00 | 0.00 | 0.00 | 15.70 |
| 7 | 4.96 | 0.00 | 4.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.19 | 3.54 | 0.00 | 0.00 | 0.00 | 0.00 | 1.23 |
| 8 | 9.46 | 0.00 | 9.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.38 | 3.80 | 4.52 | 0.00 | 0.65 | 0.00 | 0.11 |
| 9 | 20.69 | 0.00 | 20.69 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 5.36 | 1.95 | 0.00 | 0.88 | 0.00 | 9.50 |
| 10 | 13.45 | 0.00 | 13.45 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.16 | 0.00 | 0.00 | 0.00 | 0.00 | 4.29 |
| 11 | 7.41 | 0.00 | 7.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 6.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.43 |
| 12 | 22.52 | 0.00 | 22.52 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.27 | 0.00 | 0.00 | 0.00 | 0.00 | 1.00 | 20.25 |
| 13 | 14.97 | 0.00 | 14.97 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.11 | 0.00 | 0.00 | 0.37 | 0.00 | 0.00 | 13.49 |
| 14 | 44.40 | 0.00 | 44.40 | 0.16 | 1.77 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.73 | 0.00 | 0.00 | 12.05 | 0.00 | 3.78 | 23.91 |
| 15 | 1.98 | 0.00 | 1.98 | 0.00 | 0.74 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.24 |
| 16 | 38.29 | 0.00 | 38.29 | 0.00 | 3.03 | 0.00 | 5.00 | 0.00 | 3.33 | 0.00 | 0.00 | 1.96 | 0.00 | 0.00 | 0.00 | 4.31 | 0.90 | 19.76 |
| 17 | 32.78 | 0.00 | 32.78 | 0.16 | 1.54 | 0.00 | 0.80 | 0.00 | 8.46 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.69 | 0.68 | 17.45 |
| 18 | 3.81 | 0.00 | 3.81 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.02 | 3.68 |
| 19 | 37.30 | 0.00 | 37.30 | 0.00 | 3.41 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.57 | 0.00 | 0.00 | 0.00 | 0.42 | 30.90 |
| 20 | 12.15 | 0.00 | 12.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.92 | 0.00 | 0.00 | 0.00 | 2.63 | 4.60 |
| 21 | 5.55 | 0.00 | 5.55 | 0.92 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.06 | 1.50 | 0.00 | 0.00 | 0.00 | 0.00 | 1.47 |
| 22 | 37.63 | 5.59 | 32.04 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.24 | 0.04 | 4.59 | 0.00 | 0.00 | 0.00 | 0.40 | 24.58 |
| 23 | 1.16 | 0.00 | 1.16 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 24 | 2.03 | 0.00 | 2.03 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 25 | 4.61 | 0.00 | 4.61 | 0.14 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 3.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.47 |
| 26 | 12.03 | 2.93 | 9.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 9.10 |
| 27 | 8.05 | 2.50 | 5.55 | 0.64 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 4.91 |
| 28 | 17.01 | 10.00 | 7.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| 29 | 1.88 | 0.00 | 1.88 | 0.00 | 0.15 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.73 |
| 30 | 36.94 | 0.14 | 36.80 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.50 | 35.21 |
| 31 | 43.19 | 2.22 | 40.97 | 0.00 | 0.19 | 0.00 | 0.00 | 0.00 | 0.00 | 2.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.90 | 0.50 | 36.28 |
| 32 | 34.77 | 0.00 | 34.77 | 0.00 | 0.00 | 0.00 | 0.80 | 0.00 | 3.50 | 0.90 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.10 | 2.13 | 19.34 |
| 33 | 16.43 | 4.45 | 11.98 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.98 |
| 34 | 59.54 | 6.34 | 53.20 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 7.87 | 0.00 | 0.00 | 0.00 | 1.83 | 43.50 |
| 35 | 147.17 | 71.09 | 76.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 32.69 | 0.00 | 0.43 | 0.00 | 0.40 | 42.56 |
| 36 | 11.16 | 1.05 | 10.11 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.96 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 8.15 |
| Sub-total | 766.97 | 106.31 | 660.66 | 2.32 | 12.15 | 0.50 | 8.60 | 0.50 | 15.40 | 3.00 | 2.24 | 15.17 | 115.93 | 6.47 | 12.85 | 19.53 | 16.19 | 429.82 |
| ROAD RESERVATION | | | | | | | | | | | | | | | | | | |
| R1 | 1.07 | 0.00 | 1.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.06 | 0.00 | 0.00 | 0.00 | 0.00 | 1.01 |
| R2 | 1.12 | 0.00 | 1.12 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.95 |
| R3 | 16.16 | 0.00 | 16.16 | 0.00 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 4.20 | 0.00 | 0.00 | 0.00 | 0.00 | 11.04 |
| R4 | 1.01 | 0.25 | 0.76 | 0.76 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Sub-total | 19.36 | 0.25 | 19.11 | 0.76 | 0.61 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.31 | 4.43 | 0.00 | 0.00 | 0.00 | 0.00 | 13.00 |
| TOTAL | 786.33 | 106.56 | 679.77 | 3.08 | 12.76 | 0.50 | 8.60 | 0.50 | 15.40 | 3.00 | 2.24 | 15.48 | 120.36 | 6.47 | 12.85 | 19.53 | 16.19 | 442.82 |

3.0 IMPLEMENTATION

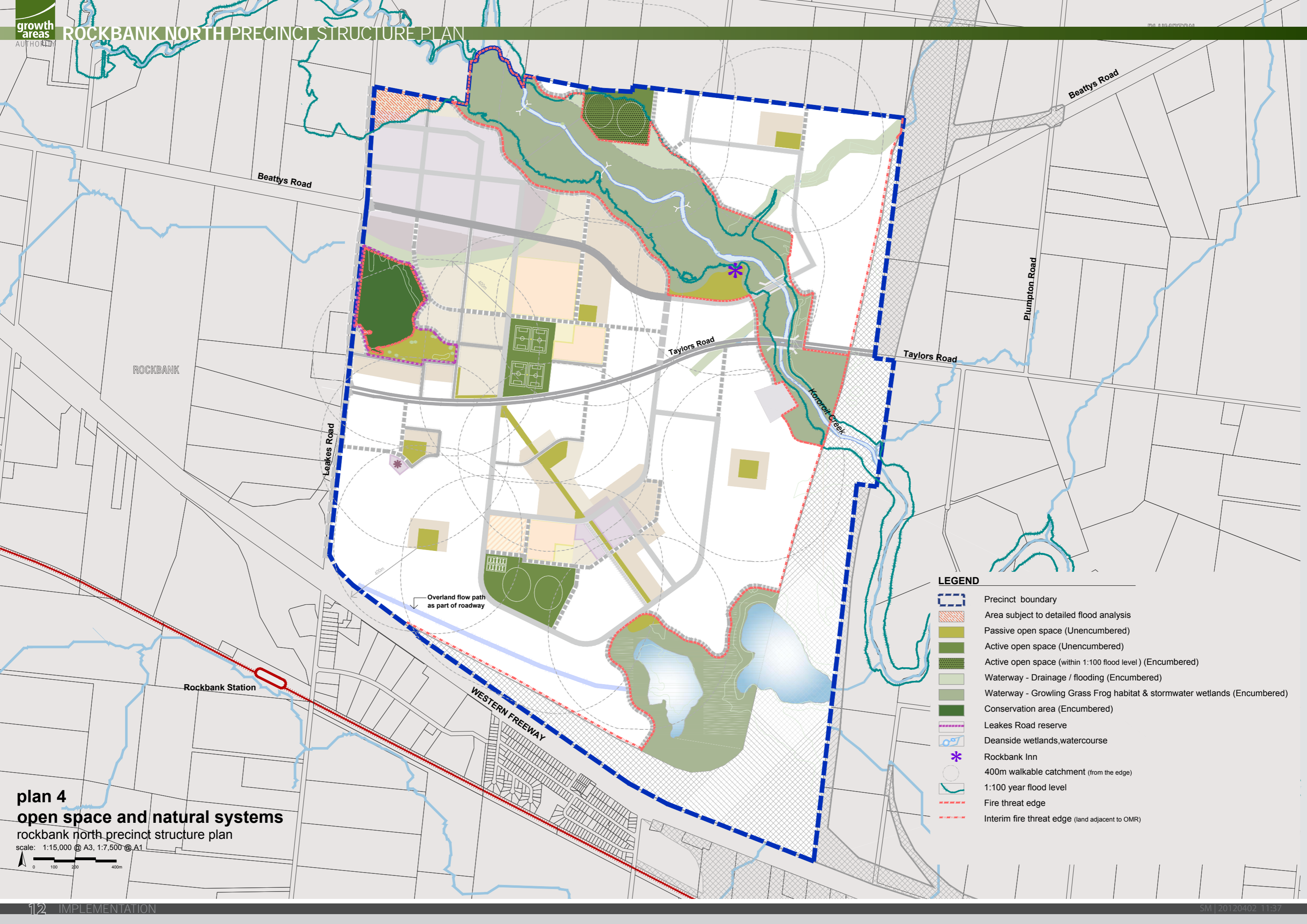
3.1 IMAGE, CHARACTER AND HOUSING

IMAGE & CHARACTER

| REQUIREMENTS | |
|--------------|--|
| R1 | A road must front the Kororoit Creek, Deanside Wetlands and the Leakes Road Reserve to ensure houses front these areas. Back fences must not address these public spaces. |
| R2 | Housing is to front or otherwise address the future arterial road network to the satisfaction of the Responsible Authority. Bank fences must not front arterial roads. |
| R3 | Garages fronting a street must be set back a minimum of one metre from the front building line and must be less than half the width of the lot to a maximum of six metres, unless otherwise as agreed by the Responsible Authority. |
| R4 | Fences forward of the building line must not be more than 1.2m in height. |
| R5 | Street trees must be provided on both sides of connector and local access streets in accordance with the cross-sections in this PSP. |
| R6 | Street tree planting on existing and future declared primary arterial roads must be established in accordance with the VicRoads Clear Zone Guidelines to the satisfaction of the Responsible Authority. |
| R7 | Indigenous tree species must be used where a street adjoins the Kororoit Creek Corridor, Deanside Wetlands and the Leakes Road Reserve. |
| GUIDELINES | |
| G1 | Significant elements of the landscape and built form should be used as focal points for key view lines. Elements include public pavilions, parks, and conservation reserves including the Kororoit Creek, Leakes Road Reserve and Deanside Wetlands. |
| G2 | Street design and subdivision layout should provide for various access options for dwellings which front arterial roads (primary and secondary), including internal street network access, rear loaded lots and service roads where appropriate. |
| G3 | Housing along Kororoit Creek and the Deanside Wetlands should respond to the topography and environmental conditions of the site. |
| G4 | Development adjacent to the open space 'link' (connecting the local town centre to Leakes Road Reserve) should front the open space. This may be achieved by roads framing the open space, providing a rear loaded housing product or directly fronting (i.e. provide a zero lot line) the open space with garages to be provided to the rear of the dwelling. This also applies to other park locations (passive open space). |
| G5 | Dwelling design should add to Precinct character by providing an attractive street address which encourages passive surveillance of public areas. |
| G6 | The siting and design of built form should provide a sensitive interface along the Kororoit Creek corridor and adjacent to the Deanside Wetlands and Leakes Road Reserve, particularly for higher density development. This can be achieved through architectural treatments such as muted colour tones, low scale front fencing and indigenous landscaping within the front setback. |
| G7 | Front fences, particularly abutting open space areas and the drainage corridor should generally be low (no greater than 1.2m in height) and partly transparent. Corner lots should address both streets with low fences (no greater than 1m height) within 9 metres from the mid point of the intersection. If the front wall of the dwelling is setback between 3 and 4 metres from the front street, a garage must be set back 5 metres from the street. |
| G8 | Selection of street trees and landscaping should signpost the movement hierarchy and the character of distinct neighbourhoods. Where practicable, indigenous trees should be used along streets and in parks. |
| G9 | Street trees should form continuous canopy, frame view corridors, and provide shade to streetscape and public areas. |
| G10 | Landscaping adjoining Leakes Road and parts of Taylors Road should contribute to its role as a 'gateway' to the Rockbank North Precinct and Melton East corridor. |

HOUSING

| REQUIREMENTS | |
|--------------|---|
| R8 | A minimum density of 16 dwellings per Net Developable Hectare (NDha) must be achieved across the entire Precinct. |
| R9 | Residential development across the Precinct must include a full range of dwelling densities and housing types as outlined in the GAA PSP Guidelines. |
| R10 | High density housing must be maximised within and adjacent to the Rockbank North Major Town Centre, the Principal Public Transport Network (PPTN) and key amenity areas. |
| GUIDELINES | |
| G11 | Individual residential developments should achieve an average density to meet the minimum of 16 dwellings per Net Developable Hectare (NDha) as outlined in the Future Urban Structure Plan and the associated land budget. |
| G12 | The precinct should deliver a broad range of dwelling typologies, which may include: <ul style="list-style-type: none"> • Multi-storey apartments • Terrace housing • Attached housing • Semi-detached housing • Home office • Detached housing • Retirement living |
| G13 | High density housing should be provided at a minimum density of 35 dwellings per Net Development Hectare (NDA) and should be achieved in locations proximate to the local or major town centre and along public transport routes. |
| G14 | Medium density housing should be provided at a minimum density of 25 dwellings for Net Developable Hectare (NDha) and should be placed in areas of high amenity or convenience, including the local town centre, public open space, along public transport routes, along the Kororoit Creek and adjoining conservation reserves. |
| G15 | Specialised housing forms such as retirement living or aged care should be located in areas of key high amenity including land surrounding the Local and Major Town Centre, potential public transport routes and open space areas. |
| G16 | Accommodation should incorporate measures to attenuate the noise impacts (e.g. acoustic insulation and double glazing on windows) associated with adjoining or nearby major transport corridors (i.e. freeways). |
| G17 | Where housing is proposed adjacent to an acoustic wall, dwellings may front an internal road, with the acoustic wall to form the rear fence or part of the dwelling. In this instance private open space should be located to the front or side of the dwelling to achieve appropriate solar access. Alternatively, dwellings may front an internal road which runs directly parallel to the acoustic wall. |

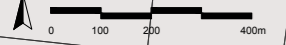


LEGEND

- Precinct boundary
- Area subject to detailed flood analysis
- Passive open space (Unencumbered)
- Active open space (Unencumbered)
- Active open space (within 1:100 flood level) (Encumbered)
- Waterway - Drainage / flooding (Encumbered)
- Waterway - Growing Grass Frog habitat & stormwater wetlands (Encumbered)
- Conservation area (Encumbered)
- Leakes Road reserve
- Deanside wetlands, watercourse
- Rockbank Inn
- 400m walkable catchment (from the edge)
- 1:100 year flood level
- Fire threat edge
- Interim fire threat edge (land adjacent to OMR)

plan 4
open space and natural systems
rockbank north precinct structure plan

scale: 1:15,000 @ A3, 1:7,500 @ A1



3.2 OPEN SPACE, NATURAL SYSTEMS & BIODIVERSITY AND BUSHFIRE MANAGEMENT

OPEN SPACE

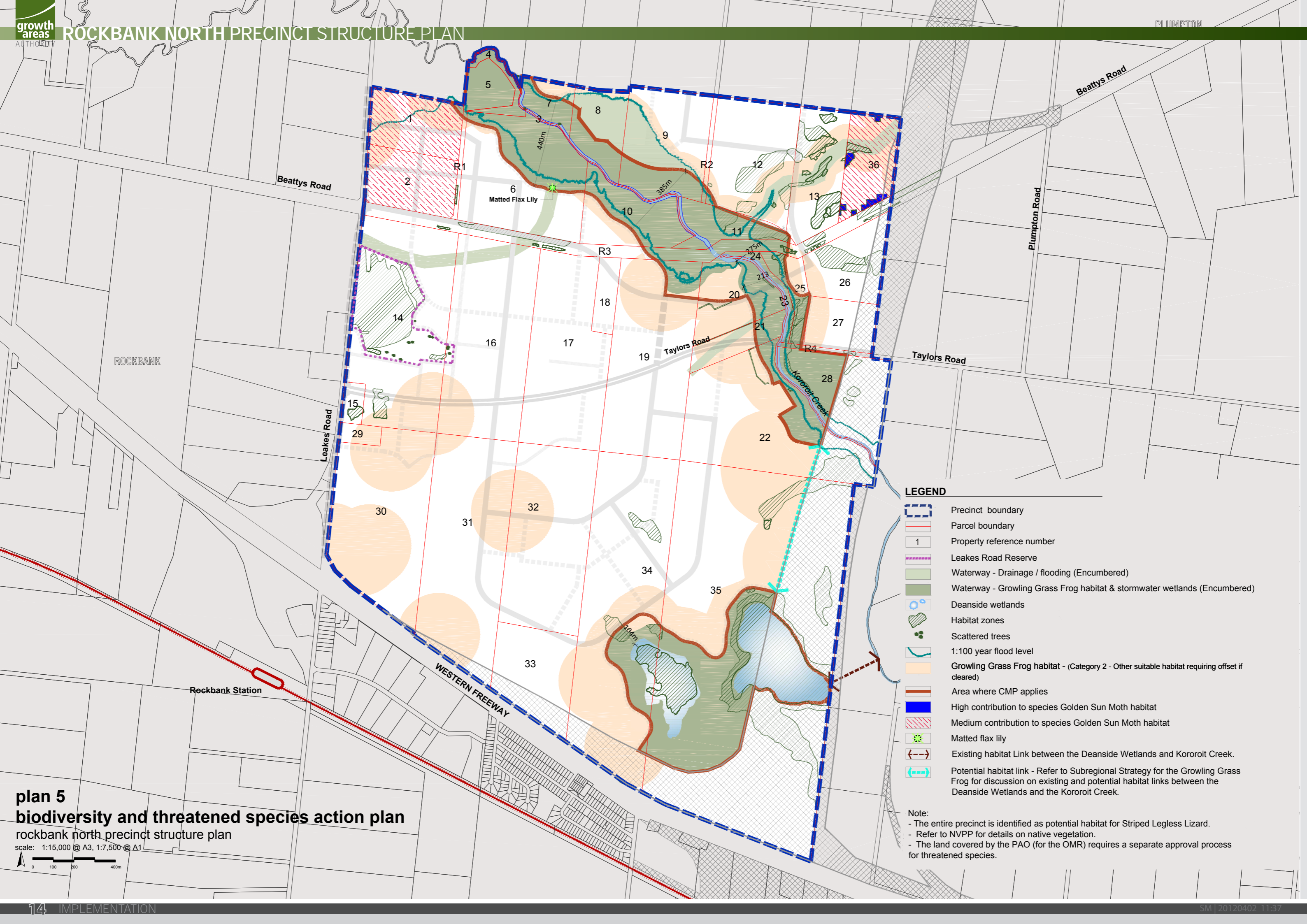
| REQUIREMENTS | |
|--------------|---|
| R11 | All public landscaped areas must be designed for low maintenance to the satisfaction of the Responsible Authority. |
| R12 | Open space must abut a road unless otherwise addressed by an active frontage. |
| R13 | Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and bicycle paths (shared paths) to the satisfaction of Responsible Authority. |
| R14 | An alternative provision of land for passive open space to that shown in Plan 4 is considered to be generally in accordance with this plan provided the passive open space (unencumbered) is: <ul style="list-style-type: none"> • Located so as not to reduce the walkable access to local parks demonstrated in Plan 4. • Not diminish the quality or usability of the space for passive recreation |
| R15 | An appropriate mix of infrastructure (i.e. playspace, shelters, toilets and bbq's) in designated parks must be provided to the satisfaction of the Responsible Authority. |
| R16 | Development abutting open space must be designed to provide passive surveillance from the street, through the appropriate siting of windows, balconies and pedestrian access points. |
| R17 | Land designated for active and passive recreation reserves must be finished and maintained to a suitable standard, prior to the transfer of land, to the satisfaction of the Responsible Authority. |
| R18 | Fencing of parkland must have an average height of no greater than 1.2 meters and must be permeable to facilitate public safety and surveillance. |
| R19 | Pedestrian bridges must be provided generally in the locations as shown on Plan 2 to ensure pedestrian connectivity. |
| GUIDELINES | |
| G18 | Advice should be sought from the Responsible Authority regarding suitability of proposed tree species for public landscaped areas to inform a development's landscape design. |
| G19 | Active recreation reserves should be designed to maximise co-location opportunities between complementary sports and adjoining school facilities. |
| G20 | Passive parks should cater for a broad range of users and support both structured and informal recreation activities. |
| G21 | Passive parks interfacing with Kororoit Creek should be designed to enhance areas of conservation significance. |
| G22 | Higher impact or formal activity should occur within the designated passive recreation areas with vegetated/conservation areas to accommodate low impact passive recreation. |
| G23 | Flexibility in the location/configuration of passive parks can be provided to ensure that all residents are provided with appropriate levels of open space amenity. |
| G24 | Design of pedestrian bridges should respond to the design guidelines set out in the Conservation Management Plan for the Growling Grass Frog (GGF) to minimise disturbance to existing and created GGF habitat. |

PASSIVE OPEN SPACE CONTRIBUTIONS

| REQUIREMENTS | |
|--------------|--|
| R20 | <p>All land owners must provide a public open space contribution equal to 3.66% of Net Developable Area (NDA) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> • Where land is required for unencumbered open space purposes as shown in Plan 4 and specified in Table 3 and is less or equal to 3.66% of NDA that land is to be transferred to Council at no cost; • Where no land or less than 3.66% of NDA is shown in Plan 4 and specified in Table 3, as required for unencumbered open space purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 3.66% of NDA of that site. • Where land required for unencumbered open space purposes as shown in Plan 4 and specified in Table 2 is more than 3.66% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the Subdivision Act 1988.</p> |

Table 3: Open Space Inventory

| ID | Description | Location | Responsibility |
|------|--|--|---------------------|
| OS 1 | Passive open space | Throughout Precinct | MeltonShire Council |
| OS 2 | Leakes Road Reserve (including passive open space and conservation area) | Leakes Road | MeltonShire Council |
| OS 3 | Active Open Space | Throughout Precinct (including within 1:100 flood level) | MeltonShire Council |
| OS 4 | Heritage Precinct - Rockbank Inn | Adjoining Kororoit Creek | MeltonShire Council |
| DR 1 | Constructed Waterway | Between Leakes Road Reserve and Kororoit Creek | Melbourne Water |
| DR 2 | Kororoit Creek and adjoining tributaries | | Melbourne Water |



LEGEND

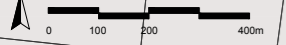
- Precinct boundary
- Parcel boundary
- Property reference number
- Leakes Road Reserve
- Waterway - Drainage / flooding (Encumbered)
- Waterway - Growing Grass Frog habitat & stormwater wetlands (Encumbered)
- Deanside wetlands
- Habitat zones
- Scattered trees
- 1:100 year flood level
- Growing Grass Frog habitat - (Category 2 - Other suitable habitat requiring offset if cleared)
- Area where CMP applies
- High contribution to species Golden Sun Moth habitat
- Medium contribution to species Golden Sun Moth habitat
- Matted flax lily
- Existing habitat Link between the Deanside Wetlands and Kororoit Creek.
- Potential habitat link - Refer to Subregional Strategy for the Growing Grass Frog for discussion on existing and potential habitat links between the Deanside Wetlands and the Kororoit Creek.

Note:

- The entire precinct is identified as potential habitat for Striped Legless Lizard.
- Refer to NVPP for details on native vegetation.
- The land covered by the PAO (for the OMR) requires a separate approval process for threatened species.

plan 5
biodiversity and threatened species action plan
 rockbank north precinct structure plan

scale: 1:15,000 @ A3, 1:7,500 @ A1



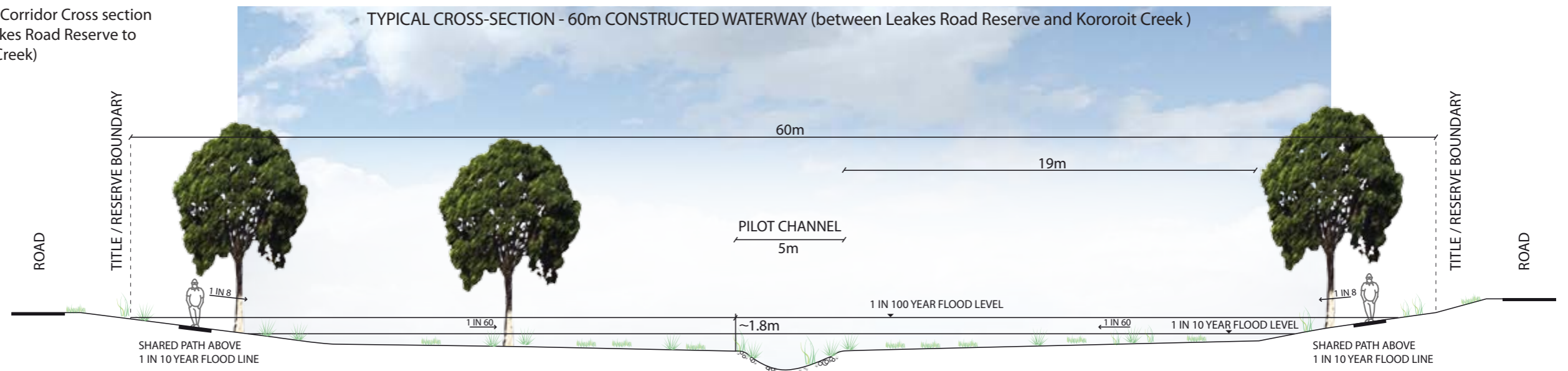
NATURAL SYSTEMS & BIODIVERSITY

| REQUIREMENTS | |
|--------------|---|
| R21 | The layout and design of the constructed waterway between Leakes Road Reserve and the Kororoit Creek must be generally consistent with the cross section in Figure 1 to the satisfaction of Melbourne Water. |
| R22 | A shared trail of at least three metres in width must be provided along the drainage corridor connecting the Leakes Road Reserve to the Kororoit Creek to the satisfaction of Melbourne Water. |
| R23 | A bicycle lane must be provided along the Beattys Road reservation and across Kororoit Creek to enable connection to the east of the OMR. This can be accommodated as part of the road reservation or off-road. |
| R24 | Design of paths, bridges, and boardwalks in the drainage corridor (both Kororoit Creek and drainage corridor) must be above the 1:10 year flood level (if running parallel to the corridor). Pedestrian bridges across the Kororoit Creek and drainage corridor must be above the 1:100 year flood level. Where a 1:100 year flood level crossing is not achievable, measures on the approach of the creek or drainage corridor must be installed to the satisfaction of Melbourne Water. |
| R25 | Any public infrastructure or trails located within the Kororoit Creek corridor must be designed to minimise disturbance to habitat zones, and generally in the locations shown on Plan 2 and outlined in the Growling Grass Frog Conservation Management Plan prepared for the Precinct unless the Conservation Management Plan is amended to the satisfaction of the Department of Sustainability and Environment. |
| R26 | Any passive open space areas within the Kororoit Creek corridor must be designed to minimise disturbance to any habitat zones or existing/created Growling Grass Frog habitat. |
| R27 | Development must not encroach upon the 1:100 year flood level. This does not apply to the pathways, fences, playground equipment and active recreation reserves and bbq/picnic areas. |
| R28 | External lighting adjoining the 'Conservation area' or 'Waterway – Growling Grass Frog habitat and stormwater wetlands' as shown on Plan 2 must be designed, baffled and located so as to prevent light spill and glare onto these areas to the satisfaction of the Responsible Authority. |

| GUIDELINES | |
|------------|---|
| G25 | Maximise the public use and enjoyment of the Kororoit Creek corridor and Deanside Wetlands as an important visual, conservation, ecological and recreation resource. This can be achieved via the establishment of passive parks, linear trails, and interpretive signage for conservation / heritage assets. |
| G26 | If trails are created through Leakes Road Reserve (conservation area) they should be designed to minimise impacts to the vegetation and promote passive, low impact use. |
| G27 | Leakes Road Reserve, which includes the passive open space area with scattered trees and the Habitat Zone should be developed in an integrated manner. |
| G28 | Landscaping adjacent to Habitat Zones should be complementary to the conservation objectives and should use indigenous plants. |
| G29 | Roads should generally frame the constructed waterway to allow for housing to front the open space. |
| G30 | Only indigenous plants of local provenance should be used in revegetation works. |
| G31 | Street trees should contribute to habitat for indigenous species. Where practical, indigenous trees should be used along streets and in parks, with lower level indigenous planting. |

| CONDITIONS | |
|------------|--|
| C1 | Where a road does not abut the areas identified on Plan 2 as 'Conservation Area' or 'Waterway – Growling Grass Frog habitat and stormwater wetlands' delineation must be created between conservation and development areas through the use of fencing, bollards or similar treatment to the satisfaction of the Responsible Authority prior to the issues of a Statement of Compliance. |

Figure 1: Drainage Corridor Cross section (from Leakes Road Reserve to Kororoit Creek)



BUSHFIRE MANAGEMENT

| REQUIREMENTS | |
|--------------|---|
| R29 | Unless a subdivision meets the standards set out in G32 or G33 it must provide defensible space between a fire threat identified on Plan 4 in this Precinct Structure Plan and a dwelling to the satisfaction of the CFA |
| R30 | <p>Where a lot contains defensible space the following applies:</p> <p>Before the Statement of Compliance is issued under the Subdivision Act 1988 the owner must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987 and make application to the Registrar of Titles to have the agreement registered on the title to the land under Section 181 of the Act.</p> <p>The agreement must set out the following matters:</p> <ul style="list-style-type: none"> • A building envelope and that a building must not be constructed outside of the building envelope. • That a building must not be constructed on the lot unless it is constructed to 12.5 BAL. • The area of defensible space applicable to the lot with the following restrictions on vegetation during a declared fire danger period: <ul style="list-style-type: none"> » Within 10 metres of a building, flammable objects (such as plants, mulches and fences) must not be located close to the vulnerable parts of the building (such as windows, decks and eaves). » Grass must be no more than five centimetres in height. » Trees must not overhang or touch any part of a building. » Leaves and vegetation debris must be removed at regular intervals. » Shrubs must not be planted under trees. » Plants greater than ten centimetres in height at maturity must not be placed directly in front of a window or other glass feature. » A tree canopy must not be closer than two metres to another tree canopy. » Total tree canopies must cover no more than 15% of the area of the lot at maturity. <p>This does not apply where the Country Fire Authority states in writing that a Section 173 agreement is not required for the subdivision or lot.</p> |
| R31 | Provide a road network that enables at least two safe egress routes away from the fire hazard. |
| R32 | <p>For the purposes of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:</p> <ul style="list-style-type: none"> • Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: <ul style="list-style-type: none"> » A minimum of 5.4m in trafficable width where cars may park on one side only. » A minimum of 3.5m width with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays at least 20m long, 6m wide, and located not more than 200m apart. • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. • Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided). |
| R33 | Planting in streets and public spaces within defensible space must be designed to take into account impact on fire risk |
| R34 | <p>Before the Commencement of works for a stage of subdivision, a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The Conservation Management Plan must specify, amongst other things:</p> <ul style="list-style-type: none"> • Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire. • A separation buffer, consistent with the separation distances specified in AS3596-2009, between the edge of development and non-urban areas. • How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles. |
| R35 | <p>A Construction or Engineering Plan required under a subdivision permit must show:</p> <ul style="list-style-type: none"> • The location of static water supplies for fire fighting purposes that are: • Accessible to fire fighting vehicles • Have sufficient volume to support effective fire fighting; or • Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present); and • Water supply design, connections and flow rates. <p>All to the satisfaction of the CFA.</p> |

| GUIDELINES | | | | | | | | | | | | | | | | | | | |
|----------------------|--|------------------------|--------------------------------------|------------------------|------|---|----|-------|---|----|--------|---|----|--------|----|----|-----|---|--|
| G32 | <p>Where a lot capable of accommodating a dwelling is proposed up slope or on flat land and adjacent to a Fire Threat Edge or Interim Fire Threat Edge identified on Plan 4 in this Precinct Structure Plan, provide for defensible space in the form of a 19 metre wide road reserve between the edge of the fire threat and the lot on which a dwelling may be developed.</p> <p>Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge or Interim Fire Threat Edge on Plan 4 of the Rockbank North Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.</p> <p>If, at the time of application for subdivision or works, the OMR has been constructed, the Interim Fire Threat Edge as identified on Plan 4 no longer exists and these provisions no longer apply.</p> | | | | | | | | | | | | | | | | | | |
| G33 | <p>Where a lot capable of accommodating a dwelling is proposed down slope and adjacent to a Fire Threat Edge or Interim Fire Threat Edge identified on Plan 4 in this Precinct Structure Plan, provide for defensible space comprising a road reserve of at least 19 metres width between the edge of the fire threat and the lot on which a dwelling may be developed plus the additional width of defensible space specified below. The additional defensible space may be on public or private land:</p> <table border="1"> <thead> <tr> <th>Down slope (degrees)</th> <th>Additional defensible space (metres)</th> <th>Total defensible space</th> </tr> </thead> <tbody> <tr> <td>>0-5</td> <td>3</td> <td>22</td> </tr> <tr> <td>>5-10</td> <td>6</td> <td>25</td> </tr> <tr> <td>>10-15</td> <td>9</td> <td>28</td> </tr> <tr> <td>>15-20</td> <td>13</td> <td>32</td> </tr> <tr> <td>>20</td> <td colspan="2">to the satisfaction of the relevant fire authority.</td> </tr> </tbody> </table> <p>Where defensible space is proposed on a lot capable of accommodating a dwelling, requirement R30 in this precinct structure plan applies.</p> <p>Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge or Interim Fire Threat Edge on Plan 4 of the Rockbank North Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.</p> <p>If, at the time of application for subdivision or works, the OMR has been constructed, the Interim Fire Threat Edge as identified on Plan 4 no longer exists and these provisions no longer apply.</p> | Down slope (degrees) | Additional defensible space (metres) | Total defensible space | >0-5 | 3 | 22 | >5-10 | 6 | 25 | >10-15 | 9 | 28 | >15-20 | 13 | 32 | >20 | to the satisfaction of the relevant fire authority. | |
| Down slope (degrees) | Additional defensible space (metres) | Total defensible space | | | | | | | | | | | | | | | | | |
| >0-5 | 3 | 22 | | | | | | | | | | | | | | | | | |
| >5-10 | 6 | 25 | | | | | | | | | | | | | | | | | |
| >10-15 | 9 | 28 | | | | | | | | | | | | | | | | | |
| >15-20 | 13 | 32 | | | | | | | | | | | | | | | | | |
| >20 | to the satisfaction of the relevant fire authority. | | | | | | | | | | | | | | | | | | |

3.3 COMMUNITY FACILITIES AND HERITAGE

COMMUNITY FACILITIES & EDUCATION

| REQUIREMENTS | |
|--------------|---|
| R36 | Where the Responsible Authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally in accordance with the Precinct Structure Plan and consistent with the provisions of the applied zone. |
| R37 | Fencing of active sporting areas such as tennis courts and cricket nets must be constructed to the satisfaction of the Responsible Authority. |
| GUIDELINES | |
| G34 | Community hubs should be delivered in a manner to maximise efficient use of land by the sharing of car parking, amenities, pavilions etc. |
| G35 | Community facilities, local parks and playgrounds should be delivered in the early stages of development and should be designed to maximise efficiencies with surrounding uses. |
| G36 | Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses. |
| G37 | If a non-government school is to be located in the PSP it should be co-located with other education and community infrastructure and accessed by a potential public transport route. |
| G38 | All sporting arenas (ovals, pitches, courts) should be designed with a north-south alignment. |

HERITAGE

| REQUIREMENTS | |
|--------------|--|
| R38 | Prior to any works commencing on Property 20 shown on Plan 3 or prior to the land being transferred to a Public Authority, the Rockbank Inn (identified on Plan 2 and subject to a Heritage Overlay) must be either established to a point it can be climbed on without risk or be fenced off and secured from public access to the satisfaction of the Responsible Authority. |
| GUIDELINES | |
| G39 | Opportunities for the preservation and enhancement of European and Aboriginal cultural heritage values along the Kororoit Creek and/ or within the designated heritage precinct should be investigated, consistent with the Rockbank North Cultural Heritage Management Plan. |
| G40 | Dry Stone walls within the Kororoit Creek corridor should be retained as part of the creek corridor enhancement and conservation. |
| G41 | Subdivision adjacent to the Rockbank North Major Town Centre should be designed so as to incorporate the north-south dry stone wall, if possible. |
| G42 | The historic Beattys Road bridge should be conserved in its current location along Kororoit Creek. |

3.4 EMPLOYMENT AND TOWN CENTRES

ROCKBANK NORTH MAJOR TOWN CENTRE

The Rockbank North Major Town Centre is planned to service the north-west quadrant of the Melton-Caroline Springs Growth Corridor. It is located on Leakes and Beattys Roads with interface to the Kororoit Creek. The Rockbank Major Town Centre is part of a network of Town Centres within the Growth Corridor including a Principal Town Centre at Toolern, Major Town Centres at the Rockbank Train Station and Plumpton and a series of local town centres across the corridor.

Given its strategic location within the western growth corridor and its connectivity both locally and regionally, the Rockbank Major Town Centre will not only be a retail destination, but a regional destination for a number of activities including employment, education, recreation, entertainment, health, civic, dining and shopping.

The Rockbank North Major Town Centre will be a distinctive town centre within the western growth area which will have a thriving and active centre core and strong connections to Kororoit Creek and surrounding conservation and active open space areas.

The Rockbank North Major Town Centre will be connected to the western growth area through a series of higher order roads including the Western Freeway, Leakes Road and Taylors Road. The Rockbank North Major Town Centre will be serviced by regional transport services such as bus services along the PPTN and connections to the Rockbank train station located south of the Western Freeway. With the inclusion of a bus interchange, the Rockbank North Major Town Centre will be positioned to provide a range of services and activities to the western growth area.

Opportunities for employment and business investment in the Major Town Centre will be strengthened by the amenity offered by Kororoit Creek to the north as well as by the amenity offered by linear open spaces and the Woodlands conservation area. The amenity of the town centre will also attract pockets of medium and high density residential developments which will contribute to the character and activity within the town centre core.

The integration of a range of services and facilities within the Major Town Centre will attract workers and visitors to the centre. A range of uses such as retail, commercial, office, residential, civic, education, health and recreation uses will contribute to the activity, urban form and character of the Major Town Centre. These uses together with quality public spaces and street based activity will promote socialising opportunities during the day, at night and on the weekends.

As the Kororoit Creek frames the Rockbank North Major Town Centre to the north, the views and amenity of the creek will benefit the town centre. A network of pedestrian and cycle paths both integrated with the road network and as part of linear open spaces will connect the Major Town Centre with the education precincts and residential communities surrounding the town centre.

The Rockbank North Major Town Centre will support both physical and economic growth over an elongated period. Early delivery of essential services within this centre balanced with a deliberate "land bank" to allow for long term higher order uses is fundamental to creating an authentic, sustainable and liveable town centre for the western growth corridor.

The following principles apply to Major Town Centres within Melbourne's Growth Areas:

ATTRACTING THE INVESTMENT AND SUPPORTING THE COMMUNITY

| | | |
|---------------------------|--|---|
| <p>Principle 1</p> | <p>Creating a focal point for a diverse range of uses within the Town Centre that are fully integrated and connected.</p> | <ul style="list-style-type: none"> • To include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, bulky goods retailing and display based retailing; • To provide a range of regional services to the catchment that the Town Centre serves such as education, health, employment, aged care and civic services; • To attract higher order government, community, civic, education and health services and investment; • To attract a significant amount of leisure, recreation, sporting, art and cultural uses and investment; • To provide a range of social and entertainment services such as cafes, restaurants, bars, taverns, hotels, performance venues and regional entertainment facilities; • To encourage employment and business investment; • To encourage the establishment of serviced apartments and visitor accommodation; • To promote regional specialisation and differentiation; and • To create a flexible framework which will cater for future growth, expansion and the changing trends for service delivery and investment. |
| <p>Principle 2</p> | <p>Creating quality and vibrant mixed use Town Centres that act as the business and entertainment focal points and economic hubs of the regions that they serve.</p> | <ul style="list-style-type: none"> • To attract a significant amount of leisure, recreation, entertainment, sporting and cultural and investment; • To encourage employment and business investment; • To promote regional specialisation and differentiation; and • To create a flexible framework which will cater for future growth, expansion and the changing trends for service delivery and investment. |

FOSTERING EMPLOYMENT

| | | |
|---------------------------|---|---|
| <p>Principle 3</p> | <p>Integrate employment and service opportunities in a business friendly environment.</p> | <ul style="list-style-type: none"> • To cater for a substantial amount of employment opportunities including a progressive range of office premises, small scale office/warehouse spaces and office/showroom spaces; • To support and promote nearby employment and industrial areas within the region; • To attract a range small, medium and large businesses to provide employment opportunities in high quality built form locations, locations with amenity, transport options and infrastructure and an active and vibrant Town Centre; • To foster the growth of small scale local businesses offering services and products to the local and metropolitan markets; • To create an attractive place to conduct business for workers, clients, customers and suppliers; and • To encourage the development of work from home opportunities and office/living options such as SoHo housing products. |
| <p>Principle 4</p> | <p>Supports and promotes nearby employment and industrial areas within the region.</p> | |

CONNECTING THE REGION

| | | |
|---------------------------|--|--|
| <p>Principle 5</p> | <p>Design the Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p> | <ul style="list-style-type: none"> • To provide the Town Centre with direct access to the network of arterial roads; • To locate the Town Centre on the intersection of the arterial roads for ease of access and to maximise exposure; • To ensure the Town Centre is well serviced by multiple transport modes and routes and promote their use; • To support and to not detract from the network of existing and proposed Town Centres within the region; • To provide strong connections to, from and within the Town Centre to promote walking and cycling; and • Facilitate the safe and efficient operation at bus services (including bus priority access to any proposed interchange and proposed PPTN along Leakes Road. |
| <p>Principle 6</p> | <p>Creating Town Centres which are well served by multiple transport routes and are located at a major transit stop.</p> | |
| <p>Principle 7</p> | <p>Locating Town Centres on or close to arterial/arterial intersections.</p> | |

CREATING VALUED DESTINATIONS

| | | |
|---------------------|--|---|
| Principle 8 | Create a sense of place with high quality engaging urban design. | <ul style="list-style-type: none"> To connect the various precincts of the Town Centre through a interconnected series of public spaces which are attractive environments to walk and cycle through; To ensure all public spaces are framed by a variety of uses and are active at various times of the day and night and on weekends; To create a high quality and engaging environment with appropriate urban scale, density and intensity; To create a central public space or 'town square' which becomes the meeting place and the 'heart' of the community; and To create a Town Centre that is authentic to both the local and regional communities and promotes social interaction and exchange. |
| Principle 9 | Providing clear location and cultural identity for the catchment that the Town Centre serves. | |
| Principle 10 | Providing connections through the Town Centre through a series of public spaces which are attractive environments to walk and cycle through. | |
| Principle 11 | Focus on a public space as the centre of community life. | |

DELIVERING HOUSING OPTIONS

| | | |
|---------------------|---|--|
| Principle 12 | Include a range of medium and high density housing and other forms of residential uses within and around the Town Centre. | <ul style="list-style-type: none"> To provide a range of medium and high density housing options within close proximity to the Town Centre to support the services and facilities on offer; To create a fine grain mixed use environment within the Town Centre which facilitates the establishment of commercial and residential outcomes; To identify locations of high quality landscape within and surrounding the Town Centre where high density residential outcomes can be delivered; and To provide options for retirement living/aged care/assisted care in close proximity and which is well connected to the services offered by the Town Centre. |
|---------------------|---|--|

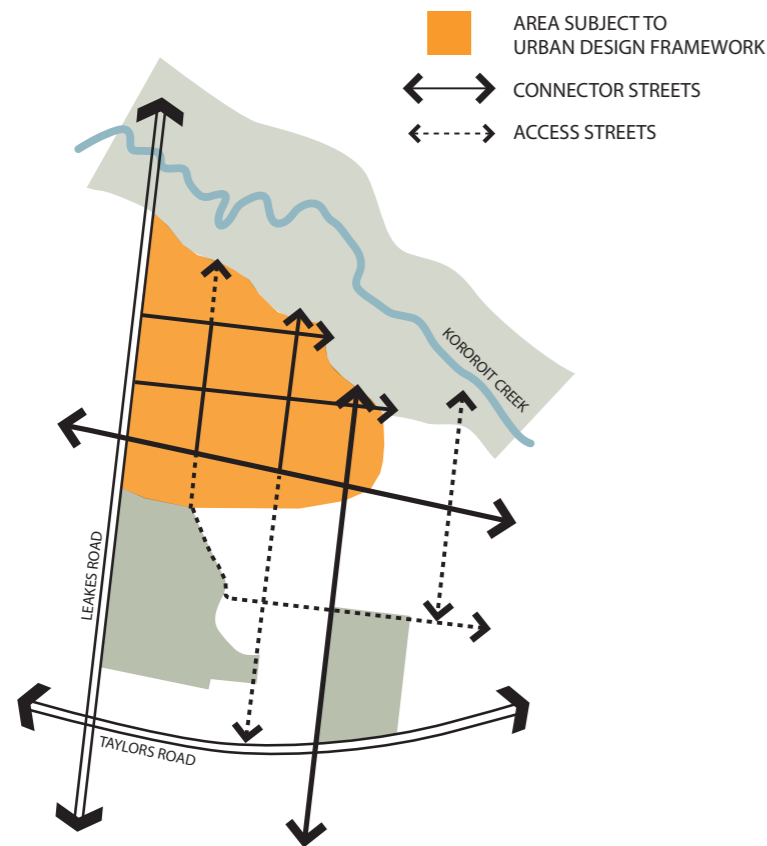
RESPECTING THE ENVIRONMENT

| | | |
|---------------------|---|--|
| Principle 13 | Locate the Town Centre in an attractive setting which respects the natural environment and history of the area. | <ul style="list-style-type: none"> To incorporate natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures into the design of the Town Centre which assist in creating a sense of place; To incorporate water efficiencies and WSUD principles in the depth of the town centre to ensure minimum impact to the Kororoit Creek as an important waterway. To ensure the Town Centre has a strong connection with surrounding natural features and that appropriate interfaces are created between the Town Centre and the natural environment; To create a regional destination which links the natural elements with the urban fabric of the Town Centre; To provide regional pedestrian and cycle links which link the natural environment to the Town Centre; and To integrate views to and from the existing landscape and into the design of the Town Centre. |
|---------------------|---|--|

PROMOTING SUSTAINABILITY AND ADAPTABILITY

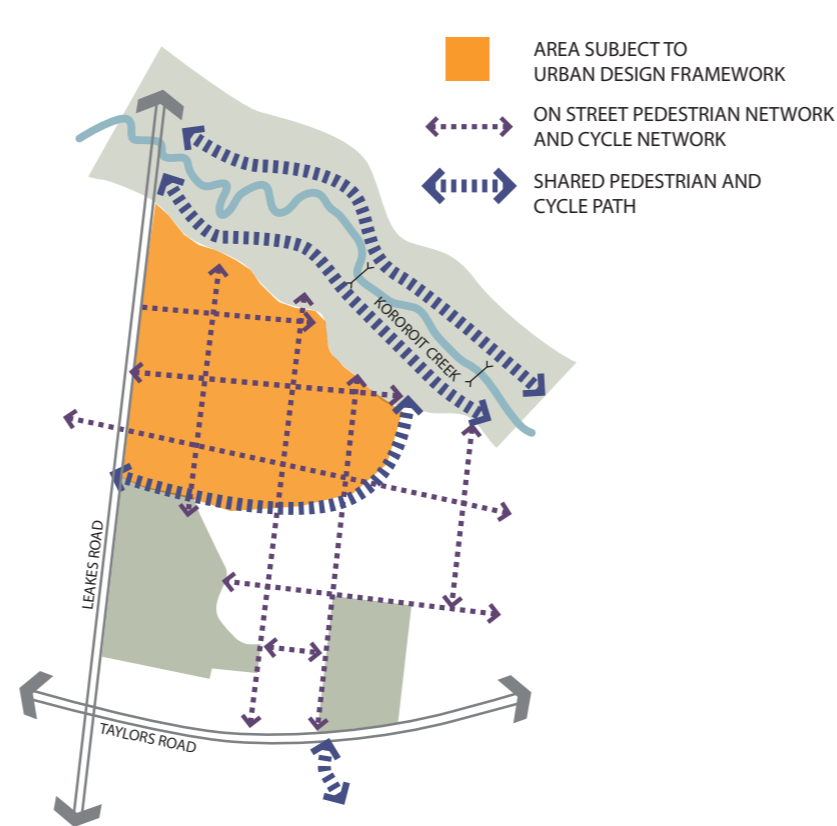
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| Principle 14 | Creating a Town Centre which promotes regional specialisation and differentiation. | <ul style="list-style-type: none"> To promote the localisation and regionalisation of services into the Town Centre that will contribute to a reduction of travel distance to access local services and less dependence on the car; To design the Town Centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques; and To ensure the Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve. |
| Principle 15 | Ensuring the Town Centre has scope for future development and expansion. | |

ORGANISING ELEMENTS



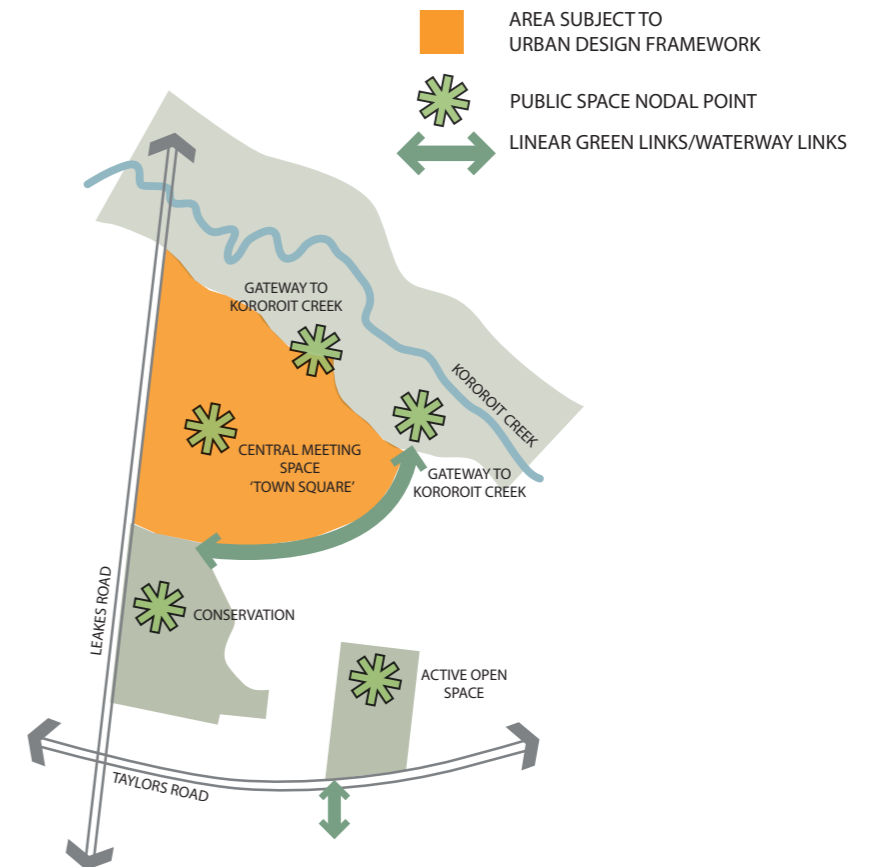
ROAD NETWORK

- Access to Western Freeway.
- Bounded by an arterial road.
- Proximity to Rockbank train station.
- Connection to proposed regional bus network.
- Terminating road network with views to and from Kororoit Creek and Leakes Road Reserve.
- Future bus interchange within the Town Centre.
- Timing and staging of arterial roads.
- Provision of intersections allowing vehicle, pedestrian and cycle access into the Town Centre.
- Crossing locations of Kororoit Creek.



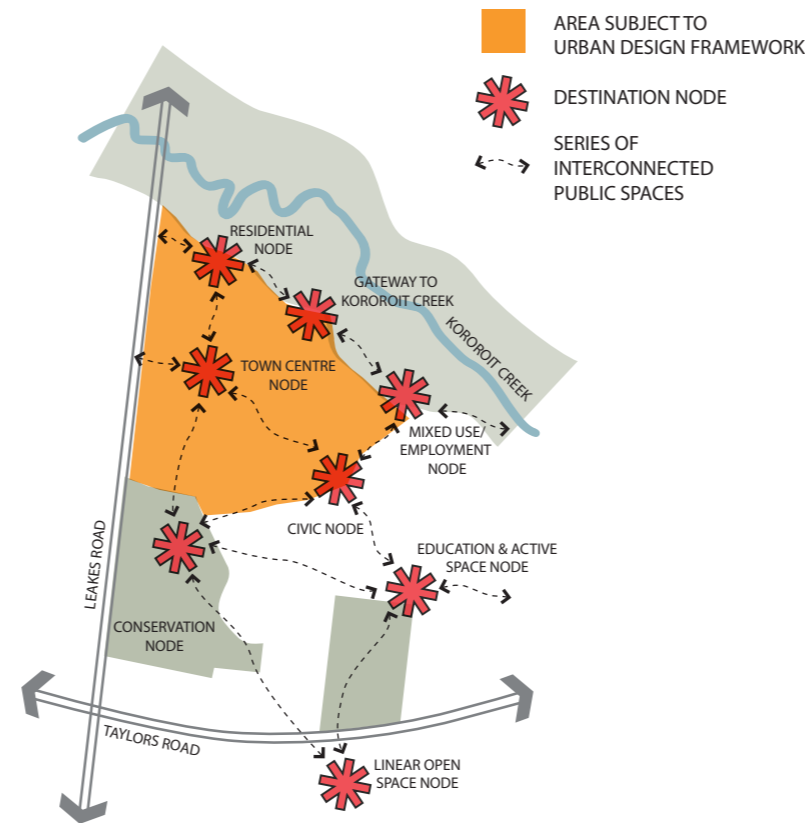
PEDESTRIAN AND CYCLE MOVEMENT

- Grid style urban layout to create a permeable Town Centre.
- Shared path network along arterial roads, Kororoit Creek through linear open spaces.
- A series of interconnected spaces which encourage an enjoyable and walkable Town Centre.
- Connecting the greater residential catchment to the Town Centre through dedicated pedestrian and cycle paths.
- Providing pedestrian and cycle access to the Town Centre across arterial roads.
- Pedestrian and cycle paths along and across Taylors and Leakes Roads and providing access to the Rockbank Train Station.



OPEN SPACE

- Strong links to and from Kororoit Creek.
- A series of public spaces within town centre linking to Kororoit Creek and other open space areas.
- Providing high amenity public spaces as settings for medium and high density residential and office outcomes.
- Connection to active open space and Leakes Road Reserve.
- Appropriate interfaces between the Town Centre, Kororoit Creek and Leakes Road Reserve.
- Appropriate edge and buffer distances around Kororoit Creek and the Leakes Road Reserve.
- 'Green' links across Taylors and Leakes Roads.



VIEWS AND VISTAS

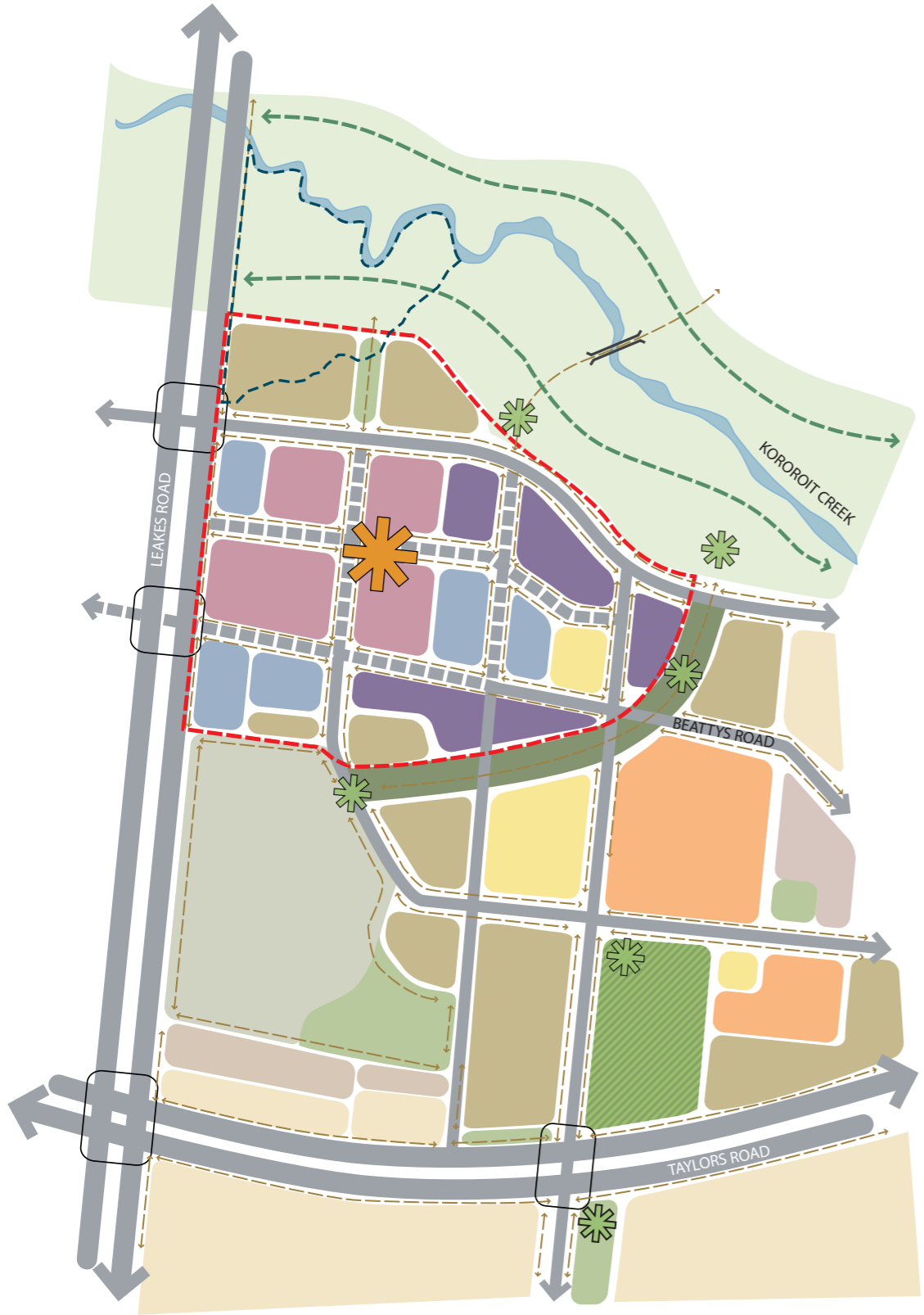
- Maximising views to Kororoit Creek.
- Terminating view lines along street network with 'green' outlooks.
- Appropriate land uses and built form outcomes to maximise views and view lines.
- Maintaining views and vistas while the Town Centre develops in stages.
- Balancing use and location of iconic buildings with potential views and vistas.
- Ensuring hints of 'green' are viewed from major destinations within the Town Centre.

PLACEMAKING

- Creating a strong central meeting space for the community.
- Creating a series of public spaces each with a unique character and focus.
- Ensuring community gathering spaces are included with the first stage of development.
- Respecting the environmental and cultural history of the place.
- Creating an authentic character for a 'greenfield' Town Centre.
- Community ownership and participation in the staged development of the town centre.
- Staged development which ages and evolves appropriately.

CHARACTER PRECINCTS

- Maximising views, outlook and amenity of Kororoit Creek and the Leakes Road Reserve.
- Creating a compact urban core which acts as the 'heart' of the centre and has a strong active and vibrant character.
- Building a pedestrian friendly civic precinct at the core of the Town Centre.
- High density residential communities which are situated in high amenity locations while being well connected to the activity of the Town Centre core.
- Appropriate interfaces between character areas.



ROCKBANK MAJOR TOWN CENTRE
NOT TO SCALE
NORTH

The following land uses are anticipated within the Rockbank North Major Town Centre:

TOWN CENTRE CORE

- Supermarkets
- Discount Department Stores
- Mini Major stores
- Showrooms
- Shops and stores
- Cafes
- Restaurants
- Bars and clubs
- Hotels
- Place of assembly
- Office
- Medium and high density residential
- Short stay accommodation and serviced apartments
- Car parking
- Bus interchange

COMMERCIAL

- Offices
- Office/warehouses
- Service industry
- Child care
- Medical services
- Health and beauty services
- Higher order and long life learning services
- Community services

MIXED USE

- Ground floor office with upper floor residential
- Ground floor retail with upper floor residential or office
- Mix of retail, office and residential areas
- Medium and high density residential

CIVIC FACILITIES

- Council facilities (library, indoor sports centre, community centre)
- Emergency services
- Health facilities

EDUCATION FACILITIES

- Primary education
- Secondary education
- Private and independent education facilities

RESIDENTIAL

- Medium density residential
- High density residential
- Mixed use residential
- Retirement living and aged care services
- SOHO (Small Office Home Office) products
- Student accommodation

TOWN SQUARE/PUBLIC SPACE

- A number of public spaces in an urban settings such as town squares, plazas, malls and urban parks.
- A central destination node which acts as the central meeting space and the 'heart' of the Rockbank North community.

Figure 2: Major Town Centre Concept Plan

MAJOR TOWN CENTRE

| REQUIREMENTS | |
|--------------|---|
| R39 | Shop floorspace within the Major Town Centre must not exceed 36,500m ² without a planning permit. |
| R40 | <p>An Urban Design Framework Plan (UDF) must be approved by the Responsible Authority for the Rockbank North Major Town Centre. The UDF applies to the Business 1, Mixed Use and Residential Zones as shown on Figure 2.</p> <p>The Urban Design Framework must address the following items:</p> <ul style="list-style-type: none"> • A response to the Major Town Centre Concept (Figure 2) and the vision and organising elements set out in this PSP; • The role and function of the town centre as a whole; • Appropriate land uses, their locations and relationships to the Town Centre; • The location and integration of community facilities and services; • The fine grain road network and how the network fosters connectivity within, to and from the Town Centre; • The incorporation of public transport services, including a bus interchange, into the design of the Town Centre; • The retention and enhancement of the natural environment and its integration into the Town Centre design; • A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes. An overall landscape concept must be included within the Urban Design Framework; • Placemaking elements, character precincts and nodal destinations within the Town Centre including a central meeting space within the urban core of the town centre (such as a town square, urban park or plaza space); • Opportunities for medium and higher density housing and how this can be incorporated into the design of the Town Centre; and • The staging and indicative development timing of the Town Centre. • The interface between Kororiot Creek and the Major Town Centre to minimise detrimental impacts of the development including provision of dense planting and pollutant traps to minimise runoff into the creek. <p>Specifically the Rockbank North Major Town Centre Urban Design Framework must:</p> <ul style="list-style-type: none"> • Demonstrate an appropriate design response that addresses the Rockbank North Major Town Centre vision, principles, objectives and organising elements and requirements outlined within this document; • Address any relevant design guidelines prepared by the Victorian Government or by Melton Shire Council; • Explain how the Urban Design Framework responds to feedback received following consultation with infrastructure agencies including VicRoads, the Growth Areas Authority and the Department of Transport and the landowners within the Town Centre; • Show how the Town Centre relates to the existing or approved developments in the area; • Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation; • Set out provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the Town Centre; • Set out arrangements for the provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the Town Centre and adjoining neighbourhoods; • Set out design guidelines for the provision of advertising signs; and • Set out clear and specific strategies, actions and guidelines for the development of the Rockbank North Major Town Centre which will form the assessment tool for future development applications for the Town Centre. |

ROCKBANK NORTH LOCAL TOWN CENTRE

The Rockbank North Local Town Centre is located south of Taylors Road and is centrally located to service the southern residential catchment.

The Local Town Centre will be well connected to the residential catchment that it serves through the proposed road networks and strong pedestrian and cycle links. This Local Town centre will be designed to be a highly permeable environment with a strong emphasis on pedestrian circulation which will connect this centre with the surrounding residential, education and active open space precincts.

The Local Town Centre will form a key nodal point in a series of destinations within the Precinct which will be connected by high quality linear open spaces. This Local Town Centre will form a nodal point along the key diagonal linear open space which connects the open space in the south-east corner of the Precinct to the proposed Major Town Centre and to Kororoit Creek to the north-west.

The Local Town Centre will be highly visible with many key view lines within the precinct terminating at the Local Town Centre location.

A high quality public space will be integrated with the design of the Local Town Centre which will become the centre of activity for this residential catchment. This public space will integrate the activity of the Local Town Centre with the activity associated with the diagonal linear open space.

In the short term, this Local Town Centre will potentially provide retail and other local services to the broader residential catchment prior to the establishment of the Major Town Centre.

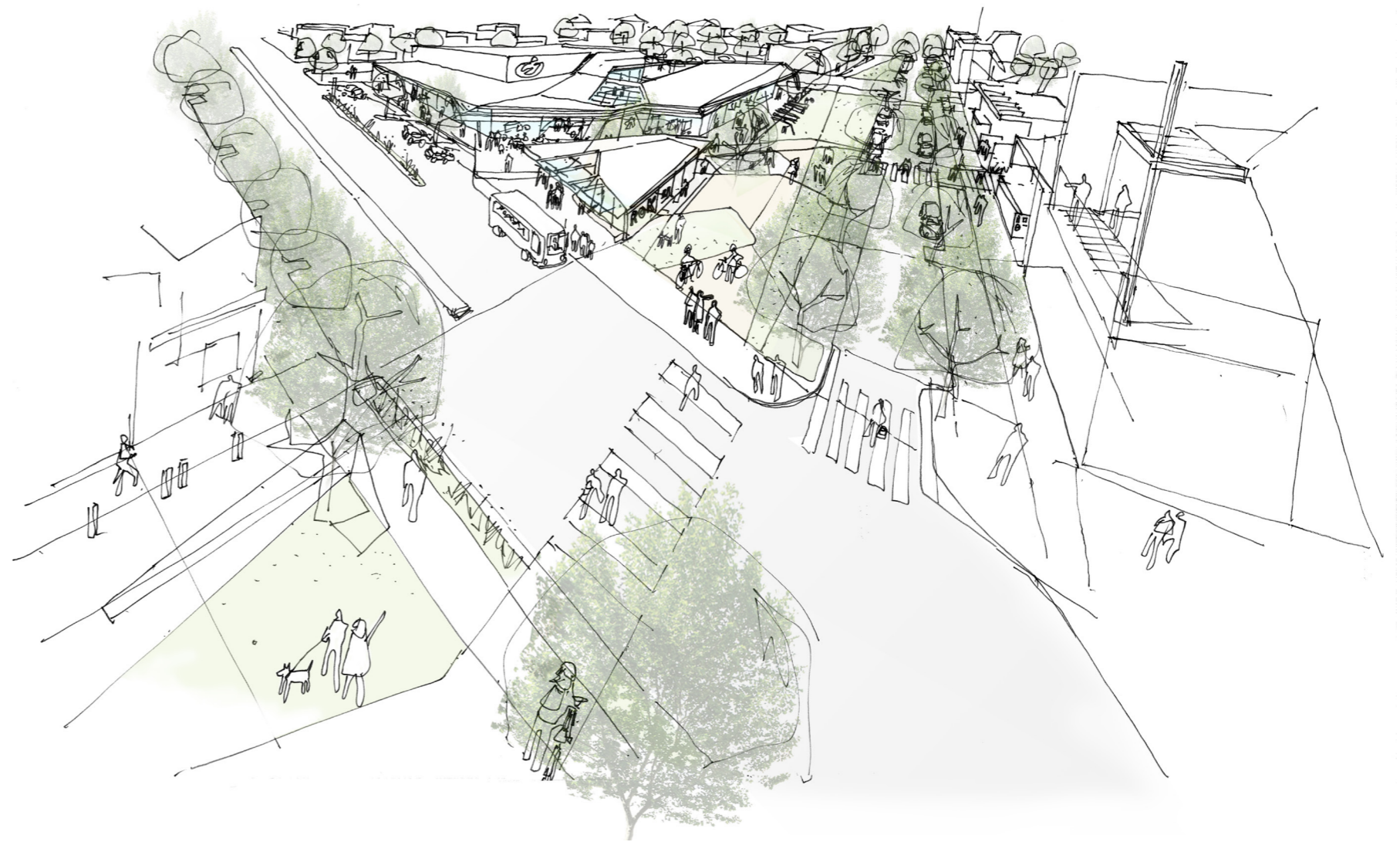


Figure 3: Local Town Centre Perspective

The following principles apply to the Local Town Centres within Melbourne's Growth Areas

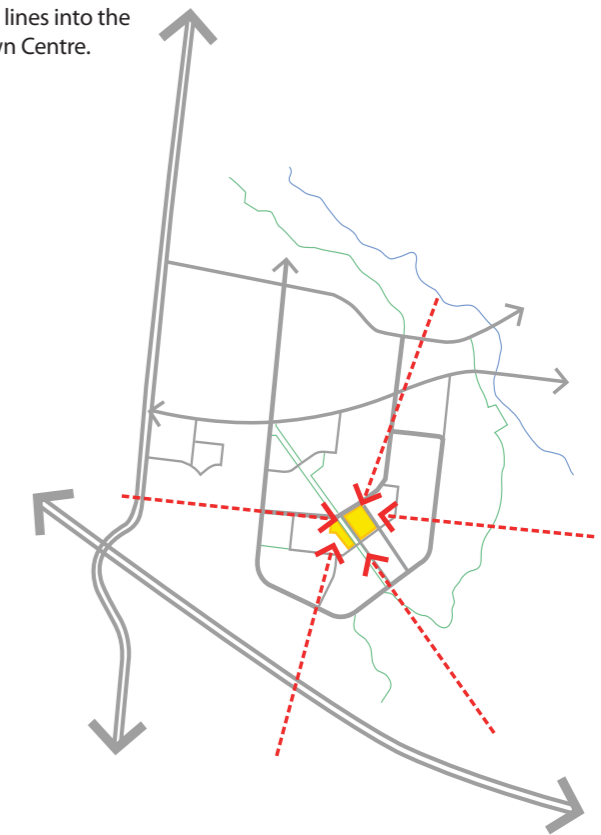
| | |
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| Principle 1 | Provide every neighbourhood with a Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern. |
| Principle 2 | Locate the Local Town Centre on a connector street intersection with access to an arterial road and transit stop. |
| Principle 3 | Locate the Local Town Centre in an attractive setting so that most people live within a walkable catchment of the Local Town Centre and relate to the centre as the focus of the neighbourhood. |
| Principle 4 | Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses. |
| Principle 5 | Focus on a public space as the centre of community life. |
| Principle 6 | Integrate local employment and service opportunities in a business friendly environment. |
| Principle 7 | Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre. |
| Principle 8 | Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. |
| Principle 9 | Create a sense of place with high quality engaging urban design outcomes. |
| Principle 10 | Promote localisation, sustainability and adaptability. |
| Principle 11 | Facilitate safe and efficient operation of public transport and bus services and encourage their use. |

ORGANISING ELEMENTS

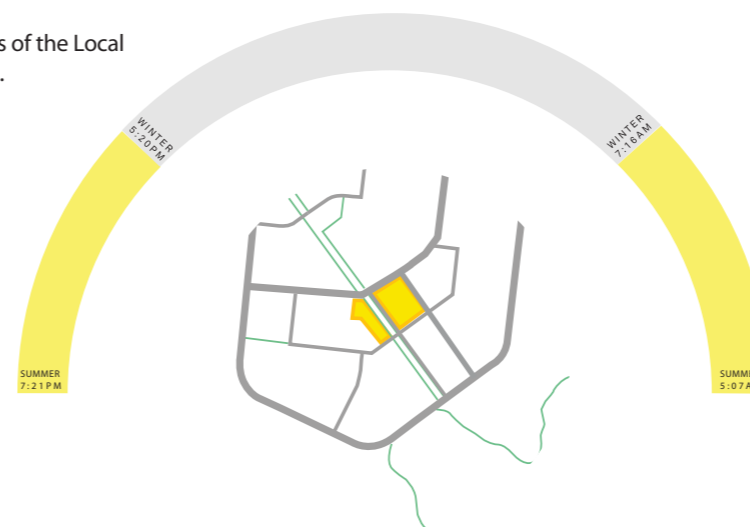
The Local Town Centre connected by the proposed road, pedestrian and cycle network



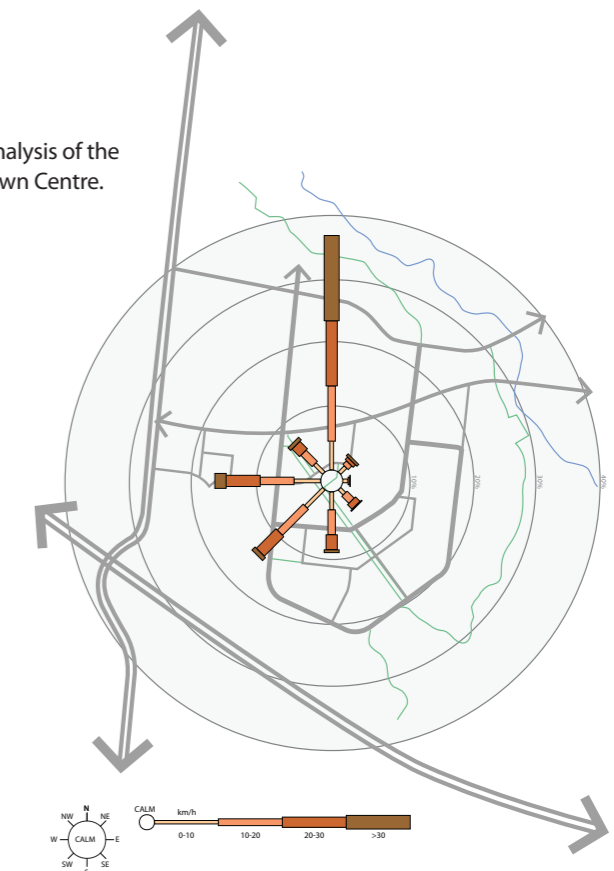
Key view lines into the Local Town Centre.



Solar analysis of the Local Town Centre.



Wind analysis of the Local Town Centre.



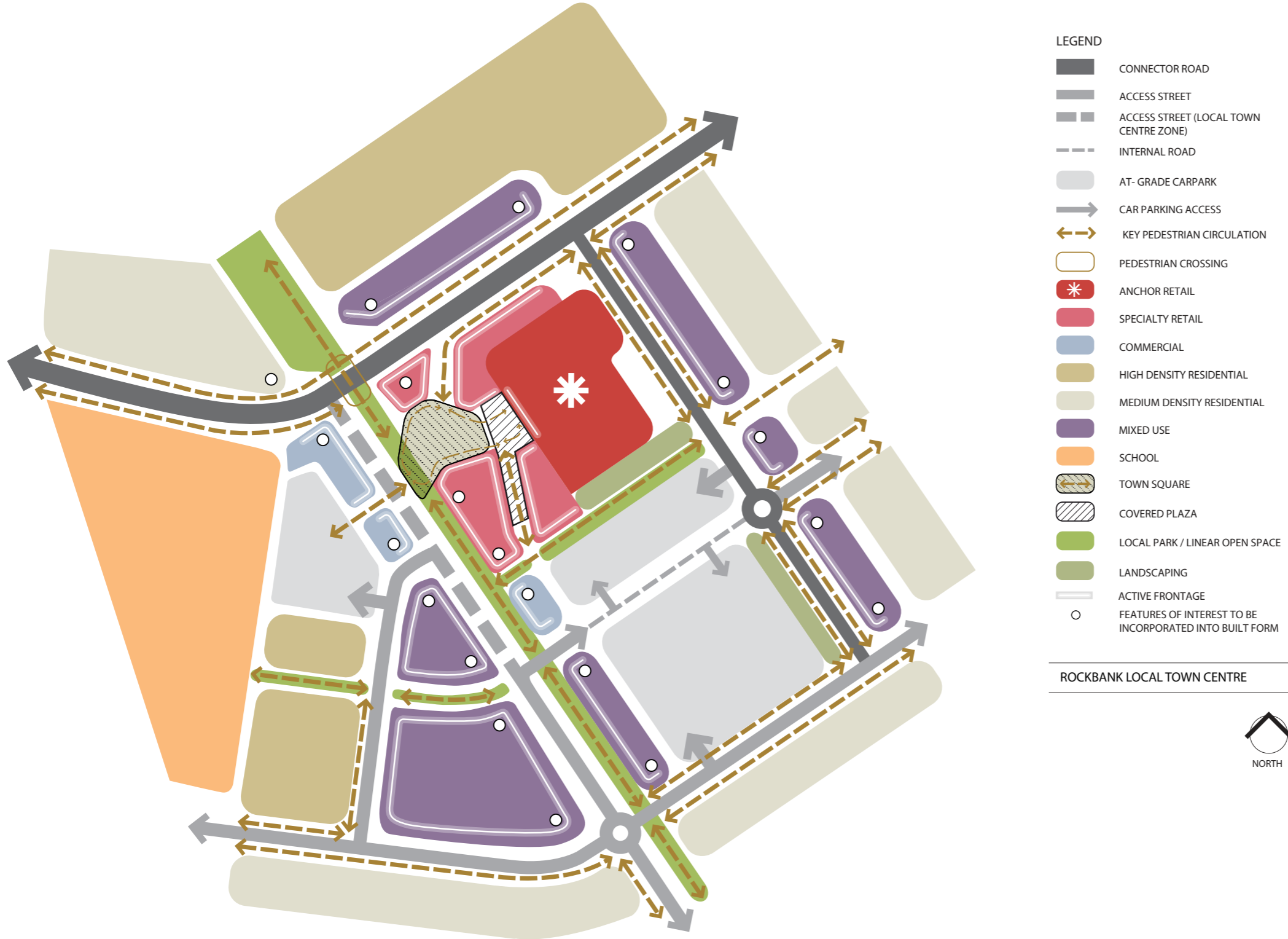
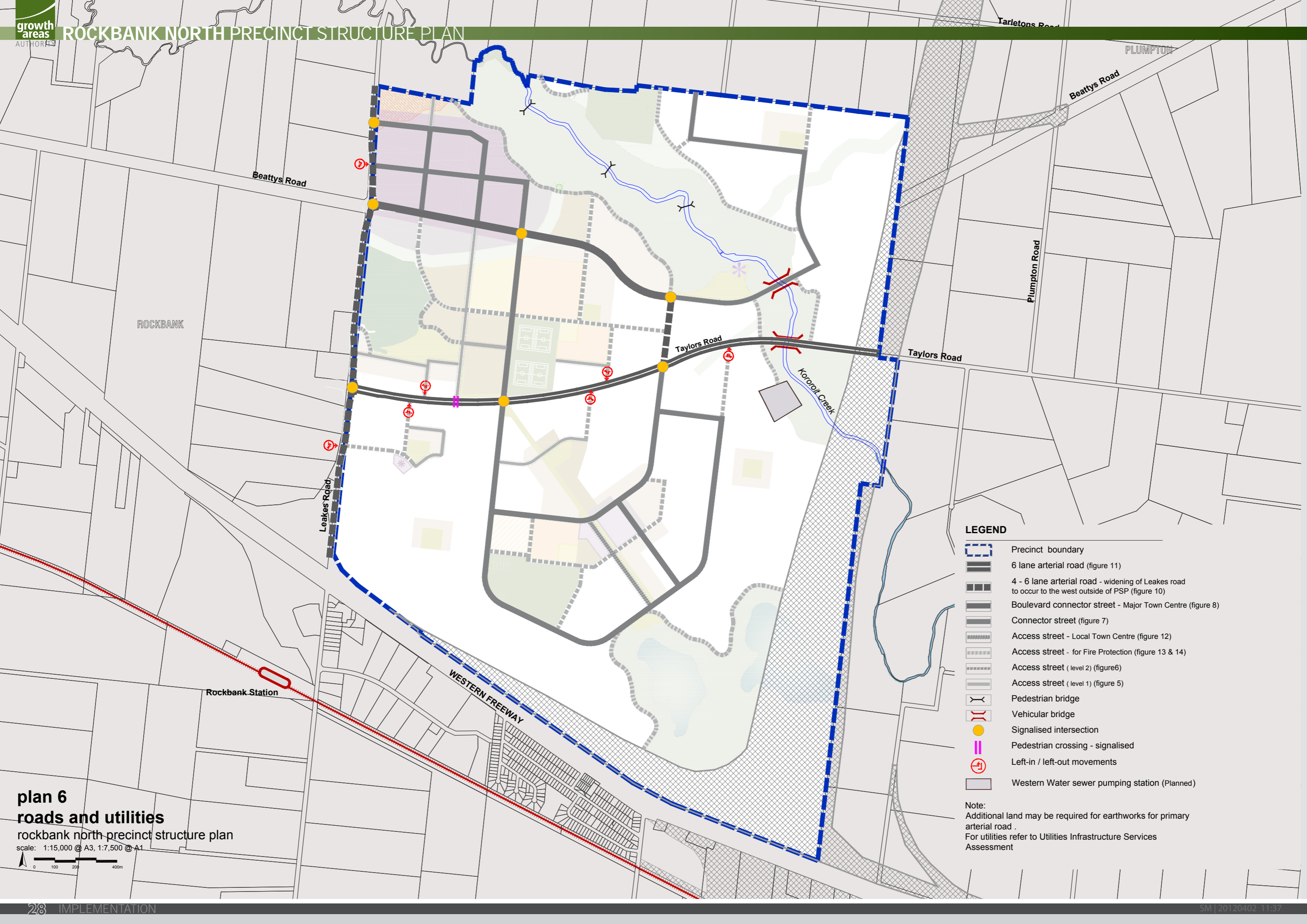


Figure 4: Local Town Centre Concept Plan
















LOCAL TOWN CENTRE

| REQUIREMENTS | |
|--------------|--|
| R41 | Shop floorspace within the Local Town Centre (LTC) must not exceed 5700m ² without a planning permit. |
| R42 | Local Town Centre design must respond to the concept plan shown at Figure 4 and the principles in this PSP. |
| R43 | Local Town Centre must be located as shown on Plan 2 , Future Urban Structure. |
| R44 | The Local Town Centre must be designed generally in accordance with the Local Town Centre Concept Plan (Figure 4) and respond to the LTC design guidelines in Appendix A. |
| R45 | The Local Town Centre must have a strong relationship and orientate towards the connector road, access street (Local Town Centre Zone) and the linear open space which runs north-east/south-west through the Local Town Centre. |
| R46 | The design of the Local Town Centre must address the key view lines into and throughout the centre. Particular consideration needs to be given to the intersection of the connector road and access street (Local Town Centre Zone) and the built form outcomes on these corners due to their prominence and their role as the 'arrival' point to the Local Town Centre. |
| R47 | Key locations within the Local Town Centre must include features of interest incorporated into the built form and landscape outcomes (refer to Local Town Centre Concept Plan). Features of interest may include: <ul style="list-style-type: none"> • Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements); • Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade; • Strong vertical elements; • Balconies; • Roof and/or wall articulation; and/or • Feature colours or materials which are sympathetic to the sites surrounds. |
| R48 | Circulation and permeability throughout the Local Town Centre should ensure that key destinations within the Local Town Centre are easily accessible by walking or cycling. In particular, east/west connections between residential precincts, retail core, town square, linear open space, commercial premises and the school should be provided. |
| R49 | Active and articulated frontages must be located to face the connector road, access street (Local Town Centre Zone), town square and to the linear open space which runs north-east/south-west through the Local Town Centre. |
| R50 | The town square (or similar) must have a strong relationship between the anchor retail, specialty retail and commercial uses as well as the linear open space. The final configuration of the town square must consider passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination which supports a range of uses. The town square must be a minimum area of 500m ² . |

| R51 | Consideration must be given to pedestrian movement north-south across the connector street connecting the linear open space. Opportunities for a pedestrian crossing should be explored in conjunction with determining bus stop locations. |
|------------|--|
| R52 | Supermarkets and secondary anchors must have frontages that directly address the main street or town square so that the use integrates with and promotes activity within the town centre. |
| R53 | Local Town Centres must include provision for commercial uses including office. |
| R54 | Buildings as part of the Local Town Centre must: <ul style="list-style-type: none"> • Provide primary access to tenancies from the main access street ; • Be built to the street front. Where buildings are set back from the street front, the frontage of the building must be active and must be designed in a way which contributes to the public domain; and • Include car parking and service infrastructure to the rear or side of the main street frontage. |
| R55 | Building facades on side streets (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activity or visual interest. |
| GUIDELINES | |
| G43 | Encourage and provide opportunities for home based business throughout the Precinct, particularly in locations proximate to town centres. |
| G44 | Provide a mix of uses within the Local Town Centre, including: <ul style="list-style-type: none"> • A full line supermarket and supporting specialty stores; • Cafe, restaurant and take-away premises; • Commercial locations which could include office, medical, childcare and SoHo uses; • Mixed use precincts located north of the connector road and either side of the access street (Local Town Centre Zone) which may include home/office and the provision of retail, commercial and/or residential; • Mixed use precinct located to the east of the Local Town Centre (adjacent to the anchor retail location) which may include home/office and residential; • Car parking; • Medium and high density housing; and Linear open space. |



LEGEND

-  Precinct boundary
-  6 lane arterial road (figure 11)
-  4 - 6 lane arterial road - widening of Leakes road to occur to the west outside of PSP (figure 10)
-  Boulevard connector street - Major Town Centre (figure 8)
-  Connector street (figure 7)
-  Access street - Local Town Centre (figure 12)
-  Access street - for Fire Protection (figure 13 & 14)
-  Access street (level 2) (figure 6)
-  Access street (level 1) (figure 5)
-  Pedestrian bridge
-  Vehicular bridge
-  Signalised intersection
-  Pedestrian crossing - signalised
-  Left-in / left-out movements
-  Western Water sewer pumping station (Planned)

Note:
 Additional land may be required for earthworks for primary arterial road .
 For utilities refer to Utilities Infrastructure Services Assessment

plan 6
roads and utilities
 rockbank north precinct structure plan
 scale: 1:15,000 @ A3, 1:7,500 @ A1



ROCKBANK NORTH ROAD CROSS SECTIONS

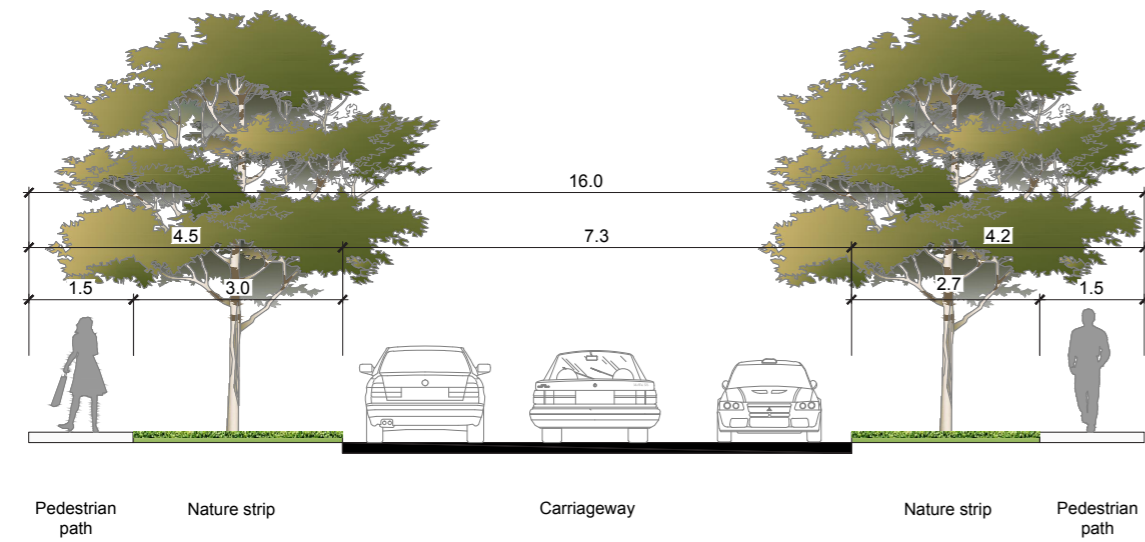


Figure 5: Access Street Level 1 16m

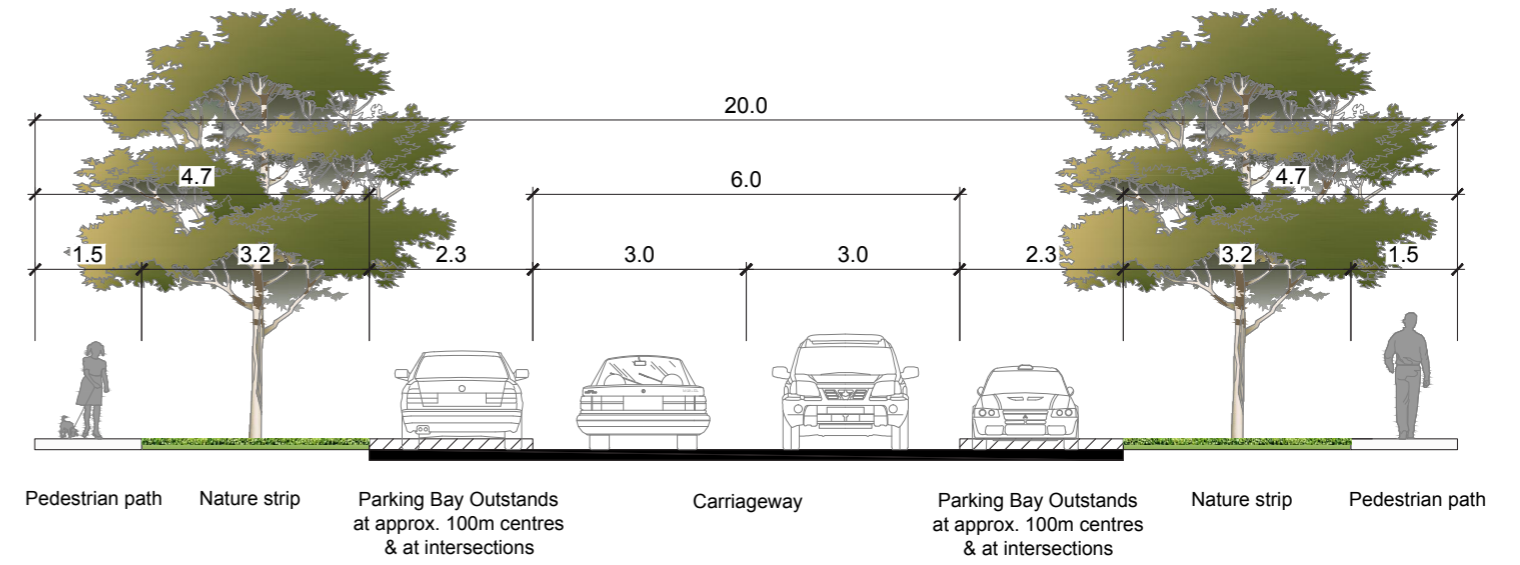


Figure 6: Access Street Level 2 20m

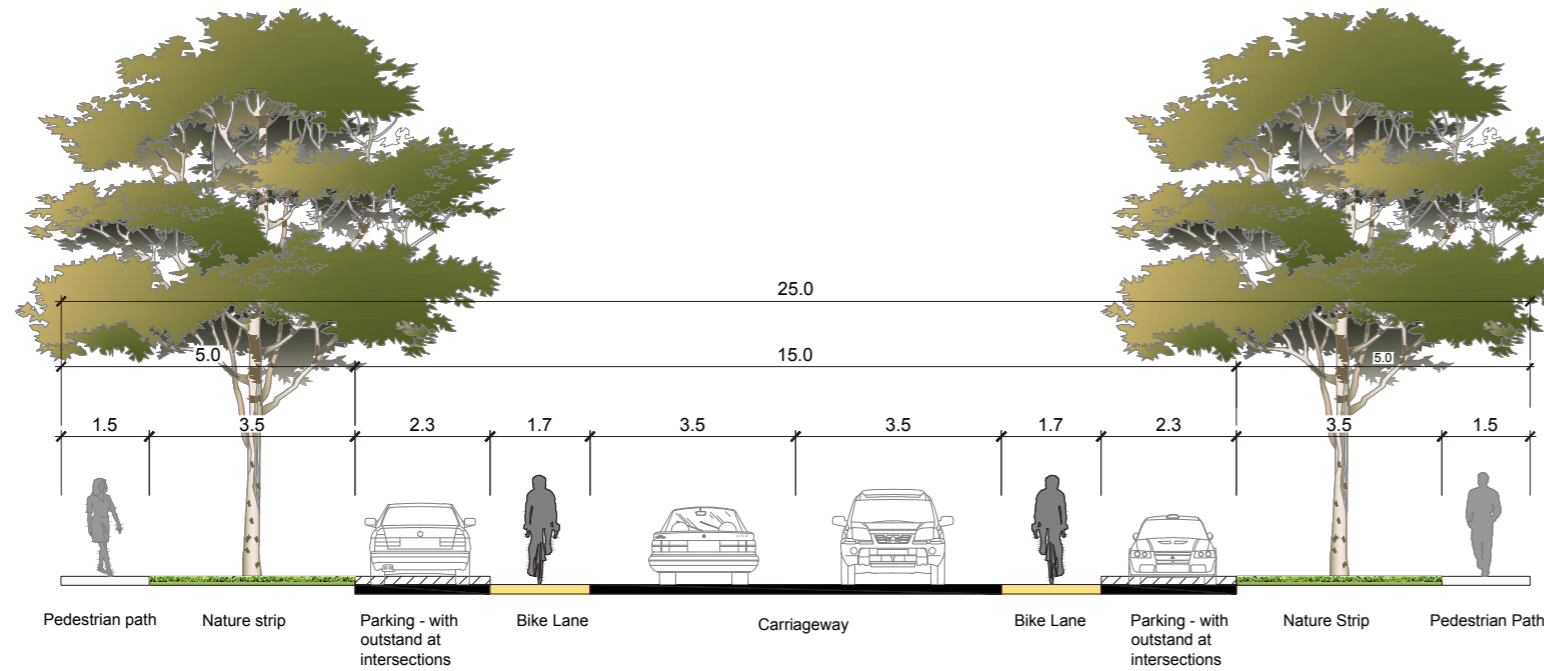
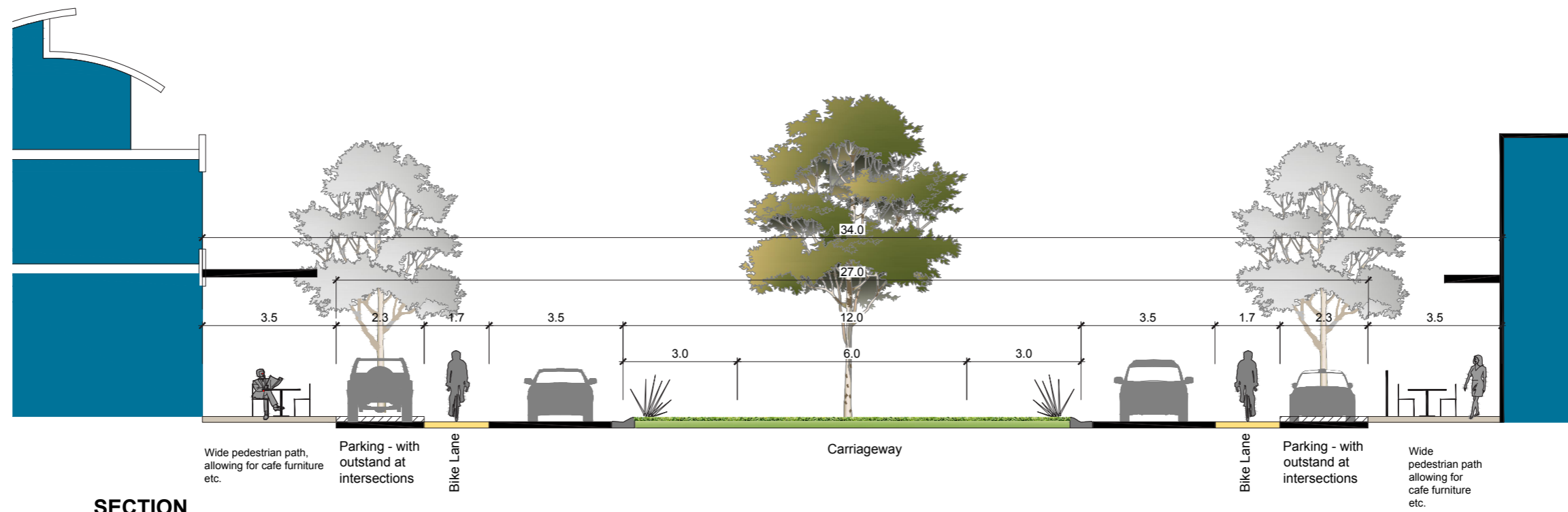
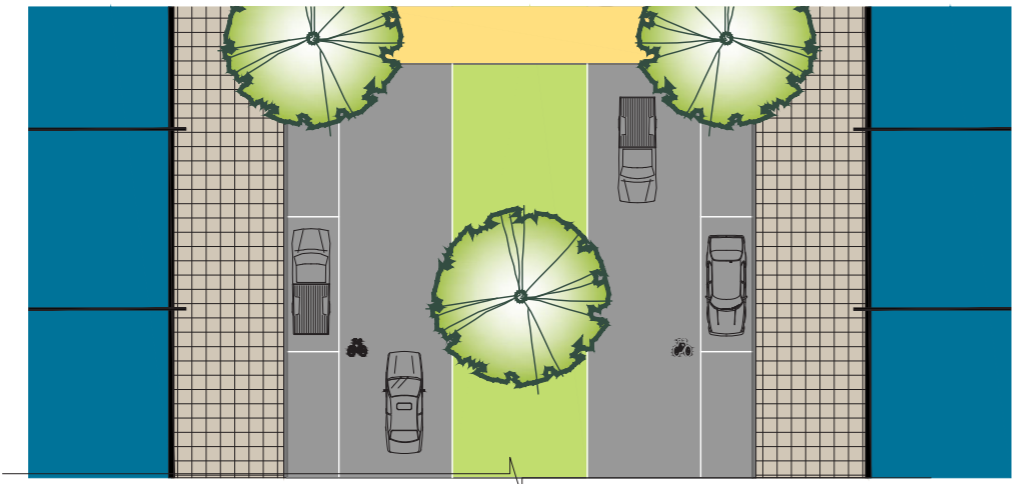


Figure 7: Connector Street - Residential 25m



SECTION



PLAN

Figure 8: Boulevard Connector Major Town Centre 34m

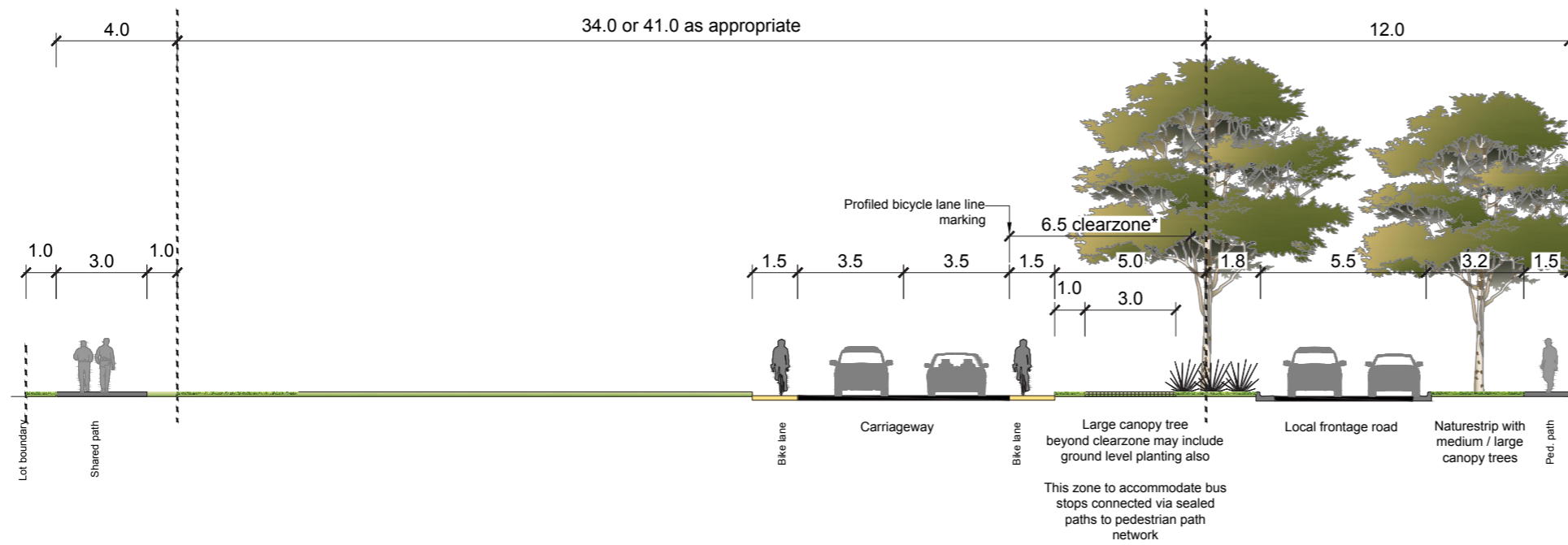


Figure 9: Arterial Road - Initial Road Construction 34m or 41m

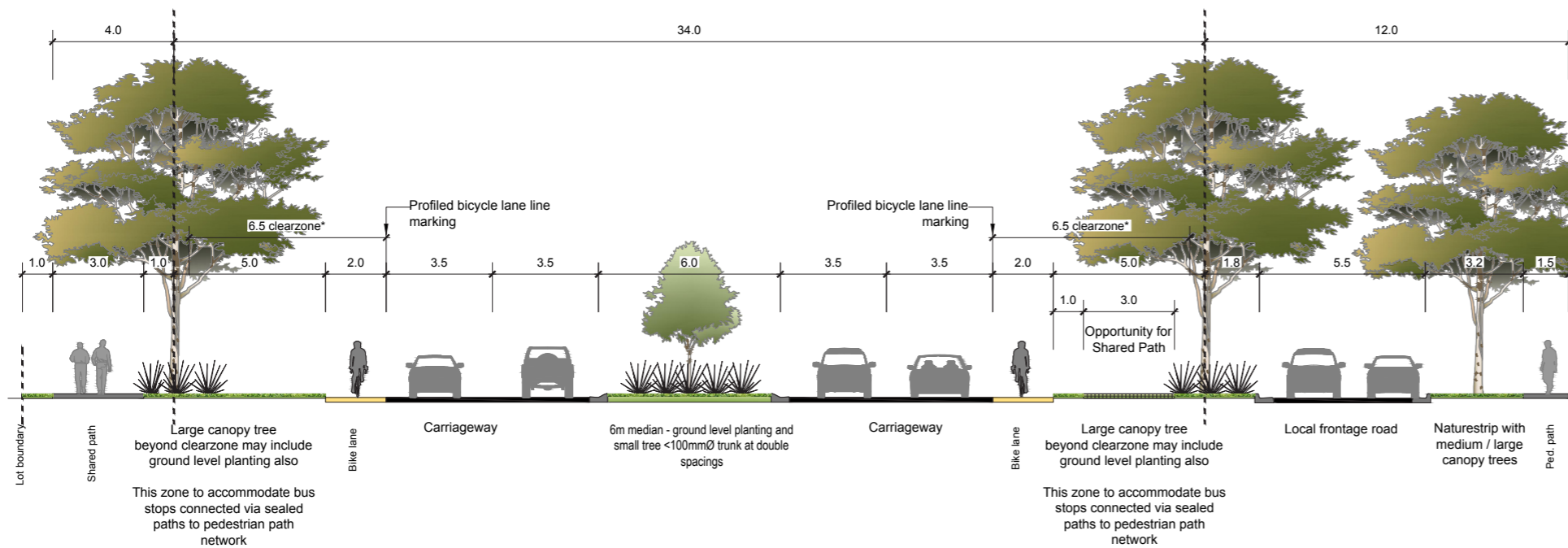


Figure 10: 4 Lane Arterial 34m

Note

- Includes typical residential frontage roads each side
- investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
- *Clearzone assumes 80km/h speed limit >5,000 VPD
- Reservation width will be affected by clearzone & service infrastructure clearance requirements

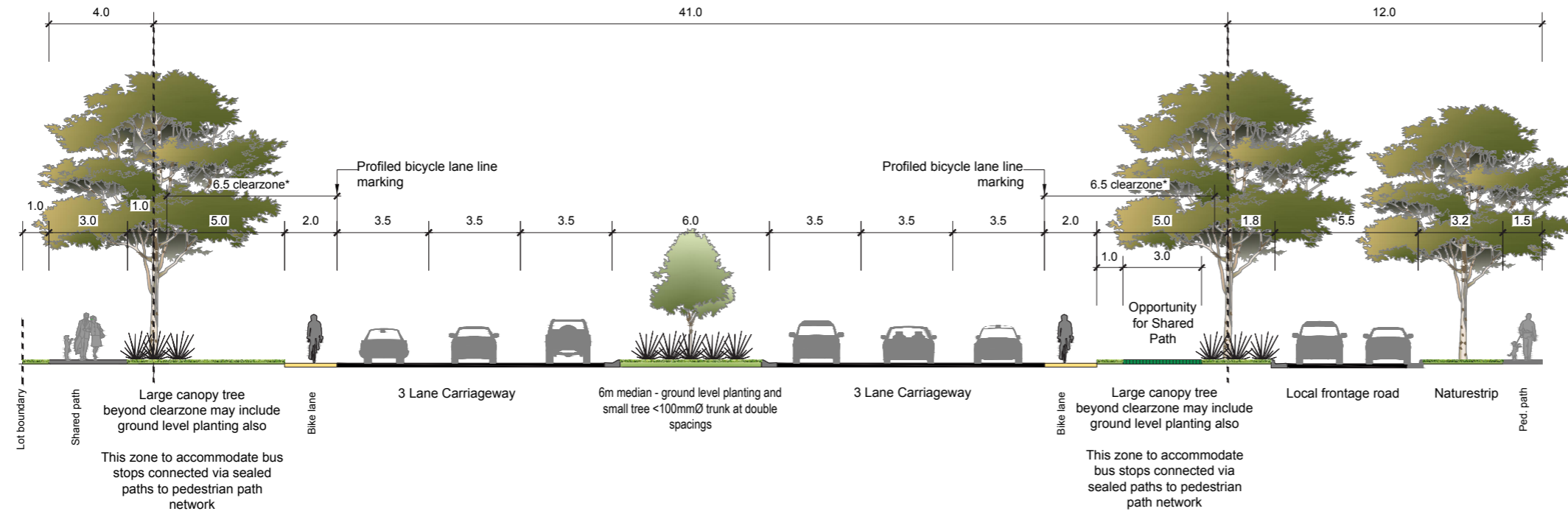


Figure 11: 6 Lane Arterial 41m

Note

- Includes typical residential frontage roads each side
- Investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
- *Clearzone assumes 80km/h speed limit >5,000 VPD
- Reservation width will be affected by clearzone & service infrastructure clearance requirements

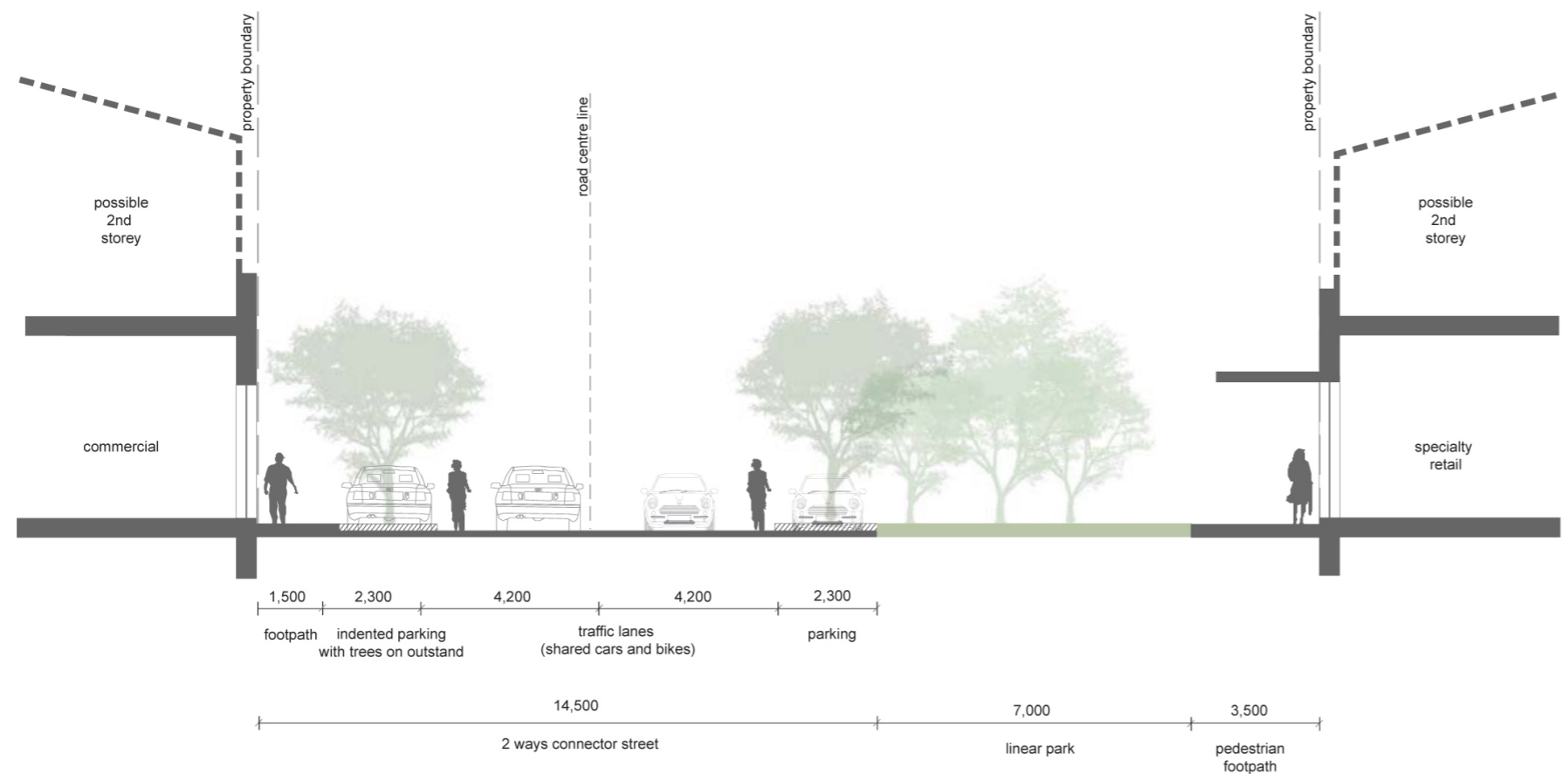


Figure 12: Local Town Centre cross section - Street Theme

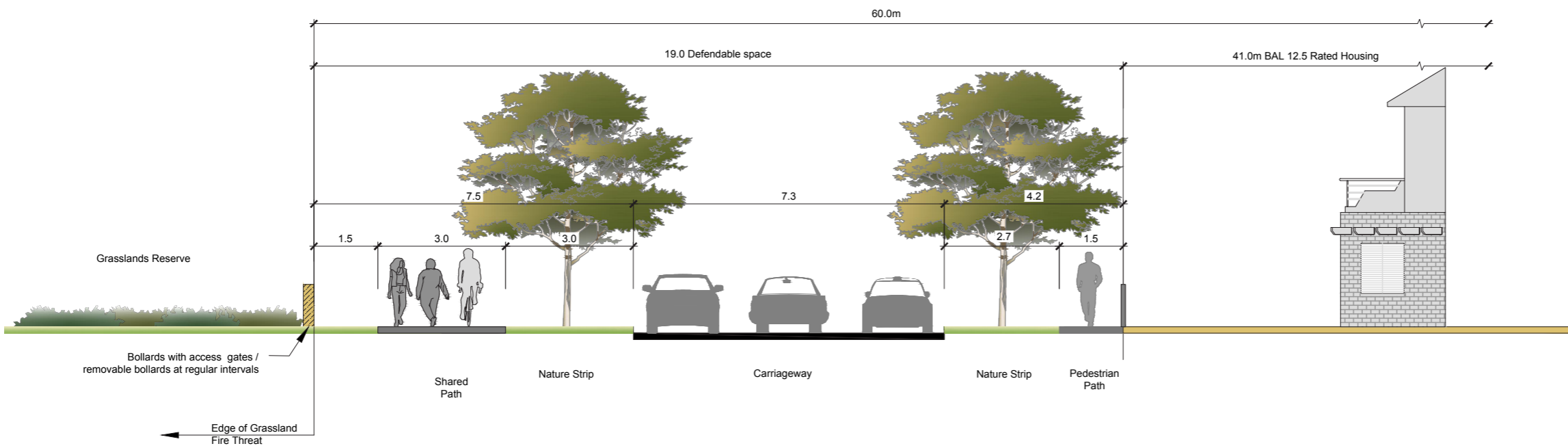


Figure 13 : Access Street Level 1 for Fire Protection

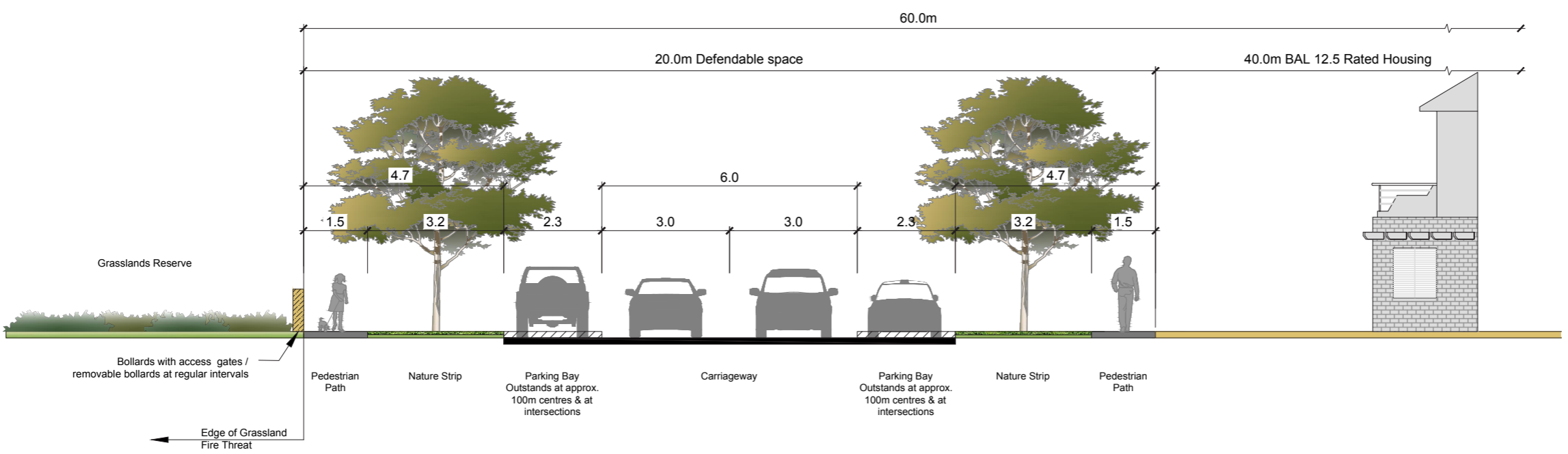
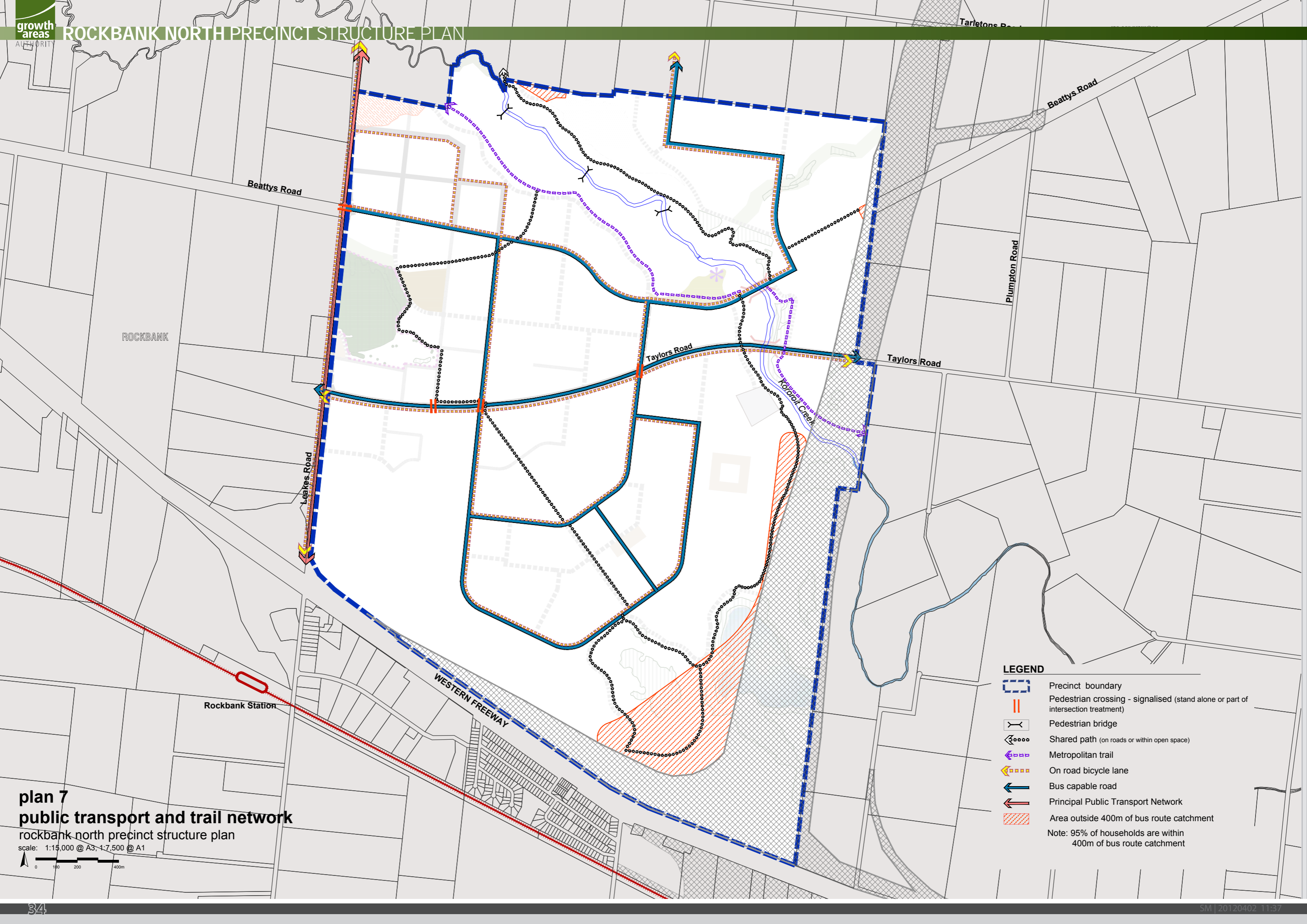


Figure 14 : Access Street Level 2 for Fire Protection



LEGEND

- Precinct boundary
- Pedestrian crossing - signalised (stand alone or part of intersection treatment)
- Pedestrian bridge
- Shared path (on roads or within open space)
- Metropolitan trail
- On road bicycle lane
- Bus capable road
- Principal Public Transport Network
- Area outside 400m of bus route catchment

Note: 95% of households are within 400m of bus route catchment

plan 7
public transport and trail network
 rockbank north precinct structure plan
 scale: 1:15,000 @ A3, 1:7,500 @ A1



3.5 TRANSPORT AND MOVEMENT

TRANSPORT: PUBLIC TRANSPORT

| REQUIREMENTS | |
|--------------|--|
| R56 | Bus stop facilities must be constructed by development proponents as part of the subdivision works (prior to the issue of a statement of compliance for the relevant stage) in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport. The Department of Transport to nominate the location and type of bus stops to be provided by the developer. |
| R57 | The bus stop facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian / shared path. |
| R58 | The bus stop facilities must be designed as an integral part of town centres and activity generating land uses, such as schools, sports fields and employment areas. |

TRANSPORT: STREET NETWORK

| REQUIREMENTS | |
|--------------|---|
| R59 | Street layouts of individual subdivisions must integrate to: <ul style="list-style-type: none"> • Form a coherent movement network across the wider precinct. • Ensure equal access to open space and facilities are provided. |
| R60 | Staging of subdivisions must provide for the timely connection of road links between properties and to the collector and arterial road network as well as the off-road pedestrian and bicycle network, to the satisfaction of the Responsible Authority. |
| R61 | In each stage roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority. |
| R62 | Driveway access to lots fronting arterial or sub-arterial roads must be provided from local roads or rear lanes. Service lanes can be considered subject to the agreement of the coordinating road authority. |
| R63 | Street blocks must not exceed 200 metres in length except for the subdivision in the south-west corner of the Precinct as shown at Figure 15. Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres in width. |
| R64 | An off-road shared path (minimum of 3m plus landscaping) must be constructed by the developer to connect the Local Convenience Centre to the Local Town Centre. Should the Local Convenience Centre not be developed, this shared path must still be constructed. |
| GUIDELINES | |
| G45 | Use of cul-de-sacs should not detract from convenient pedestrian and vehicular connections. |
| G46 | Alignment of future primary arterial roads may be altered so long as the intended performance and function of the roads are maintained to the satisfaction of VicRoads. |
| G47 | Road and street cross sections should be consistent with the cross sections included in this element. An alternative to cross sections for roads may be considered by the Responsible Authority subject to the design satisfying the relevant requirements in the PSP and the Public Transport Guidelines for Land Use and Development. |
| G48 | The street network in the south-west corner of the Precinct Structure should be designed to accommodate interim access from Leakes Road (all movements), to be reverted to left in/left out only in its ultimate form. The street network in the south-west corner should be designed to ensure that it operates in accordance with the road hierarchy as shown on Figure 15. Refer to Figure 15 and the GTA Traffic Assessment prepared for the PSP for analysis on the access, arrangements for this area and capacity of the interim access. |

TRANSPORT: WALKING & CYCLING

| REQUIREMENTS | |
|--------------|---|
| R65 | Pedestrian paths must be provided on both sides of connector and access streets in accordance with the cross-section in this PSP. |
| R66 | Pedestrian and cycle crossing points must be provided at all intersections and on key desire lines. |
| R67 | Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and town centres. |
| GUIDELINES | |
| G49 | Cycle connections should be designed to allow for the safe and convenient transition between on-road and off-road networks. |
| G50 | The green open space link from the Leakes Road Reserve to the Local Town Centre should be designed to accommodate cycling networks by providing a shared path of three metres in width. |

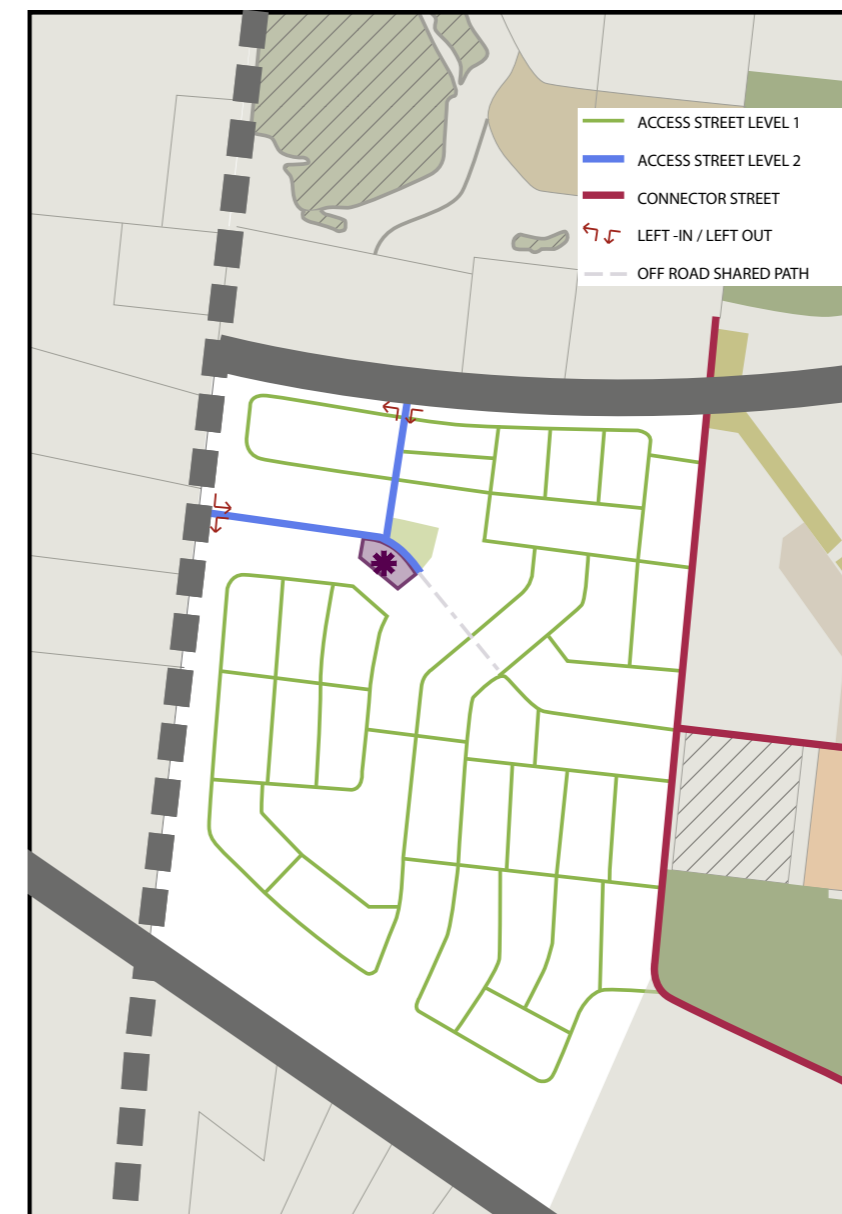


Figure 15: Example Road Network for South West corner of Precinct to ensure the local road network operates effectively.

3.6 UTILITIES, WATER AND STAGING

UTILITIES & WATER

| REQUIREMENTS | |
|--------------|---|
| R68 | All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground. |
| R69 | New substations must be identified at the subdivision design response stage to ensure efficient integration with the surrounding neighbourhood and to minimise amenity impacts. |
| R70 | The pump station within the Precinct, as shown on Plan 2 must be designed to the satisfaction of Western Water. |
| R71 | All lots must be provided with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority. |
| R72 | Development must respond to the objectives and approach relating to water management as outlined in the Integrated Water Management Plan prepared for the PSP and conform to relevant policies and strategies being implemented by Council, Melbourne Water and the Water Retail Authority. |
| R73 | Final design of the constructed waterway and wetlands within the Kororoit Creek to be approved by Melbourne Water. |
| R74 | Development must not occur within the 1:100 year floodplain for Kororoit Creek and Deanside Wetlands where there will be impacts to flood storage or conveyance. Any encroachment into the 1:100 year floodplain must be approved by Melbourne Water. |
| GUIDELINES | |
| G51 | Electricity substations should be located outside of key view lines and screened with vegetation. |
| G52 | The design of subdivision including electricity infrastructure should consider the practicality of removing any existing above ground electricity lines by re-routing lines underground through the subdivision. |
| G53 | The Western Water Sewerage Pump Station should be designed to minimise visual impacts on the surrounding Kororoit Creek and residential area. |
| G54 | Development should exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waterways. |
| G55 | Development should aim to maintain existing flow regimes (flow intensity, duration) at pre-development levels. |
| G56 | The required water infrastructure (beyond the allotment boundary) should be provided to enable the potential reduction in potable water consumption of no less than 50% of personal consumption as defined in the Central Region Sustainable Water Strategy. |
| G57 | Regard should be made to the Stormwater Strategy for the Precinct which is based on the use of distributed water sensitive urban design treatment measures across a range of spatial scales including allotment, streetscapes, passive parks, neighbourhood and estate. |
| G58 | Substations can be included in passive space areas to the satisfaction of the Responsible Authority. |

DEVELOPMENT STAGING

| GUIDELINES | |
|------------|---|
| G59 | <p>Staging will be determined largely by the development program of proponents within the Precinct and the availability of infrastructure services. Within this context, the following should be achieved:</p> <ul style="list-style-type: none"> Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport. Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking / cycling paths. Access to each new lot is to be via a sealed road. |
| G60 | The early delivery of active open space and community facilities is encouraged and may be delivered in stages. |

3.7 PRECINCT INFRASTRUCTURE PLAN

The Precinct Infrastructure Plan (PIP) at Table 4 sets out the infrastructure and services required to meet the needs of development of the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Agreement under Section 173 of the Act;
- Utility service provider requirements; and
- Capital works projects by Council, State government agencies and non-government organizations.

INFRASTRUCTURE DELIVERY

| REQUIREMENTS | |
|--------------|---|
| R75 | <p>Subdivision must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • All shared paths as shown on Plan 4; • Connector roads and local streets; • Local bus stop infrastructure; • Landscaping of all streets and roads; • Intersection works and traffic management measures along arterial roads, connector streets, and local streets; • Council approved fencing and landscaping (where required) along arterial roads; • Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within local parks (except those included in the Development Contributions Plan) • Bicycle parking facilities in convenient locations at key destinations such as parks and activity centres; • Basic improvements to local parks / open space including leveling, grassing, tree planting and local paths consistent with the Councils required construction standards; • Local drainage systems and associated pedestrian bridges; and • Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Drainage Scheme), electricity, gas, and telecommunications. |

LAND BUDGET

| REQUIREMENTS | |
|--------------|--|
| R76 | The detailed land budget included in Section 2.3 clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process unless the Responsible Authority agrees to a variation. |

PROVISION OF PASSIVE OPEN SPACE

| REQUIREMENTS | |
|--------------|---|
| R77 | <p>Passive open space must be provided in accordance with Clause 52.01. If a development site has equal to or less than the percentage nominated in Clause 52.01 this land must be provided to the Responsible Authority at no cost. If a property has less than the percentage nominated in Clause 52.01 the land owner must make up the balance by way of a cash in lieu payment. The cash in lieu rate per net developable hectare is revised annually in accordance with the Rockbank North Development Contributions Plan.</p> <ul style="list-style-type: none"> • Where the amount of passive open space nominated on a property exceeds the percentage nominated in Clause 52.01 the Responsible Authority must negotiate with the land owner to agree on the value of the amount of land in excess of 3.66% of NDA. |

Table 4: Precinct Infrastructure Plan

| PROJECT CATEGORY | TITLE | PROJECT DESCRIPTION | LEAD AGENCY | TIMING S = 2012-2015 M = 2016-2020 L = 2020+ |
|-------------------------|--|--|---|---|
| TRANSPORT | | | | |
| Road | Leakes Road | Construction of two lanes of Leakes Road to an urban standard generally in accordance with the Cross section within the PSP. | Melton Council | S |
| Road | East-west arterial (Taylors Road) between Leakes Road and the Outer Metropolitan Ring Road | Land acquisition for ultimate cross-section and the construction of the first carriageway. | Melton Council | S-M |
| Road | Taylors Road duplication | Construction of additional two lanes on Taylors Road to accommodate a 4 lane cross-section | Melton Council or Vicroads dependant on traffic volumes. | M-L |
| Road | Taylors Road | Construction of 6 lane cross section of Taylors Road | Vicroads | L |
| Intersection | Intersection | Land acquisition for ultimate and construction of an interim signalised T-intersection at the intersection of the north south arterial (Leakes Rd) and the east-west arterial (Taylors Rd) | Melton Council | S |
| Intersection | Intersection | Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the western most collector street and the east-west arterial (Taylors Road). | Melton Council | M |
| Intersection | Intersection | Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the Beattys Road collector and Leakes Road | Melton Council | M-L |
| Intersection | Intersection | Land acquisition for ultimate and construction of an interim signalised intersection of the Major Town Centre and Leakes Road | Melton Council | L |
| Intersection | Intersection | Construction of ultimate intersections on Taylors Road | Vicroads | L |
| Intersection | Intersection | Construction of intersection of north-south local arterial and Beattys Road | Melton Council | M-L |
| Transport | Pedestrian Crossing | Construction of pedestrian crossing on Taylors Rd, delivered prior to duplication | Melton Council | S-M |
| PUBLIC TRANSPORT | | | | |
| Transport | Transport Hub | Land for the development of a bus interchange within the Rockbank North Major Town Centre | Melton Council in consultation with Director of Transport | L |
| Transport | Rockbank Train Station and Rail Corridor | Upgrade Rockbank Station and interchange facilities in association with an upgrade of the Melton Corridor including additional rolling stock and stabling | Department of Transport | TBC |
| Bus | Rockbank North | Delivery of PPTN and local bus routes | Director of Transport | S-L |
| Bus | Bus stops | Provision of bus stops to be delivered as part of subdivision construction approvals | Melton Council | M-L |

| PROJECT CATEGORY | TITLE | PROJECT DESCRIPTION | LEAD AGENCY | TIMING S = 2012-2015 M = 2016-2020 L = 2020+ |
|---------------------------|---|--|-----------------|---|
| COMMUNITY | | | | |
| Community Centre | Multi- Purpose Community Centre | Provision of multi-purpose community centre with landscaping and car parking in southern neighbourhood | Melton Council | S-M |
| Community Centre | Multi- Purpose Community Centre | Provision of multi-purpose community with landscaping and car parking centre in northern neighbourhood | Melton Council | L |
| Community Centre | Library & Higher Order Community Centre | Land and construction of a library and higher order community facility within the Major Town Centre including landscaping and car parking | Melton Council | L |
| Active Sports Centre | Aquatic & Indoor Sports Centre | Land and construction of a district Indoor Sports Centre with landscaping and car parking adjoining the Major Town Centre | Melton Council | L |
| School | Primary School | Provision of two new primary schools | DEECD | S-M |
| School | Secondary School | Provision of a new secondary school | DEECD | M-L |
| OPEN SPACE | | | | |
| Active Open Space | Active Playing Field | Construction of two full size AFL ovals and tennis courts with landscaping and car parking.(10 hectares) | Melton Council | S |
| Active Open Space | Active Playing Field | Construction of 4 soccer fields with landscaping and car parking (8 hectares) | Melton Council | M |
| Active Open Space | Active Playing Field | Construction of one two AFL Ovals landscaping and car parking (8 hectares) within 1:100 flood level | Melton Council | M-L |
| Active Open Space | Pavilions | Construction of 3 Pavilions to support the active playing fields within the Precinct | Melton Council | S-L |
| Passive Open Space | Trails | Construction of 3 metre shared path/trail along the Kororoit Creek | Melton Council | S-L |
| Passive Open Space | Trails | Construction of a 3 metre shared path long the drainage line connecting Leakes Road Reserve and Kororoit Creek | Melton Council | M |
| Passive Open Space | Trails | Construction of the Metropolitan Trail along Kororoit Creek | Parks Victoria | L |
| Passive Parks | Passive Parks | Basic improvements to open space, including earthworks, grading, paths, local playgrounds etc | Melton Council | S-L |
| Passive Open Square | Town Square | Land and construction of public spaces (1 hectare) within the Major Town Square | Melton Council | L |
| DRAINAGE/UTILITIES | | | | |
| Drainage/ Wetlands | Drainage Corridor | Construction of linear drainage corridor to connect Leakes Road Reserve with Kororoit Creek, existing around the adjoining Kororout Creek. | Melbourne Water | M |
| Drainage/ Wetlands | Integrated Drainage and GGF Corridor | Construction of a series of wetlands within the Kororoit Creek Corridor | Melbourne Water | S-L |
| Drainage/ Wetlands | Passive parks within Kororoit Creek | Construction of passive parks within Kororoit Creek | Melton Council | S-L |
| Drainage Corridor | Drainage Corridor | Pathways and picnic facilities within the drainage corridor | Melton Council | M |

4.0 NOTES

4.1 OPEN SPACE, NATURAL SYSTEMS AND COMMUNITY FACILITIES

- N1. Levies collected by development proponents for district open space will be used to fund projects outside of the Rockbank North Precinct. While the locations for this investment are yet to be determined, land adjacent the Precinct's western boundary has been cited as a possible location for future open space provision.
- N2. The alignment of the east west arterial (Taylors Road) remains subject to further consideration, particularly west of Leakes Road.

5.0 APPENDICES

LOCAL TOWN CENTRE GUIDELINES - APPENDIX A

APPENDIX A - LOCAL TOWN CENTRE GUIDELINES

PRINCIPLES

| LOCAL TOWN CENTRES | |
|---|--|
| <p>Principle 1</p> <p>Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.</p> | <ul style="list-style-type: none"> • Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people. • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km²) of residential development. • Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation. |
| <p>Principle 2</p> <p>Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.</p> | <ul style="list-style-type: none"> • Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade. • Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers. • Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place. |
| <p>Principle 3</p> <p>Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.</p> | <ul style="list-style-type: none"> • Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location. |
| <p>Principle 4</p> <p>Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.</p> | <ul style="list-style-type: none"> • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan. • The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities. • The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns. • The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment. • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan. • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm. • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre. • Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre. • Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level. • Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities. • Public toilets should be provided in locations which are safe and accessible and within the managed area of the property. |

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| <p>Principle 5</p> <p>Focus on a public space as the centre of community life.</p> | <ul style="list-style-type: none"> • A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option. • The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space. • The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment. • The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. • The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre. • The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces. |
| <p>Principle 6</p> <p>Integrate local employment and service opportunities in a business friendly environment.</p> | <ul style="list-style-type: none"> • A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities. • A range of options and locations for office based businesses should be provided within the Local Town Centre. • Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre. • Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process. |
| <p>Principle 7</p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.</p> | <ul style="list-style-type: none"> • Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre. • The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres. |
| <p>Principle 8</p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p> | <ul style="list-style-type: none"> • The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre. • Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces. • The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • All public spaces should respond appropriately to the design for mobility access principles. |

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| <p>Principle 9</p> <p>Create a sense of place with high quality engaging urban design.</p> | <ul style="list-style-type: none"> • Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds. • The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities. • The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole. • Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures. • The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection. • The built form should define the main street and be aligned with the property boundary. • Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre. • Corner sites, where the main street meets an intersecting and/or arterial road should: <ul style="list-style-type: none"> • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages; • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines); • Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and • Not be developed for standard single storey fast food outcomes. • Materials and design elements should be compatible with the environment and landscape character of the broader precinct. • The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares. • Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square. • The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets. • Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street. • Retail and commercial buildings within the Local Town Centre should generally be built to the property line. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre. • Wrapping of car parking edges with built form, to improve street interface, should be maximised. • Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares. • Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre. • Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas. • Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view. |
| <p>Principle 10</p> <p>Promote localisation, sustainability and adaptability.</p> | <ul style="list-style-type: none"> • The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car. • The Local Town Centre should be designed to be sympathetic to its natural surrounds by: <ul style="list-style-type: none"> • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre; • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; • Promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings. • Encourage building design which can be adapted to accommodate a variety of uses over time. • Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve. |
| <p>Principle 11</p> <p>Promote public transport use..</p> | <ul style="list-style-type: none"> • Facilitate safe and efficient operation of public transport and bus services. • Encourage use of public transport by locating bus stops in locations which are accessible, safe and convenient. |



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