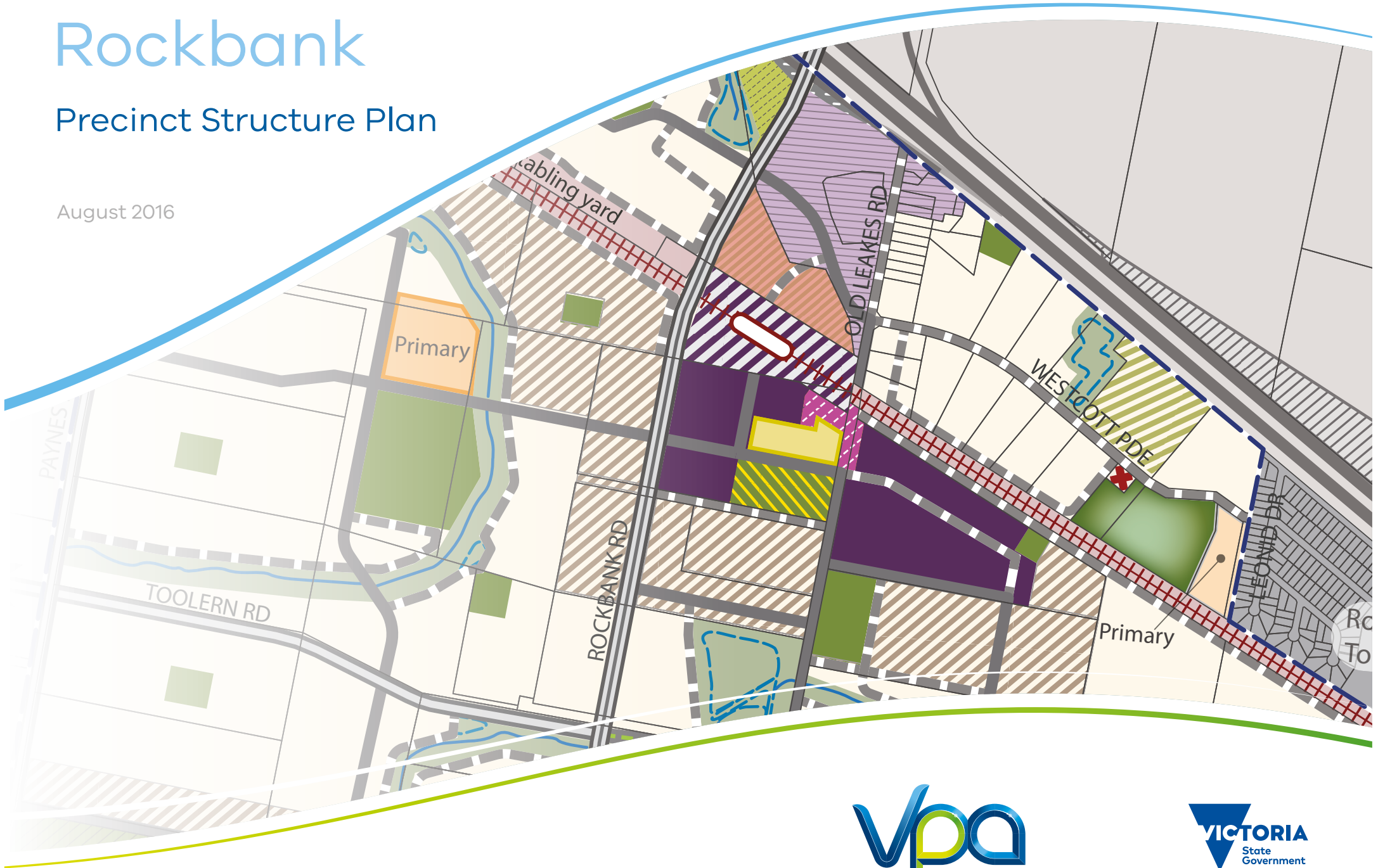


# Rockbank

## Precinct Structure Plan

August 2016



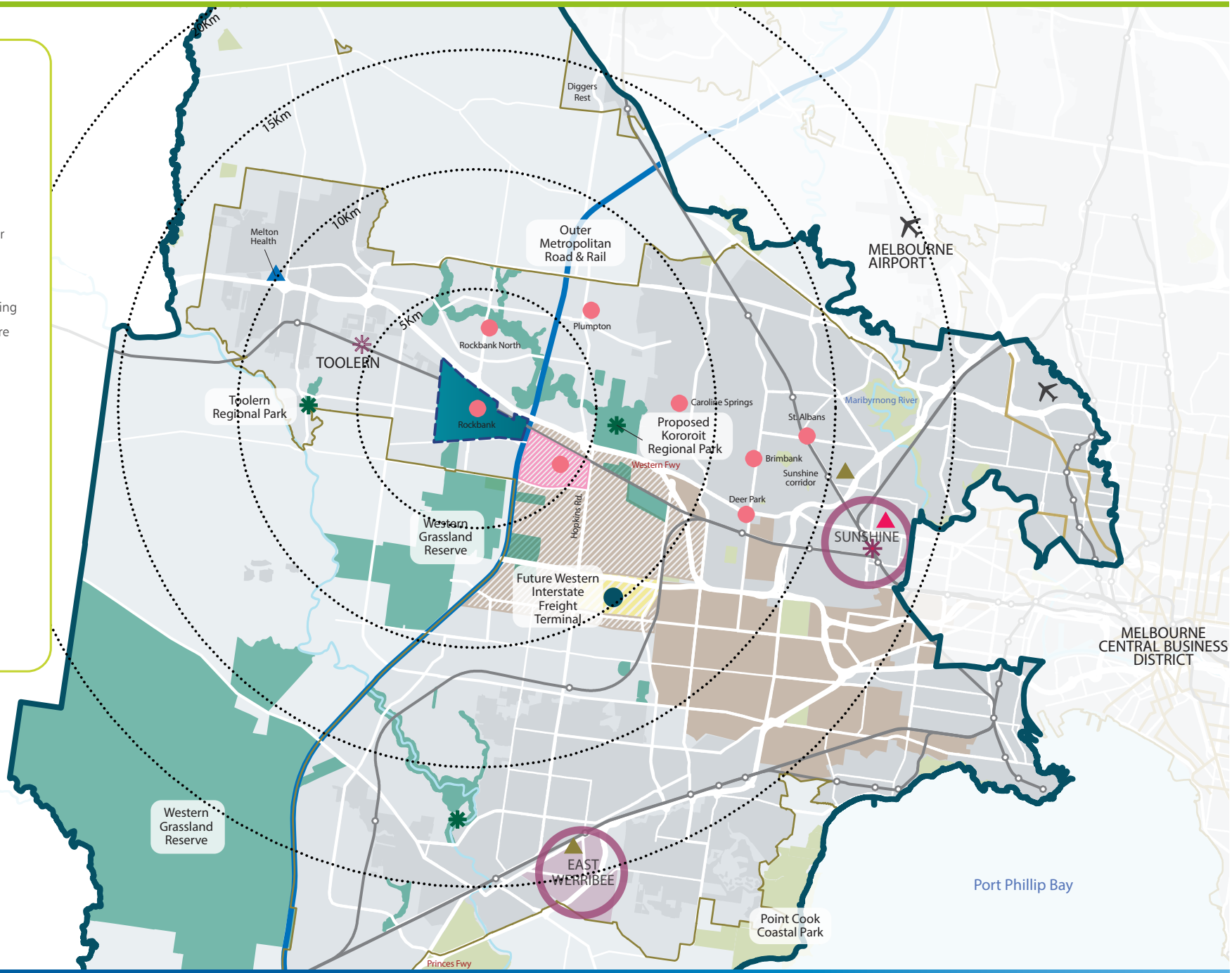
*Note: Any reference to the Victorian Planning Authority (VPA) in this document is a reference to the Growth Areas Authority (GAA) as defined under the Planning & Environment Act 1987.*

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- precinct boundary
- western subregion boundary
- urban growth boundary (UGB)
- urban area
- road network
- rail network
- tram network
- outer metropolitan ring transport corridor
- national employment cluster
- transport gateway – future
- state significant industrial precinct – existing
- state significant industrial precinct – future
- business and residential
- health / education precinct
- health precinct
- education precinct
- principal town centre – existing
- principal town centre – future
- town centre – existing and future
- regional open space – future
- regional open space - existing
- urban renewal area
- biodiversity conservation area
- waterway
- airport

**NOTE:**  
Map : Western Subregion, Plan Melbourne



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## 1.0 INTRODUCTION

Rockbank Precinct Structure Plan (the PSP) has been prepared by the Victorian Planning Authority (VPA) in consultation with Melton City Council and with the assistance of Government agencies, service authorities and major stakeholders.

The PSP is a long-term plan for urban development. It describes how the land is expected to be developed, and how and where services are planned to support development.

The PSP guides proposed development within the Rockbank precinct.

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with relevant Victorian Government guidelines listed in this section
- Enables the transition of non-urban to urban land
- Sets the vision for how land should be developed and the outcomes achieved
- Outlines the projects required to ensure that future residents, visitors and workers within the area can be provided with timely access to services and transport necessary to support a quality, affordable lifestyle
- Sets out objectives, guidelines and requirements for land use and development
- Provides Government agencies, the Council, developers, investors and local communities with certainty about future development
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999) in accordance with an endorsed program under Part 10.

The PSP is informed by:

- The State and Local Planning Policy Framework set out in the Melton Planning Scheme
- *Precinct Structure Planning Guidelines* (Growth Areas Authority, 2008)
- *Growth Corridor Plans: Managing Melbourne's Growth Areas* (GAA, 2012)
- *Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (the BCS) and applicable sub-regional species strategies (Department of Environment and Primary Industries, 2013)\*
- *Plan Melbourne* (Victorian Government, 2014).

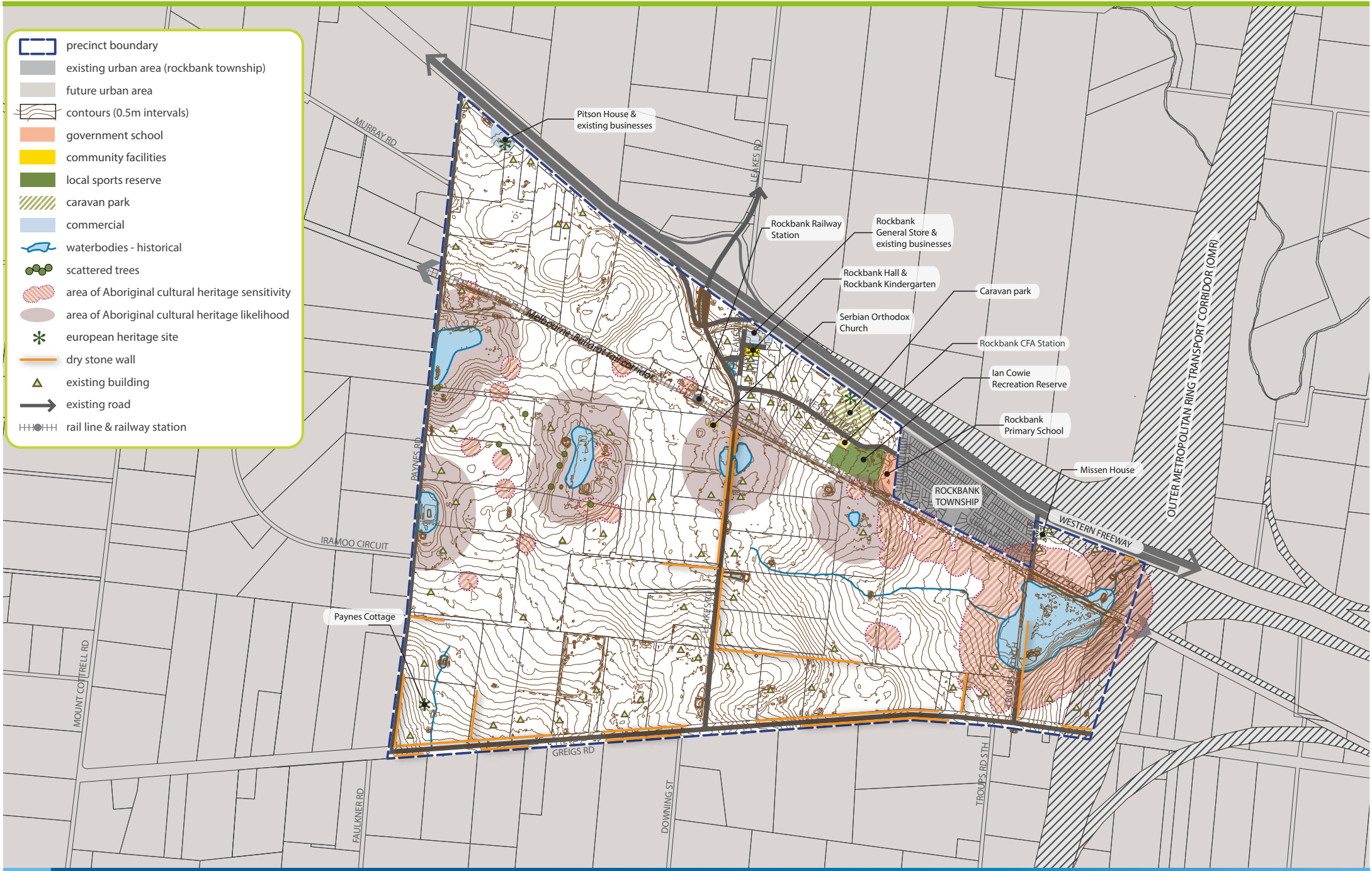
\*On 5 September 2013, an approval under the EPBC Act 1999 was issued by the Commonwealth Minister for Environment, Heritage and Water. The approval applies to all actions associated with urban development in growth corridors in the expanded Melbourne 2010 Urban Growth Boundary as described on page 4 of the BCS. The approval has effect until 31 December 2060 and is subject to conditions specified in Annexure 1 of the approval. Provided the conditions of the EPBC Act approval are satisfied, individual assessment and approval under the EPBC Act is not required.

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

- **Rockbank Precinct Background Report**, as described in section 1.3 of the PSP
- **Rockbank Development Contributions Plan**, as described in section 1.4 of the PSP.



- precinct boundary
- existing urban area (rockbank township)
- future urban area
- contours (0.5m intervals)
- government school
- community facilities
- local sports reserve
- caravan park
- commercial
- waterbodies - historical
- scattered trees
- area of Aboriginal cultural heritage sensitivity
- area of Aboriginal cultural heritage likelihood
- european heritage site
- dry stone wall
- existing building
- existing road
- rail line & railway station



## 1.1 How to read this document

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

A planning application and planning permit must implement the outcomes of the PSP. The outcomes are expressed as the vision and objectives of the PSP.

Each element of the PSP contains requirements and guidelines as relevant.

**Requirements** must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this precinct structure plan. A requirement may reference a plan, table or figure in the PSP.

**Guidelines** express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline implements the outcomes the responsible authority may consider the alternative. A guideline may reference a plan, table or figure in the PSP.

Conditions that must be included in a planning permit are outlined in Schedule 7 to Clause 37.7 Urban Growth Zone (UGZ7) in the Melton Planning Scheme.

Meeting these requirements, guidelines and conditions will implement the outcomes of the PSP.

Development must also comply with other Acts and approvals, where relevant (e.g. the EPBC Act 1999 in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage, amongst others).

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

## 1.2 Land to which the precinct structure plan applies





















The PSP applies to approximately 752 hectares of land located 29 kilometres to the west of the Melbourne CBD. The precinct is bounded by the Western Freeway and the existing Rockbank Township to the north, Paynes Road to the west, Greigs Road to the south and the future Outer Metropolitan Ring (OMR) transport corridor to the east, beyond Troups Road North. The precinct is illustrated on Plan 1 of the PSP and on Melton Planning Scheme maps as UGZ7.

## 1.3 Background information

Rockbank Precinct Background Report provides detailed background information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport infrastructure and community facilities. The report also summarises various background technical studies that have informed the preparation of the PSP.

## 1.4 Rockbank Development Contributions Plan

Rockbank Development Contributions Plan (the DCP) sets out the requirements for development proponents to make contributions toward infrastructure required to support the development of the precinct. The DCP is a separate document incorporated into the Melton Planning Scheme and implemented through Schedule 7 to Clause 45.06 Development Contributions Plan Overlay (DCPO7) in the Melton Planning Scheme. The DCP applies to the same land area as the PSP.

-  precinct boundary
-  residential
-  medium density residential
-  commercial
-  mixed use
-  rockbank major town centre
-  local convenience centre
-  potential government school
-  existing government school
-  potential non-government school
-  community facilities
-  urban plaza
-  indoor recreation
-  service open space
-  credited open space
-  local sports reserve - existing
-  regional open space
-  rockbank railway station
-  rockbank railway station precinct
-  caravan park
-  public transport facilities
-  outer metropolitan ring transport corridor (OMR)
-  freeway
-  landscape buffer / redundant road reserve
-  utilities - servicing
-  existing emergency services
-  arterial road (six lanes)
-  arterial road (four lanes)
-  connector street - boulevard
-  connector street
-  key local access street
-  existing urban area
-  future urban area

**NOTE:**  
Refer to Plan 6 for open space details





## 2.0 OUTCOMES

### 2.1 Vision

***The Rockbank community will share in a vibrant precinct, distinguished by a transit-orientated town centre and a network of neighbourhood gathering places linked by waterways and local parks.***

Rockbank Precinct Structure Plan outlines the growth of a historic agricultural settlement situated amongst basalt plains to a dynamic suburb that enhances its natural systems, preserves local heritage and fully integrates with the existing Rockbank Township.

Rockbank will be supported by an accessible open space network incorporating linear waterway corridors and generous, tree-lined nature strips. Local parks and sporting reserves will be directly linked by waterways with shared paths to maximise community access and amenity, and provide future opportunities for year-round irrigation across the park network.

A strong focus on cycling and pedestrian movement is continued throughout the precinct; a grassland reserve features prominently along Greigs Road, and all connector streets incorporate off-road shared paths that will combine seamlessly with the open space path network.

Social infrastructure will be centralised within each residential neighbourhood, mixing schools and community centres with sports reserves and the open space network. The hubs will provide a walkable destination for residents to build and strengthen bonds with friends, family and neighbours in their community. Rockbank will incorporate a secondary school, four new primary schools and three community centres of varied size and function.

Rockbank Major Town Centre and Rockbank Railway Station provide the key community focal point for the precinct and wider community. The town centre will offer extensive retail and commercial opportunities set within a tree-lined 'high street' setting, including civic buildings, leisure facilities and urban parks. A pedestrian plaza will directly address the upgraded Rockbank Railway Station as part of a modernised, electrified 'Melton Line' within the existing rail corridor.

Grid-pattern streets will provide efficient access across local neighbourhoods and to the arterial road network. The new Rockbank Road forms the central north-south spine of the precinct and provides direct access to the town centre and the Western Freeway. Existing at-grade points of access to the freeway are removed and an upgraded Leakes Road interchange provides the key intersection with the freeway. Leakes Road level crossing will close upon construction of the Rockbank Road Bridge, promoting commuter safety and prioritising pedestrian movements within the town centre. Bus services will link residents to all community and commercial destinations, particularly the town centre and railway station with its extensive park'n'ride facility and bus interchange.

Rockbank will offer diverse housing choices to support the full range of households and lifestyles. Medium and higher density housing will be delivered within and surrounding the town centre in close proximity to the railway station. Medium density housing will be encouraged in proximity to the open space network, along public transport routes and within walking distance of the town centre. Traditional homes will be developed throughout the precinct, all with access to community facilities and a variety of transport modes.

Rockbank Precinct Structure Plan establishes a growth framework for the suburb that affords residents the freedom to live and travel as they desire as it promotes community health and social interaction. The plan aims to support future economic and environmental resilience, and fairly apportions services, mobility and cost across the precinct.

## 2.2 Objectives

The development of the Rockbank PSP area is guided by a set of key objectives.

OBJECTIVES	
IMAGE, CHARACTER, HERITAGE & HOUSING	
<b>O1</b>	Create an urban environment that establishes attractive, interesting and walkable links to key destinations.
<b>O2</b>	Grow an attractive urban environment through the cultivation of a complex and expansive open space network built around natural and constructed wetlands, waterways, parks and public spaces and a street network highlighted by large canopy tree cover.
<b>O3</b>	Encourage a strong sense of place accented by local cultural landmarks through the protection of dry stone walls and heritage buildings and enhancement of wetlands and their surroundings.
<b>O4</b>	Establish landmark built form or public realm at gateway sites to key destinations such as Rockbank Major Town Centre, partnered with landscape treatments that establish user interest and encourage community engagement.
<b>O5</b>	Deliver a wide variety of housing types and densities that ensures critical mass of residents within walking distance of the town centre, key community infrastructure and public transport (at a minimum average residential density of 16.5 dwellings per net developable hectare).
<b>O6</b>	Ensure that the precinct is well integrated with the existing Rockbank Township.

TOWN CENTRES & EMPLOYMENT	
<b>O7</b>	Build a transit-orientated town centre that highlights its connection with Rockbank Railway Station via a central pedestrian plaza fronted by retail and civic services to create a high quality gathering place and focal point.
<b>O8</b>	Design interesting public realm supported by strong view lines and landscaping in Rockbank Major Town Centre that will compel visitors of all ages to move and pause between destinations, with pedestrians and cyclists prioritised.
<b>O9</b>	Create a vibrant town centre through the combination of civic, entertainment and community uses with core retail and commercial functions that will provide for a range of local employment opportunities.
<b>O10</b>	Allow flexibility for an evolving town centre that adapts to surrounding population growth and transport network expansion and utilises a mix of built form and scale that can facilitate resilience against economic structural change.
COMMUNITY FACILITIES, EDUCATION & OPEN SPACE	
<b>O11</b>	Develop a walkable network of community hubs that provide access to social, education, recreation and health services within each neighbourhood.
<b>O12</b>	Maximise the use and enjoyment of open space by diversifying park design and scale to deliver a range of user experiences.
<b>O13</b>	Provide for government and non-government school sites to meet a strategically justified need for State and Catholic education in the area.
<b>O14</b>	Deliver community facilities throughout the precinct that support residents of all ages, encourage social interaction and engagement, support positive health outcomes and create a sense of place and civic pride.
<b>O15</b>	Ensure that the health and wellbeing of residents is protected by delivering a built environment of facilities and amenities that promote healthy lifestyle practices, social interaction, civic engagement and access to services.

BUSHFIRE MANAGEMENT	
<b>O16</b>	Ensure that bushfire hazards are identified and that protection measures are considered in the layout and design of the local street network, subdivisions and buildings and works.
TRANSPORT & MOVEMENT	
<b>O17</b>	Enhance access to Rockbank Major Town Centre via an upgraded Rockbank Railway Station, grade separation of key road and pedestrian links, and positive development interface to the rail corridor.
<b>O18</b>	Create a comprehensive pedestrian and cycling network that ensures residents can be active and travel safely and directly throughout the precinct within the road and open space networks.
<b>O19</b>	Promote public transport movements by providing a bus-capable road network that services key destinations throughout the precinct and links directly to Rockbank Railway Station.
<b>O20</b>	Provide a high-amenity, slow-speed and permeable road network that prioritises community access and safety whilst providing straightforward connections to the wider network.
INTEGRATED WATER MANAGEMENT & UTILITIES	
<b>O21</b>	Deliver an integrated water management system that reduces reliance on reticulated potable water, increases the re-use of alternative water, minimises flood risk, ensures waterway health, and contributes towards a sustainable and green urban environment.
INFRASTRUCTURE DELIVERY & DEVELOPMENT STAGING	
<b>O22</b>	Encourage development staging to be co-ordinated with the delivery of key local and state infrastructure.

## 2.3 Land budget

The land budget outlined in Table 1 provides a summary of the land required for transport, community facilities, education facilities and open space, and identifies the total amount of land available for development in the precinct.

The net developable area (NDA) is established by deducting the land requirements for transport, community facilities, government and non-government education facilities, open space (sports reserves and local parks), drainage corridors, conservation areas and other encumbered land from the gross developable area (GDA).

The GDA of the Rockbank precinct is 751.82 hectares. The NDA is 463.13 hectares, meaning approximately 61.60% of the land within the precinct is available for development.

Based on a minimum average residential density of 16.5 dwellings per net developable hectare and additional medium density development, the PSP will generate approximately 8,144 dwellings to accommodate more than 22,800 new local residents within the precinct.

- precinct boundary
- arterial road - existing road reserve
- arterial road - existing road reserve (potential commercial development)
- public acquisition overlay (PAO)
- arterial road - widening & intersection flaring (DCP land)
- non - arterial road - existing road reserve
- public transport facilities / reserve
- existing government school
- potential government school
- potential non-government school
- local community facilities (DCP land)
- local indoor recreation (DCP land)
- existing fire service facility
- conservation area
- waterway & drainage reserve
- landscape buffer / redundant road reserve
- local sports reserve (DCP land)
- local sports reserve - existing
- urban plaza (DCP land)
- local park
- municipal regional sports reserve (council acquisition)
- utilities - servicing facilities
- rockbank major town centre boundary
- net developable area - employment
- net developable area - residential
- property boundary & number

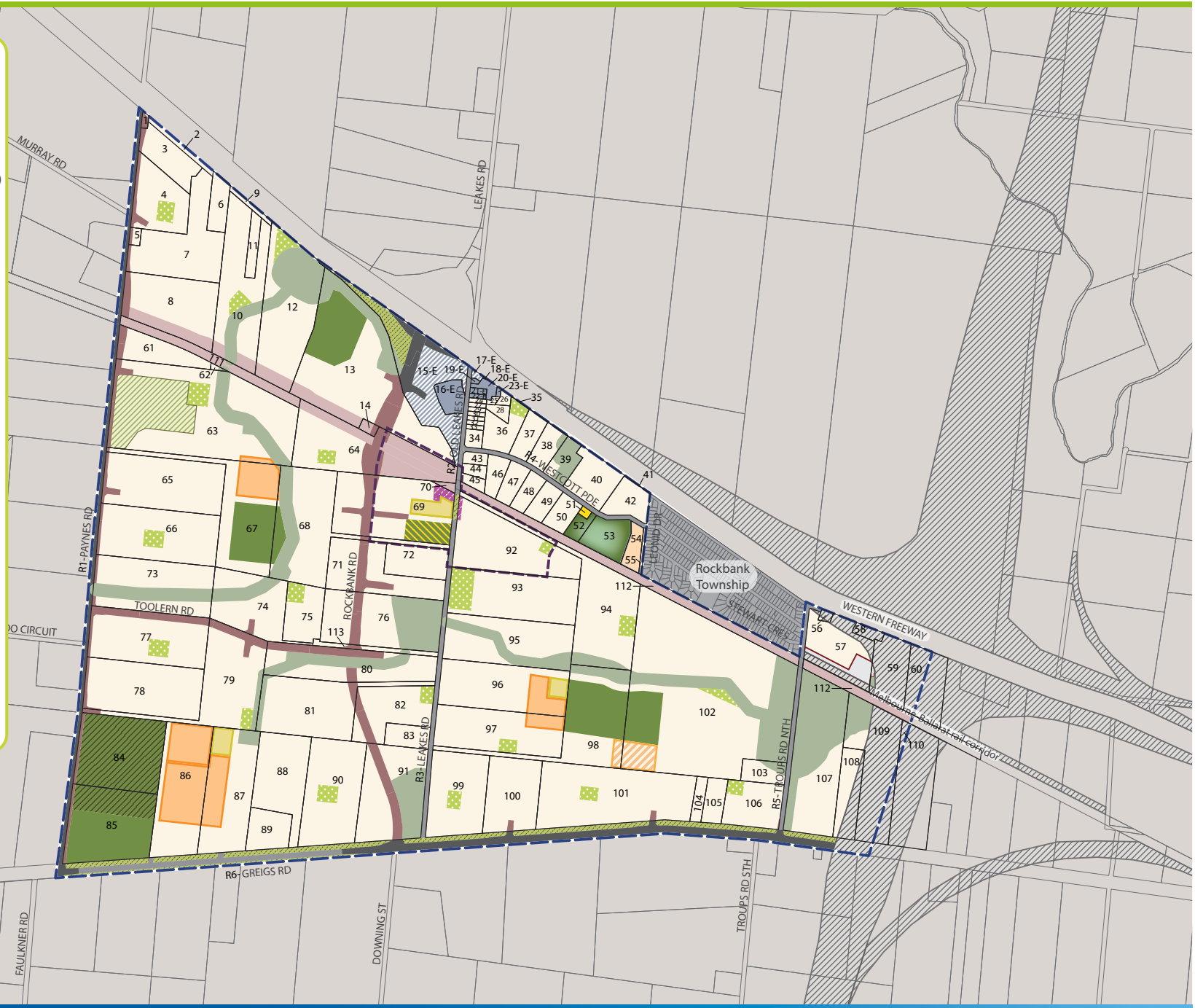


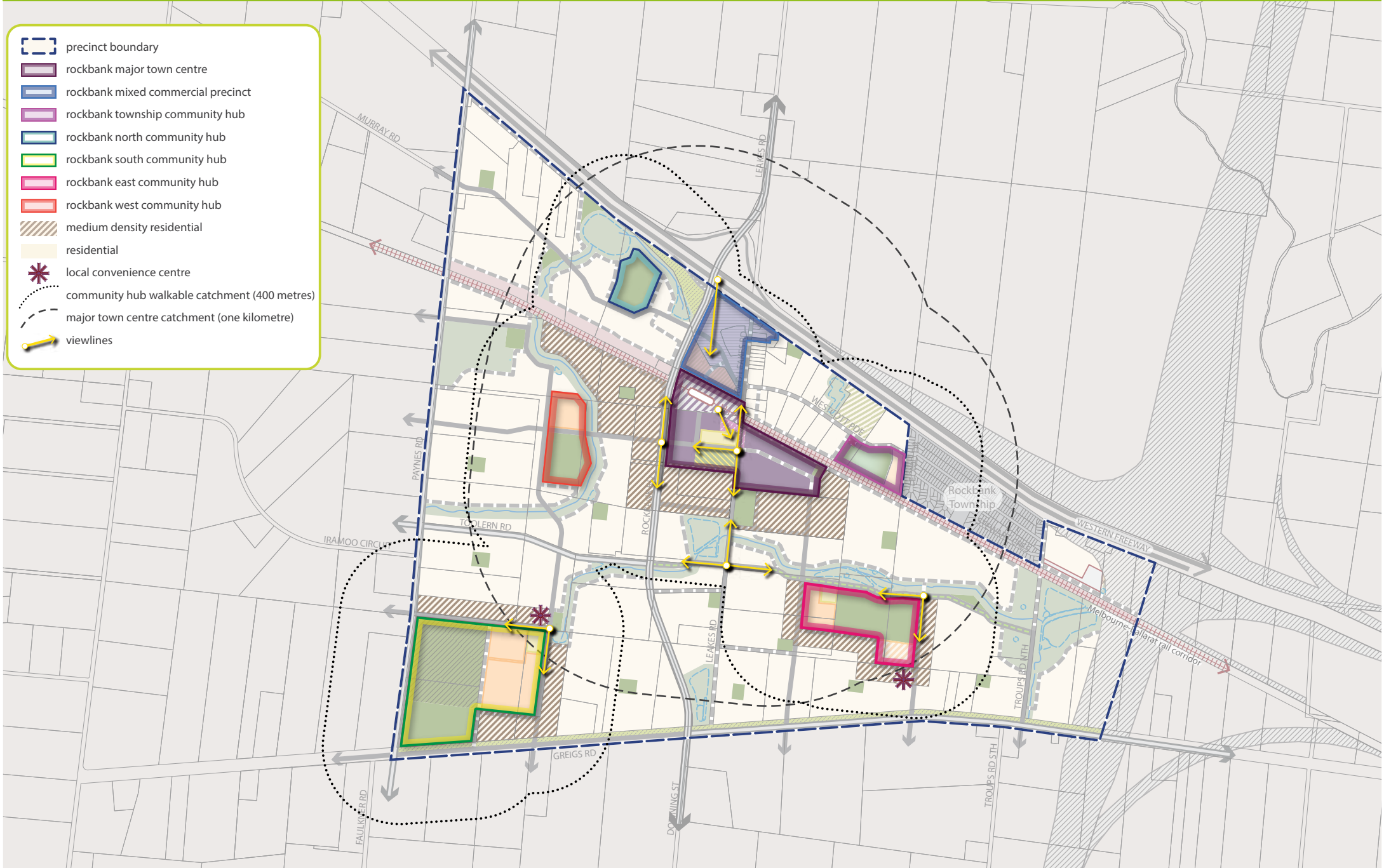
Table 1 Summary land use budget

DESCRIPTION	ROCKBANK PSP		
	AREA (HECTARES)	% OF GDA	% OF NDA
<b>GROSS DEVELOPABLE AREA (ha)</b>	<b>751.83</b>		
<b>TRANSPORT</b>			
Arterial Road - Existing Road Reserve	19.18	2.55%	4.14%
Arterial Road - Existing Road Reserve (Potential Commercial Development)	6.70	0.89%	1.45%
Arterial Road - Public Acquisition Overlay	20.59	2.74%	4.45%
Arterial Road - Widening and Intersection Flaring (DCP land)	23.47	3.12%	5.07%
Non-Arterial Road - Existing Road Reserve	11.42	1.52%	2.47%
Public Transport Facilities / Reserve	25.30	3.36%	5.46%
<b>Sub-total Transport</b>	<b>106.66</b>	<b>14.19%</b>	<b>23.03%</b>
<b>COMMUNITY &amp; EDUCATION</b>			
Existing Government School	1.66	0.22%	0.36%
Potential Government School	18.90	2.51%	4.08%
Potential Non-Government School	2.60	0.35%	0.56%
Local Community Facility (DCP land)	3.50	0.47%	0.76%
Local Indoor Recreation (DCP land)	2.00	0.27%	0.43%
Existing State Government Facility (Fire Services)	0.20	0.03%	0.04%
<b>Sub-total Community &amp; Education</b>	<b>28.86</b>	<b>3.84%</b>	<b>6.23%</b>
<b>OPEN SPACE</b>			
<b>SERVICE OPEN SPACE</b>			
Conservation Reserve	9.19	1.22%	1.98%
Waterway and Drainage Reserve	65.64	8.73%	14.17%
Landscape Buffer adjoining road	12.13	1.61%	2.62%
<b>Sub-total Service Open Space</b>	<b>86.95</b>	<b>11.57%</b>	<b>18.78%</b>
<b>CREDITED OPEN SPACE</b>			
Local Sports Reserve (DCP land)	29.90	3.98%	6.46%
Town Centre Urban Plaza (DCP Land)	0.67	0.09%	0.14%
Local Network Park (via CI 52.01)	13.40	1.78%	2.89%
<b>Sub-total Credited Open Space</b>	<b>43.97</b>	<b>5.85%</b>	<b>9.49%</b>
<b>REGIONAL OPEN SPACE</b>			
Municipal Regional Sports Reserve (council funded)	16.58	2.20%	3.58%
<b>Sub-total Regional Open Space</b>	<b>16.58</b>	<b>2.20%</b>	<b>3.58%</b>
<b>Total All Open Space</b>	<b>147.50</b>	<b>19.62%</b>	<b>31.85%</b>

DESCRIPTION	ROCKBANK PSP		
	AREA (HECTARES)	% OF GDA	% OF NDA
<b>OTHER</b>			
Utilities - Servicing	1.48	0.20%	0.32%
Existing Sports Reserve	4.20	0.56%	0.91%
<b>Sub-total</b>	<b>5.68</b>	<b>0.76%</b>	<b>1.23%</b>
<b>TOTAL NET DEVELOPABLE AREA - (NDA) Ha</b>	<b>463.13</b>	<b>61.60%</b>	
<b>NET DEVELOPABLE AREA - RESIDENTIAL (NDAR) Ha</b>	<b>460.38</b>	<b>61.23%</b>	
<b>NET DEVELOPABLE AREA - EMPLOYMENT (NDAE) Ha</b>	<b>2.75</b>	<b>0.37%</b>	



- precinct boundary
- rockbank major town centre
- rockbank mixed commercial precinct
- rockbank township community hub
- rockbank north community hub
- rockbank south community hub
- rockbank east community hub
- rockbank west community hub
- medium density residential
- residential
- local convenience centre
- community hub walkable catchment (400 metres)
- major town centre catchment (one kilometre)
- viewlines



### 3.0 IMPLEMENTATION

#### 3.1 Image, character, heritage & housing

##### 3.1.1 Image & character

IMAGE & CHARACTER REQUIREMENTS	
<b>R1</b>	All public landscape areas must be planted and designed to the satisfaction of the responsible authority.
<b>R2</b>	Street trees must be planted on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity in accordance with relevant Council landscaping policy unless otherwise agreed by the responsible authority.
<b>R3</b>	Street tree planting on declared arterial roads must be established in accordance with VicRoads Tree Planting Policy to the satisfaction of the coordinating road authority.
<b>R4</b>	Boundary fences forward of the building line must not exceed 1.2 metres in height.
IMAGE & CHARACTER GUIDELINES	
<b>G1</b>	Street networks within subdivisions should be designed to maximise the number of connections and direct views to the open space network and the closest community hub.
<b>G2</b>	A consistent suite of lighting and furniture should be used across neighbourhoods, appropriate to the type and role of street or public space, unless otherwise agreed by the responsible authority.
<b>G3</b>	Built form on corner lots should provide a positive address to both frontages through the use of architectural treatments.
<b>G4</b>	Built form should add to the precinct's character by providing an attractive street address that encourages passive surveillance and visual interest.
<b>G5</b>	Planting of indigenous trees is encouraged along streets fronting the open space network.
<b>G6</b>	Salvaged rocks should be incorporated in the design and construction of waterways and open spaces, where possible.
<b>G7</b>	Sites in prominent locations, such as Rockbank Major Town Centre and major intersections, should be developed to greater height and density with reduced setbacks creating valued destinations (refer to Appendix D).
<b>G8</b>	High quality and cohesive landscape treatments should be provided throughout the precinct, most particularly in streetscapes and along waterway corridors.

##### 3.1.2 Heritage

HERITAGE REQUIREMENTS	
<b>R5</b>	Development of land adjoining a heritage site identified under the Heritage Overlay must be respectful of the scale, form, siting and heritage significance of the place or building.
<b>R6</b>	Dry stone walls illustrated on Plan 2 must be retained unless otherwise agreed by the responsible authority. Dry stone walls to be retained must: <ul style="list-style-type: none"> <li>• Be situated within a public open space or road reserve to the satisfaction of the responsible authority</li> <li>• Have a suitable landscape interface</li> <li>• Be checked by a suitably qualified dry stone waller for any loose stones that are to be reinstated in the wall in secure positions</li> <li>• Retain post-and-wire or post-and-rail fences situated within the walls, with any wire protruding beyond the vertical face of the wall reinstated to its original position or removed</li> <li>• Be incorporated into subdivision design to minimise disturbance to the walls (e.g. utilisation of existing openings for vehicle and pedestrian access).</li> </ul>
<b>R7</b>	Reinstatement or repair of walls must be undertaken by a suitably qualified dry stone waller and is to be consistent with the construction style of the original wall.
<b>R8</b>	Installation of services across the alignment of retained dry stone walls must be undertaken by boring rather than open trenching. If open trenching or disturbance to the wall is unavoidable, a minimum section of wall may be temporarily removed and then reinstated to original condition under the supervision of a suitably qualified dry stone waller to the satisfaction of the responsible authority.
<b>R9</b>	Reinstatement of walls must use stone from (in order of priority): <ul style="list-style-type: none"> <li>• The original wall in that location (including fallen stone adjacent to the wall)</li> <li>• A nearby section of wall approved to be removed</li> <li>• Any adjacent paddock containing wall parts that can be recovered.</li> </ul>
HERITAGE GUIDELINES	
<b>G9</b>	Where a planning permit has been granted and an existing dry stone wall is to be removed, landowners should consult with Council to determine whether the material can be retained for use elsewhere.

### 3.1.3 Housing

HOUSING REQUIREMENTS	
<b>R10</b>	Residential subdivisions must deliver a broad range of lot sizes capable of accommodating a variety of housing types to cater to a range of lot prices and promote affordability.
<b>R11</b>	Subdivision of land must deliver an overall minimum average density of 16.5 dwellings per net developable hectare. Where a subdivision proposal represents a single stage or limited number of stages, development proponents should demonstrate how the subdivision will contribute to the eventual satisfaction of this requirement through further stages of development.
<b>R12</b>	Housing identified as 'medium density residential' on Plan 5 must be delivered at a medium density or higher, as illustrated on Plan 5 and outlined in Table 3.
<b>R13</b>	<p>Dwellings must front or side:</p> <ul style="list-style-type: none"> <li>Waterways and the open space network (including local parks)</li> <li>Arterial roads and connector streets</li> <li>Melbourne-Ballarat rail corridor, unless otherwise agreed by the responsible authority.</li> </ul> <p>The siting of lots to waterways, open space and primary street frontages must be kept to a minimum.</p>
<b>R14</b>	<p>Subdivision applications must include indicative layouts for any lots identified for future development of medium and higher density or integrated housing that suitably demonstrate:</p> <ul style="list-style-type: none"> <li>Potential dwelling yield</li> <li>Active interfaces with adjacent streets, open space and waterways</li> <li>Safe and effective internal vehicle and pedestrian circulation</li> <li>Delivery of diverse lot sizes and housing types</li> <li>Servicing arrangements.</li> </ul>
<b>R15</b>	Where housing is proposed adjacent to an acoustic wall, dwellings must front an internal road that runs directly parallel to the acoustic wall unless otherwise agreed by the responsible authority.

HOUSING GUIDELINES	
<b>G10</b>	Subdivision of land within a 400-metre walkable distance of community hubs illustrated on Plan 5 and designated public transport routes illustrated on Plan 9 should create a range of lot sizes suitable for the delivery of medium density housing outlined in Table 2.
<b>G11</b>	Specialised housing forms such as lifestyle communities, retirement living or aged care facilities should be located in close proximity to town centres and community hubs and accessible by public transport.

Table 2 Housing type by lot size guide

The following table provides an example of the typical housing types that might be built on a range of lot sizes that support the housing diversity objectives.

HOUSING TYPES THAT MAY BE SUPPORTED	LOT SIZE CATEGORY (M2)		
	LESS THAN 300M2	301-600M2	MORE THAN 600M
Small lot housing (including town houses and attached, semi-detached and detached houses)			
Dual occupancies, including duplex			
Detached housing			
Multi-unit housing sites (including terraces, row houses and villas)			
Stacked housing (including apartments and walk-up flats)			



**Table 3** Housing delivery guide

The following table provides guidance on the required lot yield within areas identified for medium density residential development on Plan 5 to meet housing density objectives and underpin the viability of Rockbank Major Town Centre and local convenience centres. It is anticipated that medium and higher density residential development in these areas will create at least 548 additional dwellings above the conventional density requirement for a minimum average of 16.5 dwellings per net developable hectare. Additionally, land identified as Rockbank Major Town Centre will ultimately require a minimum average residential density of 30 dwellings per net developable hectare, with the quantum of housing to be determined by a future urban design framework.

AREAS IDENTIFIED FOR MEDIUM DENSITY RESIDENTIAL DEVELOPMENT	APPROXIMATE MEDIUM DENSITY RESIDENTIAL AREA (TOTAL)	AVERAGE MINIMUM DWELLINGS PER NET DEVELOPABLE HECTARE	LOT YIELD FOR IDENTIFIED MEDIUM DENSITY RESIDENTIAL AREA
Rockbank Major Town Centre	Determined by urban design framework	30	Determined by urban design framework
Land surrounding Rockbank Major Town Centre	44 hectares	24	1056 dwellings
Land surrounding local convenience centre (Rockbank East Community Hub)	14 hectares	24	336 dwellings
Land surrounding local convenience centre (Rockbank South Community Hub)	15 hectares	24	360 dwellings



- area subject to urban design framework
- community facility (existing)
- caravan park (existing)
- residential
- local park / sports reserve
- school (existing)
- retarding basin
- local street
- landscaping
- freeway interface
- roundabout
- pedestrian rail / freeway crossing

**NOTE :**  
 Potential need for noise attenuation of sensitive uses for land abutting the freeway

### 3.1.4 Westcott Parade Precinct

Westcott Parade Precinct applies to an area of land adjoining the western edge of Rockbank Township that forms part of the function of the township and is subject to urban renewal and development as part of the PSP.

The precinct is generally characterised as a low density residential area containing small-acreage properties that directly access the east-west road, Westcott Parade. The precinct features several existing public facilities, including Rockbank Hall, Rockbank Primary School, Rockbank Kindergarten and Ian Cowie Recreation Reserve (home of the Rockbank Football Club), and includes a small number of existing local businesses and conventional dwellings and a caravan park.

The precinct will support extensive redevelopment given its direct proximity to Rockbank Railway Station and Rockbank Major Town Centre, including opportunities for medium and higher density residential housing along Westcott Parade. Westcott Parade road reserve will be urbanised to cater for pedestrian and cycling movements, and direct access to the road from each existing property will allow subdivision and redevelopment to occur without reliance on adjoining land. Importantly, existing businesses and community facilities can continue to operate as part of the urbanised precinct.

An urban design framework (UDF) will be prepared to guide the development of Westcott Parade Precinct. The UDF will expand on the urban design principles illustrated in Figure 1 of the PSP.

WESTCOTT PARADE PRECINCT REQUIREMENTS	
<b>R16</b>	<p>A UDF must be approved by the responsible authority for Westcott Parade Precinct within the 'area subject to urban design framework' area as illustrated in Figure 1. The UDF must address the following as a minimum:</p> <ul style="list-style-type: none"> <li>• Relevant design guidelines prepared by the Victorian Government and Melton City Council</li> <li>• A response to the Westcott Parade Precinct Urban Design Framework Concept Plan (Figure 1)</li> <li>• A land use plan that identifies a hierarchy of public spaces including local parks, pedestrian connections and cycling links, urban spaces and landscape nodes</li> <li>• Design of the interface with the Western Freeway (including noise attenuation), Melbourne-Ballarat rail corridor, Rockbank Township community hub, caravan park, existing commercial uses, surrounding residential uses (including Old Leakes Road and the existing township) and local parks</li> <li>• A fine-grain road network, including the urban upgrade of Westcott Parade and direct access</li> <li>• Opportunities for medium and higher density housing and its design</li> <li>• Staging and indicative development timing, including interim drainage infrastructure requirements</li> <li>• Guidelines to positively address environmental sustainability including integrated water management and energy conservation.</li> </ul>



- area subject to urban design framework
- community facility
- anchor retail
- speciality retail
- mixed use
- large format retail
- station
- medical
- commercial (above ground)
- medium & higher density residential
- key active frontage
- at-grade car park
- public square (pedestrian hardscape)
- local park
- garden softscape
- landscaping
- local street
- roundabout
- signalised intersection
- left in / left out intersection
- raised pedestrian crossing
- potential bus priority link
- pedestrian rail crossing

## 3.2 Town centres & employment

### 3.2.1 Rockbank Major Town Centre

Rockbank Major Town Centre is located at Rockbank Railway Station and centred on Leakes Road. Rockbank Major Town Centre is part of a network of town centres within the City of Melton that will support the Toolern Principal Town Centre. It will also be supported by local town centres and local convenience centres in the surrounding area.

The town centre will be a vibrant mixed use centre with the retail core supported by a range of commercial, civic, educational, community, entertainment and recreational uses that generate business investment and provide residents with local employment opportunities and easy access to a range of services. A network of urban parks, plazas and town squares will promote social interaction amongst high quality public realm. Importantly, medium and higher density residential development within and surrounding the town centre will generate a critical mass of residents and street activation during the day, at night and on the weekends.

The town centre will be connected to the surrounding residential neighbourhoods and wider area by a range of transport modes including rail, bus and a comprehensive network of pedestrian and cycling routes. The Rockbank Railway Station precinct will include a bus interchange and is located in the core of the town centre, connecting directly to the pedestrian-focused high street via a station plaza in the heart of the centre. The public and active transport network is supported by a road network that includes the Western Freeway, Rockbank Road and Greigs Road, allowing direct access to the wider community.

The town centre will support both physical and economic growth as it evolves. 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 Rockbank and surrounding communities.

An urban design framework will be prepared to guide the development of Rockbank Major Town Centre. The UDF will expand on the urban design principles illustrated in Figure 2 and outlined in Appendix D of the PSP.

Figure 3 Rockbank Major Town Centre organising elements

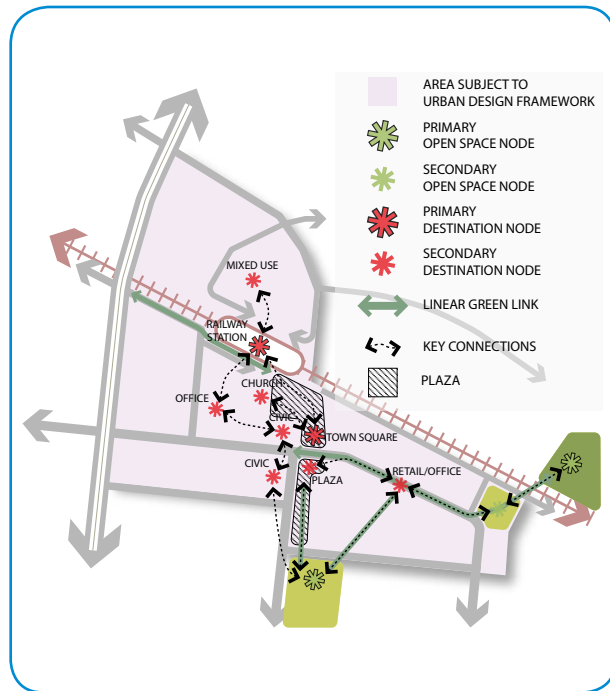


Figure 3a Open space & placemaking

- Develop a hierarchy of public open space that allows for a range of activities throughout the town centre from small passive urban spaces to large plazas which can accommodate a range of community events
- Integrate local parks into the hierarchy to provide an alternative to the urban landscaped spaces
- Design the public realm to reflect and respect the environmental and cultural heritage of the area including its location in the Western Volcanic Plains and proximity to Mount Cottrell
- Create strong pedestrian and cycle links both within the town centre and to the surrounding residential areas that incorporate landscape elements to create green and shaded streetscapes that encourage people to walk and cycle to the centre
- Ensure scale, massing and design of built form in the town centre reflects its long term role as a key destination in a metropolitan growth area.

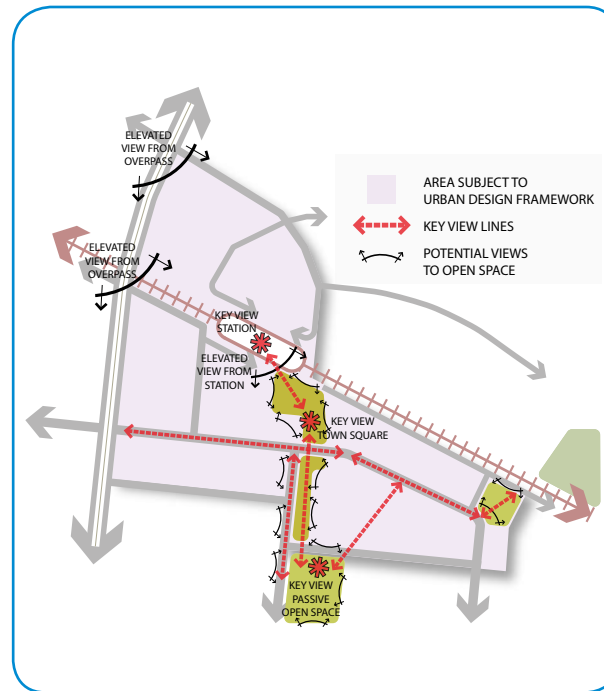


Figure 3b Views & vistas

- Create view lines that terminate on public open space or significant built form
- Capture immediate and long distance views to Mount Cottrell and other landscape features
- Ensure that the scale and mass of the built form is appropriate to the width of the street or public space to create comfortable spaces and streetscapes that have a sense of enclosure.

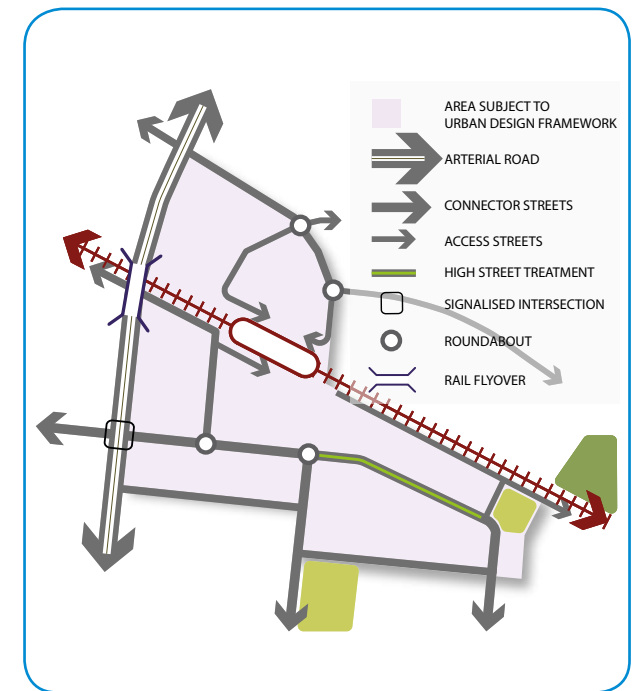


Figure 3c Road network

- Establish a road network that provides good access to the town centre without compromising the quality of the pedestrian-focused streets and spaces
- Design a bus interchange at Rockbank Railway Station that is accessible but keeps buses out of the plaza
- Divert heavy vehicles from high street.

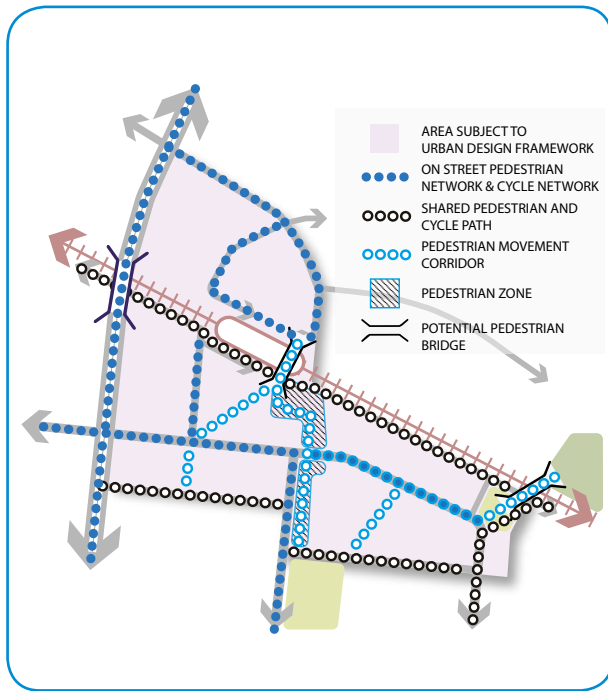


Figure 3d Pedestrian & cyclist movement

- Establish a hierarchy of pedestrian and cycle routes that provide good accessibility and strong connections between key destinations and spaces to create a walkable town centre
- Provide pedestrian and cycle connections along the railway interface that deviate into the town centre through the plaza and high street
- Ensure key streets within the core of the town centre have paths of a sufficient width allowing uses such as cafes to utilize the streetscape without compromising pedestrian and cycle movements
- Connect the north and south sides of the rail corridor via pedestrian thoroughfares at Rockbank Railway Station.

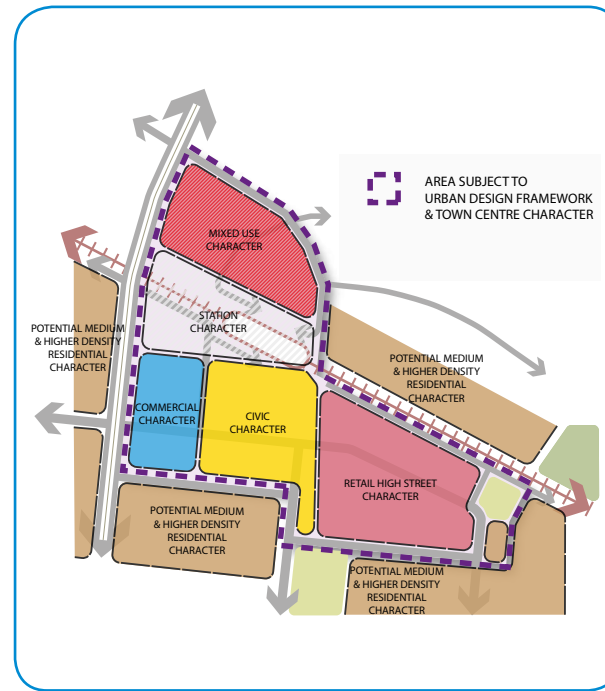
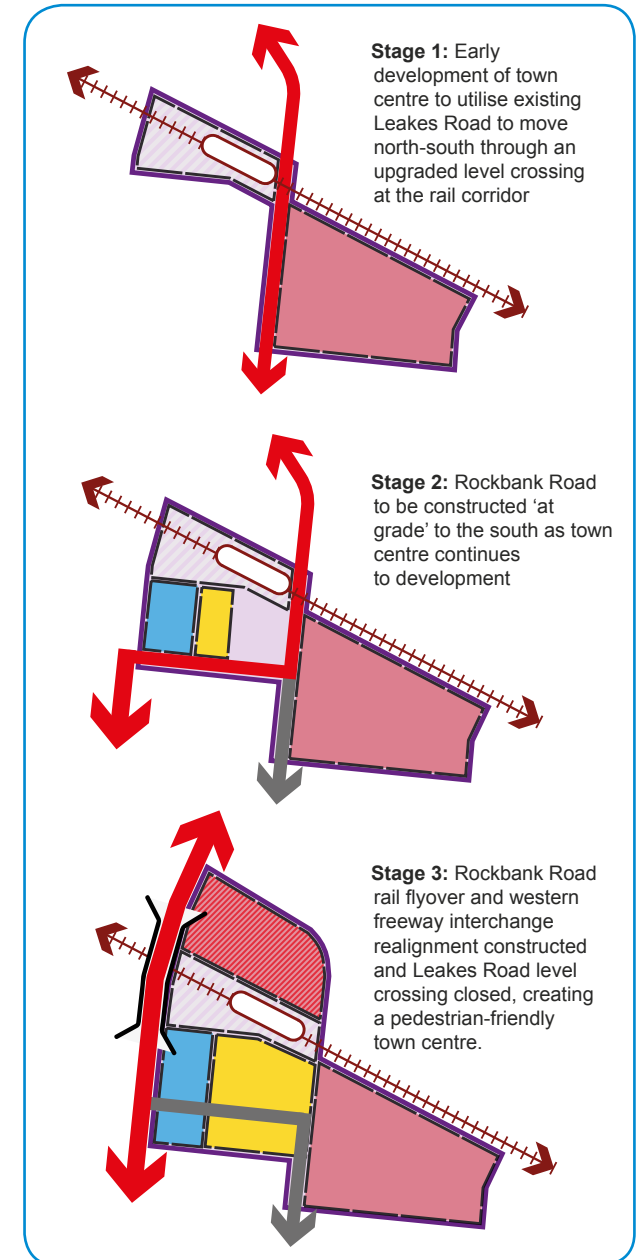


Figure 3e Character precincts

- Create a diverse and vibrant town centre that accommodates a variety of uses
- Recognise the different focus of each character precinct through the built form response whilst creating a strong town centre identity across all the precincts
- Ensure that the interfaces between character areas are sensitively designed to create a coherent built form outcome that contributes to local identity and creates a sense of place.

Figure 3f Staging



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**MAJOR TOWN CENTRE REQUIREMENTS**

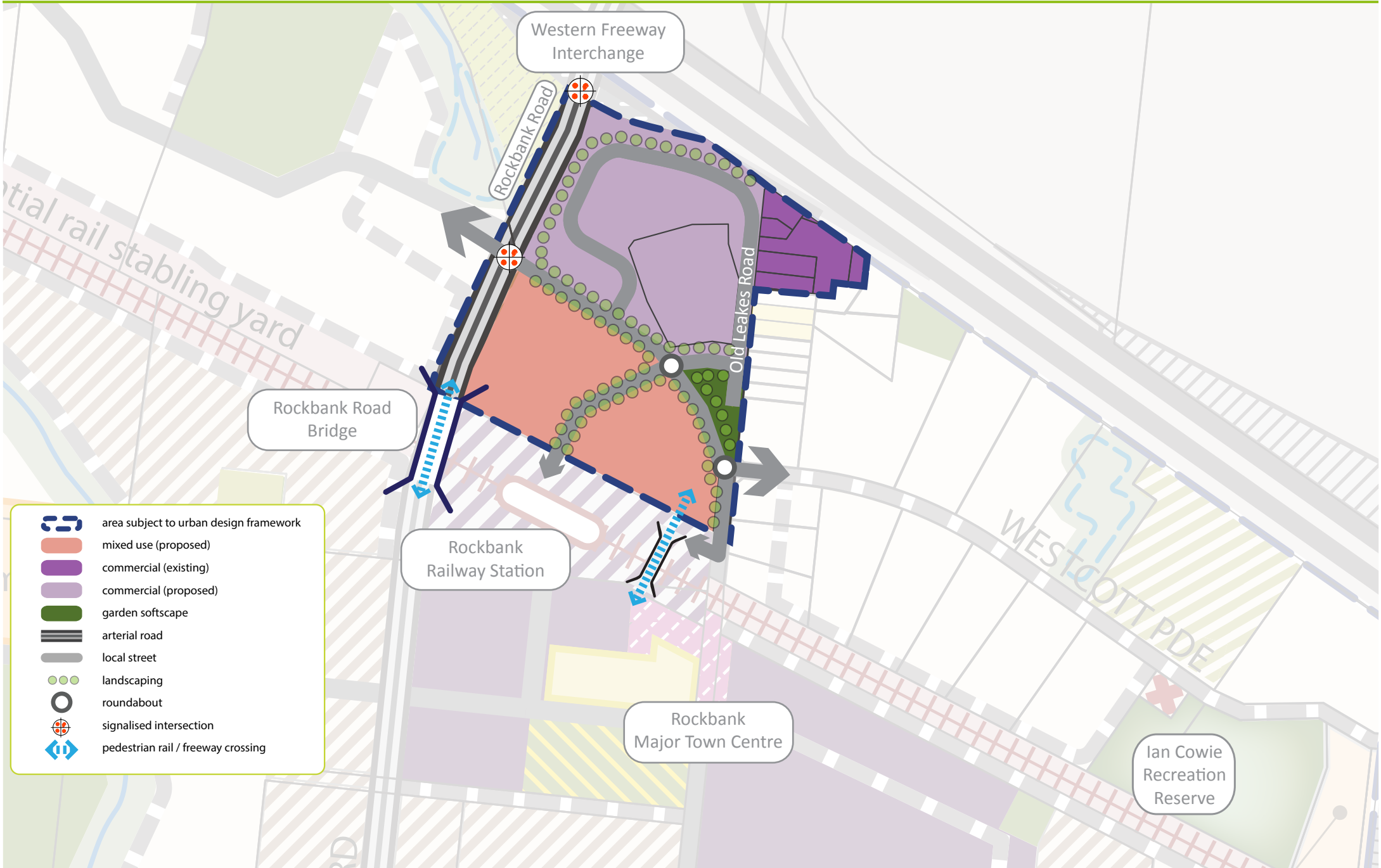
**R17**

A UDF must be approved by the responsible authority for Rockbank Major Town Centre within the 'area subject to urban design framework' as illustrated in Figure 2. The UDF must address the following:

- Relevant design guidelines prepared by the Victorian Government and Melton City Council
- A response to the Rockbank Major Town Centre Urban Design Framework Concept Plan (Figure 2) and the vision and organising elements set out in Figure 3, including the role and function of the town centre and how it integrates with the surrounding area
- A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services
- A response to Appendix D, referencing key design principles
- A response to Table 4, referencing retail, office and commercial floor space
- Bus priority lanes and signals where appropriate to access the Rockbank Railway Station
- A land use plan that identifies a hierarchy of public spaces including local parks, pedestrian and cycle links, urban spaces and landscape nodes
- Place making elements, character precincts and nodal destinations within the town centre including a hierarchy of public spaces that provide opportunities for social interaction and local events
- Key views to the surrounding area and open space and the creation of vistas through the town centre to create interest in the streetscape and provide opportunities for fine-grained urban design outcomes
- Design of the interface with the Melbourne-Ballarat rail corridor, Rockbank Road and surrounding residential uses and local parks
- A fine-grain road network that identifies direct connectivity within, to and from the town centre
- Incorporation of public transport services, including Rockbank Railway Station and bus interchange, into the design of the town centre
- Opportunities for higher density housing within and surrounding the town centre and its design
- Staging and indicative development timing of the town centre
- Guidelines to positively address environmental sustainability including integrated water management and energy conservation
- 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
- 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 neighbourhood.

**Table 4** Anticipated precinct employment creation guide

LAND USE	EMPLOYMENT MEASURE	JOB PER EMPLOYMENT MEASURE	ANTICIPATED QUANTITY OF LAND USE	ANTICIPATED QUANTITY OF JOBS
Secondary school (government)	Jobs per site	90	1	90
Primary school (government)	Jobs per site	40	4	160
Primary school (potential non-government)	Jobs per site	40	1	40
Kindergarten (Council)	Jobs per site	15	4	60
Child care centre (private)	Jobs per 100 places	15	2	30
Medical centre	Jobs per practitioner	9	1	9
Retail	Jobs per 30m <sup>2</sup> floor space	1	30,000	1,000
Office and/or commercial	Jobs per 20m <sup>2</sup> floor space	1	7,500	375
Home-based business	Jobs per dwelling	0.05	8,144	408
<b>TOTAL</b>				<b>2,172</b>



- area subject to urban design framework
- mixed use (proposed)
- commercial (existing)
- commercial (proposed)
- garden softscape
- arterial road
- local street
- landscaping
- roundabout
- signalised intersection
- pedestrian rail / freeway crossing

### 3.2.2 Rockbank Mixed Commercial Precinct

Rockbank Mixed Commercial Precinct applies to an area of land to the north of Rockbank Major Town Centre and positioned on the opposing side of Rockbank Railway Station. The precinct is generally bounded by Old Leakes Road to the east, Rockbank Road to the west, the Western Freeway to the north and the Melbourne-Ballarat rail corridor to the south.

A mixed use neighbourhood will be established in the southern portion of the precinct, between Rockbank Railway Station and the extension of Westcott Parade, to deliver retail and commercial activity integrated with medium and high density residential housing. The neighbourhood will encourage built form that provides active uses at ground level and active street frontages on upper levels, particularly along key movement corridors and addressing the railway station.

An assortment of commercial land uses will be established further north, between the extension of Westcott Parade and the Western Freeway corridor. The area will support the development of offices, appropriate manufacturing and light industrial uses, and limited retail uses that do not adversely impact nearby residential neighbourhood in Westcott Parade Precinct. The character of this area will offer an appropriate buffer to the Leakes Road freeway interchange and complement the adjacent existing businesses.

The mixed commercial precinct will consolidate the role of Rockbank Major Town Centre as a significant, transit-orientated activity centre within the growth corridor.

An urban design framework will be prepared to guide the development of Rockbank Mixed Commercial Precinct. The UDF will expand on the urban design principles illustrated in Figure 4 and outlined in Appendix D of the PSP.

#### MIXED COMMERCIAL REQUIREMENTS

**R18**

A UDF must be approved by the responsible authority for Rockbank Mixed Commercial Precinct within the 'area subject to urban design framework' area as illustrated in Figure 4. The UDF must address the following as a minimum:

- Relevant design guidelines prepared by the Victorian Government and Melton City Council
- A response to the Rockbank Mixed Commercial Precinct Urban Design Framework Concept Plan (Figure 4) and the relevant vision and organising elements set out in Figure 3
- A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services
- A response to Appendix D, referencing relevant key design principles
- A response to Table 4, referencing retail, office and commercial floor space

**R18  
cont**

- Bus priority lanes and signals where appropriate to access the Rockbank Railway Station
- A land use plan that identifies a hierarchy of public spaces including pedestrian and cycle links, urban spaces and landscape nodes
- Place making elements and nodal destinations within the mixed use neighbourhood including a hierarchy of public spaces that provide opportunities for social interaction
- Key views to the surrounding open space and the creation of vistas through the mixed use neighbourhood to create interest in the streetscape
- Design of the interface with the Western Freeway including noise attenuation, Melbourne-Ballarat rail corridor, existing commercial uses, and surrounding residential areas (including Old Leakes Road and Westcott Parade Precinct)
- A fine-grain road network that identifies direct connectivity within, to and from Rockbank Railway Station and the connection and extension of Westcott Parade
- Construction of the upgrade to the Leakes Road interchange at the Western Freeway, including realignment of the interchange to accommodate Rockbank Road Bridge and associated transport infrastructure, and reconstruction of the Western Freeway ramps to maximise additional commercial land use opportunities
- Incorporation of public transport services, including Rockbank Railway Station and bus interchange, into the design of the mixed use neighbourhood
- Opportunities for medium and higher density housing within and surrounding the mixed use neighbourhood and its design
- Staging and indicative development timing of the precinct
- Guidelines to positively address environmental sustainability including integrated water management and energy conservation
- Provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the mixed use neighbourhood
- 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.

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### 3.2.3 Local convenience centre

LOCAL CONVENIENCE CENTRE REQUIREMENTS	
<b>R19</b>	Local convenience centres must be orientated towards the connector street and consider the relationship and interface with surrounding uses.
<b>R20</b>	Buildings as part of a local convenience centre must provide: <ul style="list-style-type: none"> <li>• Primary access to tenancies from the connector street</li> <li>• Active and articulated frontages to the adjoining street network</li> <li>• Sensitive design of loading requirements that does not impact the surrounding residential area or detract from the design of the centre.</li> </ul>
<b>R21</b>	Consideration must be given to pedestrian access to the site, including opportunities for pedestrian crossings in proximity to bus stop locations.
<b>R22</b>	Design of a local convenience centre must demonstrate how the plan meets the principles in Appendix E.
LOCAL CONVENIENCE CENTRE GUIDELINES	
<b>G12</b>	Local convenience centres should be located as illustrated on Plan 5, unless otherwise agreed by the responsible authority.
<b>G13</b>	Local convenience centres should consider inclusion of two-storey built form and ensure that all buildings are well articulated and demonstrate high quality design.
<b>G14</b>	Local convenience centres should feature a high degree of permeability and clear circulation to ensure that key destinations within the centre are easily accessible to pedestrians.

### 3.3 Community facilities & education

COMMUNITY FACILITIES & EDUCATION REQUIREMENTS	
<b>R23</b>	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 consistent with the surrounding land uses and the provisions of the applied zone. In order to satisfy the responsible authority that a site is unlikely to be used for a non-government school, it is necessary to demonstrate that: <ul style="list-style-type: none"> <li>• The application for an alternative use is not premature having regard to the extent of development in the surrounding residential area</li> <li>• The school site is no longer strategically justified having regard to the provision of schools in the locality, including land not within the PSP, as appropriate</li> <li>• The landowner provides the responsible authority with evidence that: <ul style="list-style-type: none"> <li>» Genuine negotiations have been had with a range of education providers, including the lead agency nominated in the PSP, regarding the use of the site as a school and the sale of the site to the education provider(s), and</li> <li>» The education provider(s), including the lead agency nominated in the PSP, do not intend to purchase and use the site as a school.</li> </ul> </li> </ul>
<b>R24</b>	Connector or local access streets abutting a school must be designed to achieve slow vehicle speeds and provide designated pedestrian crossing points as required by the responsible authority.
COMMUNITY FACILITIES & EDUCATION GUIDELINES	
<b>G15</b>	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 uses.
<b>G16</b>	Community facilities, schools and sporting fields that are co-located should be designed to maximise efficiencies through the sharing of car parking and other complementary infrastructure.
<b>G17</b>	The location of key entries to community facilities should allow for safe and convenient pedestrian and cyclist access for all ages and abilities.
<b>G18</b>	Community facilities located in Rockbank Major Town Centre should be designed to maximise efficiency of land use through the sharing and overall reduction of car parking spaces.
<b>G19</b>	Schools and community facilities should be designed to front and be directly accessed from a public street with car parking located away from the main entry.
<b>G20</b>	Schools should be provided with three street frontages, where practicable.



- precinct boundary
- conservation area
- constructed waterway
- landscape buffer / redundant road reserve
- local sports reserve
- local sports reserve - existing
- local park
- urban plaza
- indoor recreation
- municipal regional sports reserve (council acquisition)
- open space identification number
- local park walkable catchment (400 metres)
- local sports reserve catchment (one kilometre)



### 3.4 Open space

Table 5 Open space delivery guide

OPEN SPACE ID	TYPE	PROPERTY NUMBER	AREA (HECTARES)	ATTRIBUTES	RESPONSIBILITY
OS-01 (AR-01)	Local sports reserve	98, 102	9.99	Sports reserve with pavilion and associated infrastructure	Melton City Council
OS-02 (AR-02)	Local sports reserve	67, 68	6.01	Sports reserve with pavilion and associated infrastructure	Melton City Council
OS-03 (AR-03)	Local sports reserve	13	6.00	Sports reserve with pavilion and associated infrastructure	Melton City Council
OS-04 (AR-04)	Local sports reserve	85	7.90	Sports reserve with pavilion and associated infrastructure	Melton City Council
OS-05	Indoor recreation centre	69	2.00	Land purchase to provide for construction of an indoor recreation centre in Rockbank Major Town Centre	Melton City Council
OS-06	Urban plaza	69, 92, R3	0.67	Municipal, gateway to Rockbank Railway Station and Rockbank Major Town Centre	Melton City Council
OS-07	Local sports reserve (existing)	52, 53	4.20	Ian Cowie Recreation Reserve (1 football/cricket oval with pavilion and associated infrastructure), linked to OS22 via pedestrian bridge at rail corridor	Melton City Council
OS-08	Regional sports reserve	84, 85	16.58	Future regional sports reserve site	Melton City Council
OS-9	Local park	93	2.00	Southern anchor site of Rockbank Major Town Centre	Melton City Council
OS-10	Local park	4	0.70	Neighbourhood	Melton City Council
OS-11	Local park	12	0.80	Neighbourhood, adjoining drainage network	Melton City Council
OS-12	Local park	10	0.60	Neighbourhood, adjoining drainage network	Melton City Council
OS-13	Local park	63	1.00	Neighbourhood, adjoining conservation area	Melton City Council
OS-14	Local park	64	0.50	Neighbourhood	Melton City Council
OS-15	Local park	66	0.70	Neighbourhood	Melton City Council
OS-16	Local park	75	0.70	Neighbourhood	Melton City Council
OS-17	Local park	77	0.70	Neighbourhood	Melton City Council
OS-18	Local park	79	0.50	Neighbourhood, adjoining drainage network	Melton City Council
OS-19	Local park	90	0.70	Neighbourhood	Melton City Council
OS-20	Local park	82	0.50	Neighbourhood	Melton City Council
OS-21	Local park	36	0.50	Neighbourhood	Melton City Council
OS-22	Local park	92	0.30	Neighbourhood, linked to OS07 via pedestrian bridge at rail corridor	Melton City Council
OS-23	Local park	94	0.70	Neighbourhood	Melton City Council
OS-24	Local park	102	0.50	Neighbourhood, adjoining drainage network	Melton City Council
OS-25	Local park	99	0.50	Neighbourhood	Melton City Council
OS-26	Local park	97	0.50	Neighbourhood	Melton City Council
OS-27	Local park	101	0.50	Neighbourhood	Melton City Council
OS-28	Local park	106	0.50	Neighbourhood	Melton City Council
OS-29	Urban trail (east)	Greigs Road reserve	4.29	Linear reserve north of Greigs Road arterial road carriageway (uncredited)	Melton City Council
OS-30	Urban trail (west)	Greigs Road reserve	3.34	Linear reserve north and south of Greigs Road connector street carriageway (uncredited)	Melton City Council
OS-31	Urban trail	1, 3-5, 7, 8, 61, 63, 65-67, 73, 77, 78, 84, 85	within road reserve	Linear reserve east of Paynes Road arterial road carriageway (prior to road duplication works)	Melton City Council

**OPEN SPACE REQUIREMENTS**

<b>R25</b>	<p>All parks must be located, designed and developed to the satisfaction of the responsible authority in accordance with Plan 6 and Table 5, unless otherwise agreed by the responsible authority. An alternative provision of land for a local park is considered to be generally in accordance with that illustrated on Plan 6 provided:</p> <ul style="list-style-type: none"> <li>• The location does not reduce the walkable access to local parks illustrated on Plan 6</li> <li>• The design does not diminish the quality or usability of the space for passive recreation</li> <li>• The land area is equal to or more than the local park provision outlined in Table 5.</li> </ul>
<b>R26</b>	<p>The open space network must:</p> <ul style="list-style-type: none"> <li>• Provide flexible recreational opportunities that allow for the anticipated range of active and passive recreational needs of the community</li> <li>• Maximise the amenity and value of encumbered open space through the provision of shared paths, trails and other appropriate recreation elements.</li> </ul>
<b>R27</b>	<p>All open space and public landscaped areas must be designed to be robust and climatically appropriate, consistent with any local street tree or open space strategies.</p>
<b>R28</b>	<p>Design and layout of waterway corridors, retarding basins, wetlands and any other encumbered open space must maximise the potential for integration of recreation uses where this does not conflict with the primary function of the land to the satisfaction of the responsible authority and Melbourne Water.</p>
<b>R29</b>	<p>Fencing of open space where required, whether encumbered or unencumbered, must be:</p> <ul style="list-style-type: none"> <li>• Low-scale and visually permeable to facilitate public safety and surveillance</li> <li>• Designed to guide appropriate movement and access</li> <li>• Constructed using materials that complement the park setting.</li> </ul>

**R30**

Further to the public open space contribution required by Clause 52.01 of the Melton Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where cash contribution is required in lieu of land.

For the purposes of Clause 52.01, a local park in the PSP is public open space.

All owners must provide a public open space contribution equal to 2.89% of the NDA upon subdivision of land in accordance with the following:

- Where land on the lot is required for unencumbered public open space purposes as illustrated on Plan 6 and outlined in Appendix A is equal to 2.89% of the lot's NDA that land is to be transferred to Council at no cost
- Where no land or land on the lot less than 2.89% of NDA is required for unencumbered public open space purposes as illustrated on Plan 6 and outlined in Appendix A, a cash contribution is to be made to Council to bring the lot's total public open space contribution to a value equal to 2.89% of NDA
- Where land on the lot is required for unencumbered public open space purposes as illustrated on Plan 6 and outlined in Appendix A is more than 2.89% of the lot's NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development.

Refer to the Appendix A for detailed property-specific open space land areas and percentages specified by the PSP.

The responsible authority may alter the distribution of public open space as shown in the PSP provided the relevant vision and objectives of the document are met. A subdivider may provide additional public open space in a subdivision to the satisfaction of the responsible authority. There is no onus on the responsible authority or any other party to provide compensation for public open space provided above that required by Clause 52.01 and this PSP.

The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole land, in accordance with Section 18 of the Subdivision Act.

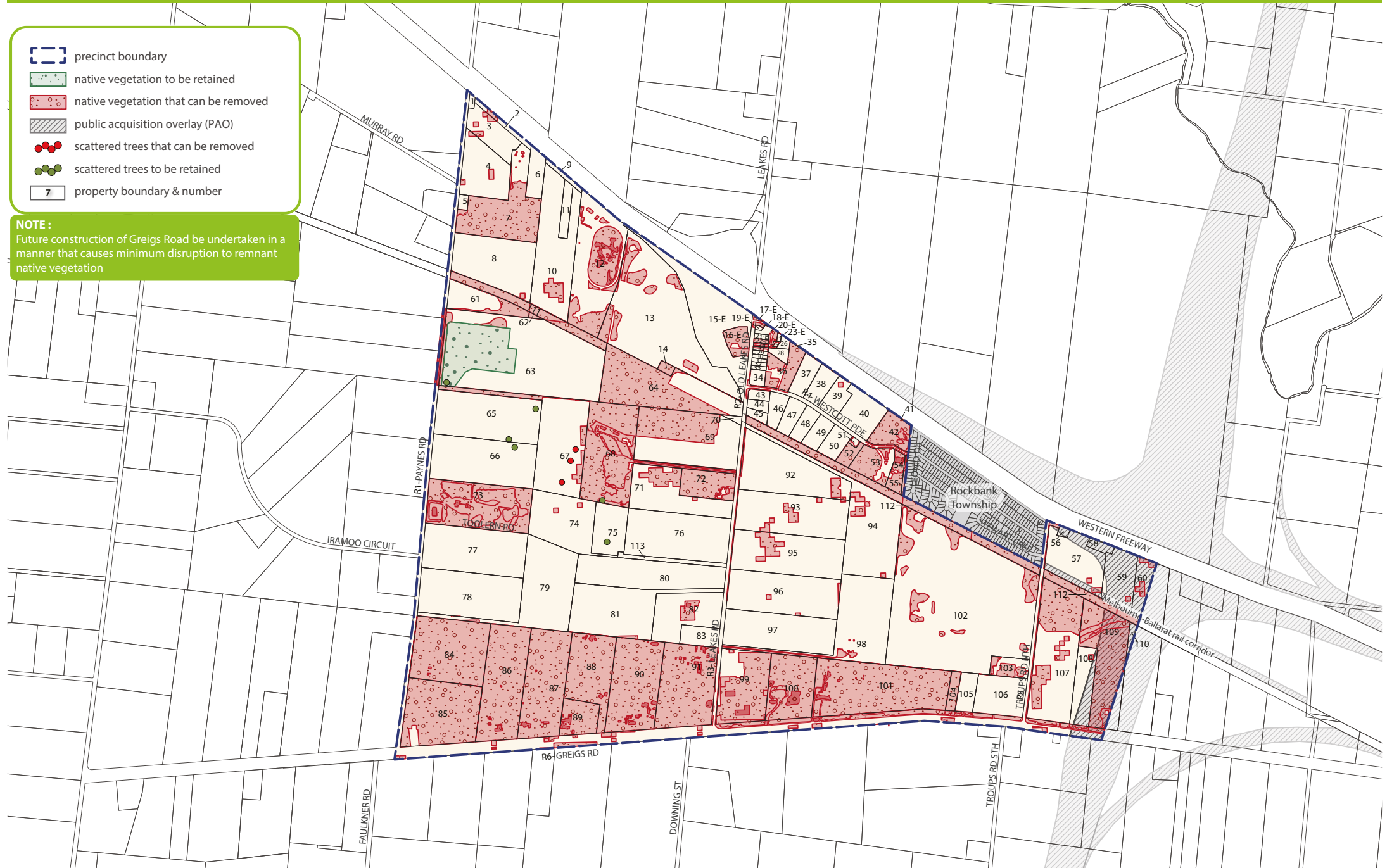


OPEN SPACE GUIDELINES

<b>G21</b>	Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.
<b>G22</b>	Where possible, any existing vegetation should be protected and enhanced through open space networks to facilitate habitat and movement corridors for species found throughout the surrounding region.
<b>G23</b>	Open spaces should have a road frontage to all edges except when abutting a community hub or drainage reserve, or where housing fronts open space with a paper road to the satisfaction of the responsible authority.
<b>G24</b>	Crime prevention through environmental design (CPTED) principles should guide the design of open spaces and associated infrastructure.

- precinct boundary
- native vegetation to be retained
- native vegetation that can be removed
- public acquisition overlay (PAO)
- scattered trees that can be removed
- scattered trees to be retained
- property boundary & number

**NOTE :**  
 Future construction of Greigs Road be undertaken in a manner that causes minimum disruption to remnant native vegetation



### 3.5 Biodiversity & threatened species

#### BIODIVERSITY AND THREATENED SPECIES REQUIREMENTS

**R31**

Native vegetation must be retained as illustrated on Plan 7 unless otherwise agreed by the responsible authority.



- precinct boundary
- arterial road (six lanes)
- arterial road (four lanes)
- boulevard connector street
- connector street
- key local access street
- rail interface street
- potential noise amenity interface
- signalised intersection
- level crossing and road (interim only)
- grade separation (ultimate)
- freeway
- outer metropolitan ring transport corridor (OMR)

**NOTE :**  
Road names are indicative and subject to an official naming process.



### 3.6 Transport & movement

#### 3.6.1 Town centre transport, access & connectivity

TOWN CENTRE TRANSPORT, ACCESS & CONNECTIVITY REQUIREMENTS	
<b>R32</b>	Heavy vehicle movements (loading and deliveries) must not front high streets and should be located to the rear and/or side street and be sleeved or screened.
<b>R33</b>	High streets must be designed for a low speed environment of 30km/h or less such that vehicles and cyclists share the carriageway and pedestrians can safely cross the road.
<b>R34</b>	Pedestrian movement must be prioritised in the design of high streets whilst maintaining local traffic access and movements.
<b>R35</b>	Safe and easy access for pedestrian and cycle trips must be provided to the town centre through the layout and design of the surrounding street network.
<b>R36</b>	Transport routes, hubs and stops must be located to facilitate access to key destinations and generate activity in the town centre.
<b>R37</b>	Car park entrances directly from high streets must be minimised and alternative access must be provided from other streets.
<b>R38</b>	Bicycle parking must be provided at entry points to the town centre and designed to provide weather protection, passive surveillance and lighting to the satisfaction of the responsible authority.
TOWN CENTRE TRANSPORT, ACCESS & CONNECTIVITY GUIDELINES	
<b>G25</b>	Pedestrian priority should be provided across all side roads along main streets and all car park entrances.
<b>G26</b>	Increased permeability in the road network within and surrounding the town centre should be delivered via shorter block lengths and the avoidance of culs-de-sac.
<b>G27</b>	Pedestrian movements should be prioritised by providing links between key destinations within the town centre.
<b>G28</b>	Car parking should be provided efficiently through use of shared, consolidated parking areas.
<b>G29</b>	Safe pedestrian access should be provided throughout all car parking areas.
<b>G30</b>	Pedestrian permeability and off road connections through the town centre should be encouraged.

#### 3.6.2 Street network

STREET NETWORK REQUIREMENTS	
<b>R39</b>	<p>Subdivision layouts must provide:</p> <ul style="list-style-type: none"> <li>• A permeable and safe street network for walking and cycling</li> <li>• A safe and low speed street network that encourages walking and cycling</li> <li>• Convenient access to local points of interest and destinations for the effective integration with neighbouring properties.</li> </ul>
<b>R40</b>	Configuration of vehicle access to lots from a public street must ensure that there is sufficient separation between crossovers to allow for a minimum of one on-street car park for every two residential lots.
<b>R41</b>	Vehicle access to lots fronting arterial roads must be provided from a local internal loop road, rear lane or service road to the satisfaction of the road authority.
<b>R42</b>	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP by any date or stage of development required by the responsible authority.
<b>R43</b>	Where a lot is 7.5 metres or less in width, vehicle access must be via a rear laneway, unless otherwise approved by the responsible authority.
<b>R44</b>	Development must positively address all waterways through the use of frontage roads or lots with a direct frontage to the satisfaction of Melbourne Water and the responsible authority.
<b>R45</b>	Roundabouts, where determined to be required at cross road intersections, must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity and continuity of shared paths and bicycle paths.
<b>R46</b>	Where a connector street crosses a waterway as illustrated on Plan 8, the development proponent must construct an appropriate vehicle crossing prior to the issue of statement of compliance for the initial stage of subdivision on the opposite side of the waterway, whether or not that residential subdivision directly abuts the waterway.
<b>R47</b>	Road networks and street types must be designed and developed in accordance with the street cross sections outlined in Appendix B unless otherwise agreed by the responsible authority.

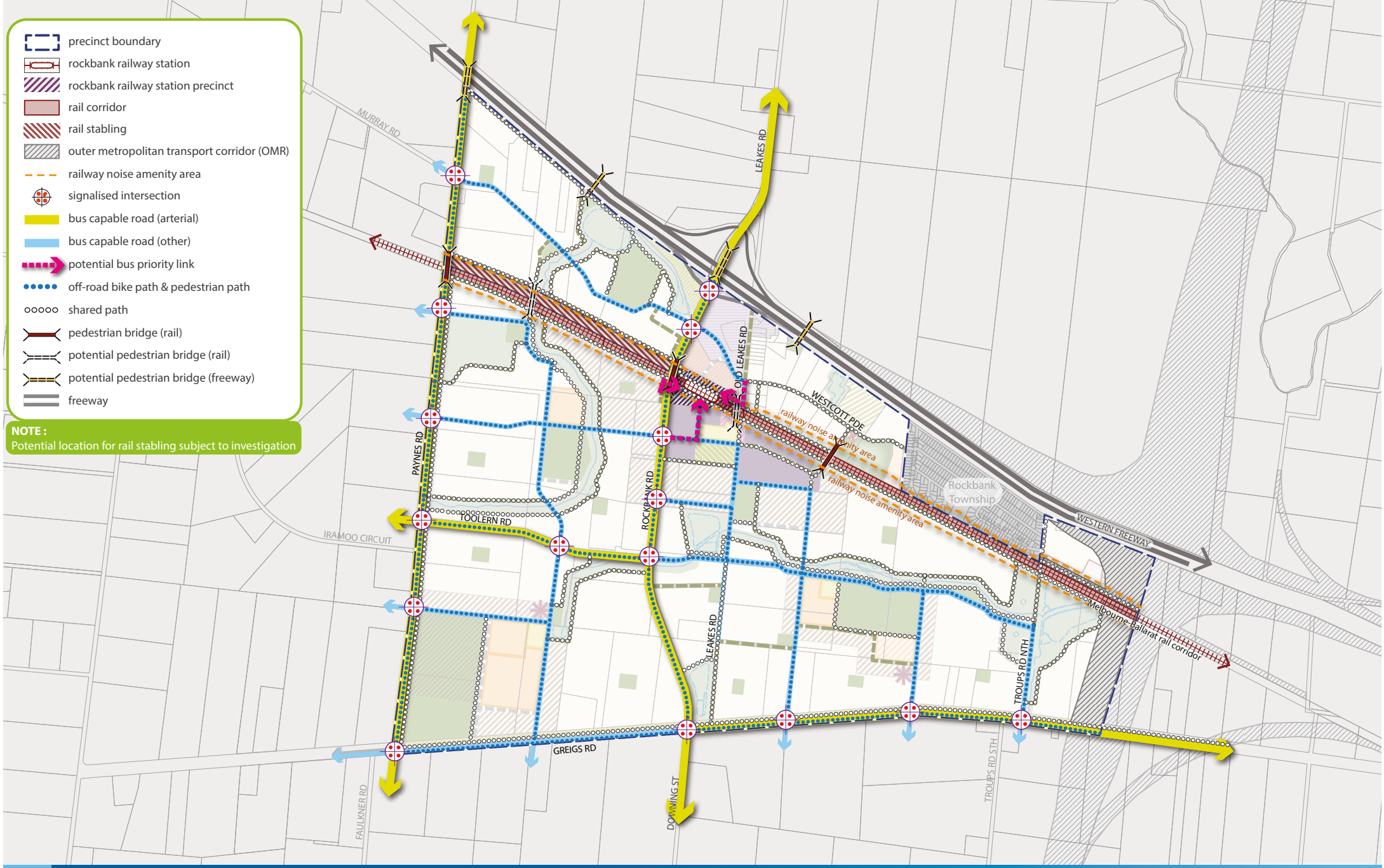
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<b>R48</b>	<p>Where utilised, alternative street cross sections such as outlined in Appendix C must ensure that:</p> <ul style="list-style-type: none"> <li>• Minimum required carriageway dimensions are maintained to ensure safe and efficient operation of emergency vehicles on all streets as well as buses on connector streets</li> <li>• The performance characteristics of standard street cross sections as they relate to pedestrian and cycling use are maintained</li> <li>• Relevant minimum road reserve widths for the type of street are maintained as outlined in Appendix B.</li> </ul>
<b>R49</b>	<p>Any changes required to the design of roads and intersections in the PSP at the time of development must be accommodated within the land take as illustrated on Plan 4 and outlined in Appendix A.</p>
<b>STREET NETWORK GUIDELINES</b>	
<b>G31</b>	<p>Approximately 30% of streets (including connector streets) within a subdivision should apply an alternative cross section to the standard street cross sections outlined in Appendix B to the satisfaction of the responsible authority. Examples of potential variations are outlined in Appendix C; however, other non-standard variations are encouraged but not limited to:</p> <ul style="list-style-type: none"> <li>• Varied street tree placement</li> <li>• Varied footpath or carriageway placement</li> <li>• Varied carriageway or parking bay pavement material</li> <li>• Introduction of elements to create a boulevard effect</li> <li>• Differing tree outstand treatments.</li> </ul>
<b>G32</b>	<p>Street layouts should provide multiple convenient routes to key destinations such as schools, community facilities, sports reserves and Rockbank Major Town Centre.</p>
<b>G33</b>	<p>Street block lengths should not exceed 240 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.</p>
<b>G34</b>	<p>Culs-de-sac should not detract from convenient pedestrian, cycle and vehicular connections.</p>

<b>G35</b>	<p>The frequency of vehicular crossovers on widened verges (a verge in excess of six metres) should be minimised through the use of a combination of:</p> <ul style="list-style-type: none"> <li>• Rear loaded lots with laneway access</li> <li>• Vehicular access from the side of a lot</li> <li>• Combined or grouped crossovers</li> <li>• Increased lot widths.</li> </ul>
<b>G36</b>	<p>Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector streets and arterial roads where they are necessitated by high traffic volumes to the satisfaction of the coordinating road authority.</p>
<b>G37</b>	<p>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 the coordinating road authority and the responsible authority.</p>
<b>G38</b>	<p>Streets should be the primary interface between development and waterways, with open space and lots with a direct frontage allowed only as a minor component of the waterway interface.</p>
<b>G39</b>	<p>Where lots with direct frontage are proposed, they should be set back five metres from the waterway corridor to provide pedestrian and service vehicle access to those lots to the satisfaction of Melbourne Water and the responsible authority.</p>
<b>G40</b>	<p>All signalised intersections should be designed in accordance with the VicRoads' <i>Growth Areas Handbook - A guide to transport planning in growth areas</i>.</p>

- precinct boundary
- rockbank railway station
- rockbank railway station precinct
- rail corridor
- rail stabling
- outer metropolitan transport corridor (OMR)
- railway noise amenity area
- signalised intersection
- bus capable road (arterial)
- bus capable road (other)
- potential bus priority link
- off-road bike path & pedestrian path
- shared path
- pedestrian bridge (rail)
- potential pedestrian bridge (rail)
- potential pedestrian bridge (freeway)
- freeway

**NOTE:**  
Potential location for rail stabling subject to investigation





### 3.6.3 Public transport

PUBLIC TRANSPORT REQUIREMENTS	
<b>R50</b>	The street network must be designed to ensure all households are able to directly and conveniently walk to public transport services.
<b>R51</b>	Subdivision design must deliver an active interface to the rail corridor by provision of a local access street with landscape buffers and continuous shared path to the satisfaction of the responsible authority.
<b>R52</b>	Bus stop facilities must be designed as an integral part of activity generating land uses such as schools, community facilities, sports reserves and the Rockbank Major Town Centre.
<b>R53</b>	Roads and intersections shown as bus capable on Plan 9 must be constructed to accommodate ultra-low-floor buses to the satisfaction of Public Transport Victoria and the responsible authority.
<b>R54</b>	Subdivision design must show the location of all bus stops to the satisfaction of Public Transport Victoria.
<b>R55</b>	Visually transparent fencing along the boundary abutting the rail reserve must be provided in accordance with V/Line standards for fencing, unless an alternative treatment is appropriate to address acoustic requirements within the railway noise amenity area, to the satisfaction of Public Transport Victoria and VicTrack.

### 3.6.4 Walking & cycling

WALKING & CYCLING REQUIREMENTS	
<b>R56</b>	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>• Footpaths on both sides of all streets and roads unless otherwise specified by the PSP</li> <li>• Footpaths connecting bus stops and the surrounding pedestrian network</li> <li>• Shared paths or bicycle paths where illustrated on Plan 9 or as shown on the relevant cross sections outlined in Appendix B or as specified in another requirement in the PSP</li> <li>• Safe, accessible and convenient crossing points of connector and local streets at all intersections and at key desire lines and locations of high amenity (refer to the Greenfield Engineering Design and Construction Manual for typical intersection treatments)</li> <li>• Pedestrian and cyclist priority crossings on all slip lanes</li> <li>• Safe and convenient transition between on- and off-road bicycle networks.</li> <li>• Safe and convenient transition between shared paths and bicycle paths on arterial roads and connector streets.</li> </ul> <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>

<b>R57</b>	<p>Shared and pedestrian paths along waterways must be constructed to a standard that satisfies the requirements of Melbourne Water and the responsible authority, and must be:</p> <ul style="list-style-type: none"> <li>• Delivered by development proponents consistent with the network as illustrated on Plan 9</li> <li>• Positioned above 1:10 year flood levels with a crossing of the waterway designed above 1:100 year flood level to maintain hydraulic function of the waterway</li> <li>• Positioned above 1:100 year flood level where direct access is provided to the dwelling from the waterway.</li> </ul>
<b>R58</b>	Pedestrian and cycle path networks must be permeable and linked to key destinations throughout the precinct, including Rockbank Major Town Centre and local convenience centres.
<b>R59</b>	Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key desire lines and locations of high amenity.
<b>R60</b>	Bicycle priority at intersections of minor streets and connector streets with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical clues and supportive directional and associated road signs.
<b>R61</b>	Alignment of the off-road bicycle path must be designed for cyclists to travel up to 30km/h to the satisfaction of the responsible authority.
<b>R62</b>	Bicycle parking facilities must be provided by development proponents in convenient locations at key destinations such as Rockbank Major Town Centre and across the open space network.
<b>R63</b>	A shared path must be continuously provided along frontages to the rail corridor and proposed rail stabling as illustrated on Plan 9.
<b>R64</b>	Pedestrian bridges must be provided in accordance with Plan 9 to provide pedestrian connectivity throughout the precinct.
<b>R65</b>	Pedestrian and bicycle paths must connect to the pedestrian overpass structures of the rail corridor and freeway.
<b>R66</b>	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along cycling networks to the satisfaction of the responsible authority.

- precinct boundary
- constructed waterway corridor / drainage asset
- conservation area - lignum swamp
- 0.5m contours
- stormwater quality treatment asset (indicative location)
- opportunity to utilise water from adjacent stormwater quality treatment asset to irrigate active open space
- opportunity to capture water from adjacent stormwater quality treatment asset and treat to higher level for distribution through the recycled water network
- WL4 stormwater drainage & water quality treatment infrastructure (refer table 6)

**NOTE:**  
Stormwater quality treatment assets illustrated on this plan are subject to confirmation through preparation of Melbourne Water Development Services Schemes and through detailed design to the satisfaction of Melbourne Water.



### 3.7 Integrated water management & utilities

#### 3.7.1 Integrated water management

INTEGRATED WATER MANAGEMENT REQUIREMENTS	
<b>R67</b>	Stormwater runoff from the development must meet or exceed the performance objectives of the CSIRO <i>Best Practice Environmental Management Guidelines for Urban Stormwater</i> prior to discharge to receiving waterways and as illustrated on Plan 10, unless otherwise approved by Melbourne Water and the responsible authority.
<b>R68</b>	Final design of constructed waterways, waterway corridors, retarding basins, wetlands, water sensitive urban design features and associated paths, boardwalks, bridges and planting must be to the satisfaction of Melbourne Water and the responsible authority.
<b>R69</b>	Development applications must demonstrate how: <ul style="list-style-type: none"> <li>• Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes</li> <li>• Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries</li> <li>• Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves</li> <li>• Relevant integrated water management plan requirements will be achieved to the satisfaction of the water retail authority, including the supply of Class A recycled water</li> <li>• Melbourne Water drainage assets must be delivered to the satisfaction of Melbourne Water and the responsible authority.</li> </ul>
<b>R70</b>	Development staging must provide for delivery of ultimate waterway and drainage infrastructure including stormwater quality treatment. Where this is not possible, development proponents must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, all to the satisfaction of Melbourne Water and the responsible authority.
<b>R71</b>	Stormwater conveyance and treatment must be designed in accordance with the relevant development services scheme (DSS) to the satisfaction of Melbourne Water and the responsible authority.

INTEGRATED WATER MANAGEMENT GUIDELINES	
<b>G41</b>	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and water retail authority, including any approved integrated water management plan.
<b>G42</b>	The design and layout of roads, road reserves and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths, water sensitive urban design (WSUD) initiatives such as rain gardens and/or locally treated stormwater for irrigation to contribute to a sustainable and green urban environment.
<b>G43</b>	Where possible, integrated water management systems should be designed to: <ul style="list-style-type: none"> <li>• Support and enhance habitat values for local flora and fauna species</li> <li>• Enable future harvesting and/or treatment and re-use of stormwater.</li> </ul>
<b>G44</b>	Development should reduce reliance on potable water by increasing the utilisation of fit-for-purpose alternative water sources such as stormwater, rainwater and recycled water.
<b>G45</b>	Where primary waterway, conservation or active/passive recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recovery, sewer mining) should be incorporated within the open space network as illustrated on Plan 6 and Plan 10.











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Table 6 Stormwater drainage & water quality treatment infrastructure delivery guide

WATER INFRASTRUCTURE ID	LAND USE	PROPERTY NUMBER	AREA (HECTARES)	WIDTHS (METRES) MIN-MAX WITH FRONTAGE ROADS [MIN-MAX WITH NO FRONTAGE ROAD]	ATTRIBUTES	RESPONSIBILITY
WI01	Wetland / drainage	12, 13	5.15	-	Imaroo Circuit Development Services Scheme	Melbourne Water
WI02	Wetland / drainage	13, 15-E	1.26	-	Imaroo Circuit Development Services Scheme	Melbourne Water
WI03	Wetland / drainage	87	0.62	-	Leakes Road Development Services Scheme	Melbourne Water
WI04	Wetland / drainage	76	4.93	-	Leakes Road Development Services Scheme	Melbourne Water
WI05	Wetland / drainage	91	3.49	-	Leakes Road Development Services Scheme	Melbourne Water
WI06	Wetland / drainage	38, 39	1.91	-	Rockbank Township Development Services Scheme	Melbourne Water
WI07	Wetland / drainage	102	3.54	-	Leakes Road Development Services Scheme	Melbourne Water
WI08	Wetland / drainage	102, 103	2.64	-	Leakes Road Development Services Scheme	Melbourne Water
WI09	Wetland / drainage	59	0.11	-	Rockbank Township Development Services Scheme	Melbourne Water
WI10	Wetland / drainage	107, 109	10.50	-	Leakes Road Development Services Scheme	Melbourne Water
WI11	Waterway	13	1.64	45 [55]	Imaroo Circuit Development Services Scheme	Melbourne Water
WI12	Waterway	10, 12, 111	2.60	45 [55]	Imaroo Circuit Development Services Scheme	Melbourne Water
WI13	Waterway	62-64, 67, 68, 73, 74, 111, R1	12.12	45-50 [55-60]	Imaroo Circuit Development Services Scheme	Melbourne Water
WI14	Waterway	79-81, 113	4.82	45-50 [55-60]	Leakes Road Development Services Scheme	Melbourne Water
WI15	Waterway	94-96, 98, 102, R3	9.44	45-55 [55-60]	Leakes Road Development Services Scheme	Melbourne Water
WI16	Waterway	107	0.86	45 [55]	Leakes Road Development Services Scheme	Melbourne Water
WI17	Local conservation	63	9.19	-	Lignum swamp	Melton City Council

**Note:** The areas and corridor widths identified in this table are subject to refinement during detailed design to the satisfaction of Melbourne Water and the responsible authority.



-  precinct boundary
-  constructed waterway
-  water - potable
-  water - recycled
-  sewer - rising main proposed
-  sewer - gravity proposed
-  sewer - existing
-  electricity - melton 11 system
-  electricity - melton 21 system
-  servicing facility - sewage pump station

**NOTE:** placement of servicing and utilities infrastructure subject to confirmation by relevant servicing authorities.



### 3.7.2 Utilities

UTILITIES REQUIREMENTS	
<b>R72</b>	<p>Before development commences on each stage, functional layout plans of the road network must be submitted that illustrate the location of all:</p> <ul style="list-style-type: none"> <li>• Underground services</li> <li>• Driveways and crossovers</li> <li>• Intersection devices</li> <li>• Shared, pedestrian and bicycle paths</li> <li>• Street lights</li> <li>• Street trees.</li> </ul> <p>A typical street cross section of each street is also to be submitted showing above- and below-ground placement of services, street lights and trees.</p> <p>The plans and street cross sections must demonstrate how services, driveways and street lights will be placed to achieve the required road reserve width (consistent with the street cross sections outlined in Appendix B) and accommodate the minimum street tree planting requirements.</p> <p>The plans and street cross sections are to be approved by the responsible authority and all relevant service authorities before development commences.</p>
<b>R73</b>	Delivery of underground services must be coordinated, located and bundled (utilising common trenching) to facilitate tree and other planting within road verges.
<b>R74</b>	All existing above-ground electricity cables less than 66kV voltage must be placed underground as part of the upgrade or subdivision of existing roads.
<b>R75</b>	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.

<b>R76</b>	Above-ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority. Where that infrastructure is intended to be located in the open space network, land required to accommodate the infrastructure will not be counted as contributing to open space requirements classified under Clause 52.01 or within the DCP.
<b>R77</b>	Any plan of subdivision must contain a restriction which provides that no dwelling or commercial building may be constructed on any allotment unless the building incorporates dual plumbing for recycled water supply for toilet flushing and garden watering use, should it become available.
<b>R78</b>	Trunk services must be placed along the general alignments illustrated on Plan 11, subject to any refinements as advised by the relevant service authorities.
<b>R79</b>	The sewage pump station illustrated on Plan 11 must be designed to minimise visual impacts on the surrounding residential development.
UTILITIES GUIDELINES	
<b>G46</b>	Above-ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.
<b>G47</b>	Existing above ground electricity cables should be removed and re-routed underground as part of a subdivision (excluding cables greater than 66kv).

### 3.8 Infrastructure delivery & development staging

#### 3.8.1 Infrastructure delivery (subdivision works by developers)

##### INFRASTRUCTURE DELIVERY REQUIREMENTS

<b>R80</b>	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> <li>• Connector streets and local streets</li> <li>• Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria)</li> <li>• Landscaping of all existing and future roads and local streets</li> <li>• Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP)</li> <li>• Local shared, pedestrian and bicycle paths along local streets, connector streets, utilities easements, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP)</li> <li>• Council-approved fencing and landscaping along arterial roads, the railway corridor and shared paths, as required</li> <li>• Bicycle parking</li> <li>• Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing the open space network</li> <li>• Basic improvements to local parks and open space (refer to Appendix G)</li> <li>• Local drainage system</li> <li>• Local street or path crossings of waterways, unless included in the DCP or outlined as the responsibility of an agency as outlined in Table 6</li> <li>• Infrastructure as required by utility services providers, including water, sewerage, drainage (except where the item is funded through a DSS), electricity, gas and telecommunications</li> <li>• Remediation and/or reconstruction of dry stone walls, where required.</li> </ul>
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<b>R81</b>	<p>All public open space (where not otherwise provided via a DCP) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Removal of all existing disused structures, foundations, pipelines and stockpiles</li> <li>• Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass</li> <li>• Provision of water tapping, potable and recycled water connection points</li> <li>• Sewer, gas and electricity connection points to land identified as sports reserves and community facilities</li> <li>• Trees and other plantings</li> <li>• Vehicle exclusion devices (fence, bollards or other suitable methods) and maintenance access points</li> <li>• Construction of pedestrian paths to a minimum 1.5 metres in width around the perimeter of the reserve and connecting to the surrounding path network</li> <li>• Installation of park furniture, including barbecues, shelters, furniture, rubbish bins, local-scale play areas, and appropriate paving to support these facilities, consistent with the type of open space outlined in Appendix G.</li> </ul>
<b>R82</b>	<p>Local sports reserves identified in the DCP must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> <li>• Free from surface and/or protruding rocks and structures</li> <li>• Reasonably graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient</li> <li>• Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas.</li> </ul> <p>Consistent with the Rockbank DCP, where the works are not considered to be temporary works, the works are eligible for a works-in-kind credit against a DCP obligation to the satisfaction of the responsible authority. Works associated with adjacent road construction (e.g. earthworks for a road embankment) are not eligible for works-in-kind credit.</p>
<b>R83</b>	<p>Convenient and direct access to the connector street network must be provided through neighbouring properties where a property does not otherwise have access to the connector street network or signalised access to the arterial road network, as appropriate.</p>
<b>R84</b>	<p>Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross section until a suitable transition can be made.</p>
<b>R85</b>	<p>Any application for development within the railway noise amenity area illustrated on Plan 9 must carry out an acoustic assessment in accordance with the requirements of UGZ7.</p>
<b>R86</b>	<p>Any development in proximity to the freeway that triggers the VicRoads' <i>Requirements of Developers – Noise Sensitive Uses</i> document must respond to its requirements to the satisfaction of the responsible authority.</p>



### 3.8.2 Development staging

DEVELOPMENT STAGING REQUIREMENTS	
<b>R87</b>	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> <li>• Arterial road reservations</li> <li>• Connector streets</li> <li>• Street links between properties, constructed to the property boundary</li> <li>• Connection of the on- and off-road pedestrian and bicycle network.</li> </ul>
<b>R88</b>	<p>Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, development applications must demonstrate how the development will:</p> <ul style="list-style-type: none"> <li>• Integrate with adjoining developments, including the timely provision of road and path connections, to the extent practicable</li> <li>• Integrate with other developments, including timely provision of road and path connections to the extent practicable, where the proposed development does not adjoin an existing development front</li> <li>• Provide sealed road access to each new allotment</li> <li>• Provide open space and amenity to new residents in the early stages of the development, where relevant</li> <li>• Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.</li> </ul>
<b>R89</b>	<p>Construction of the urban upgrade to the existing Leakes Road level crossing must be undertaken as part of the initial stage of development of Rockbank Major Town Centre.</p>
<b>R90</b>	<p>Closure and deconstruction of the upgraded Leakes Road level crossing must be undertaken as part of construction and delivery of the grade separation of the rail corridor.</p>
DEVELOPMENT STAGING GUIDELINES	
<b>G48</b>	<p>Early delivery of community facilities, local parks and playgrounds is encouraged within each neighbourhood and may be delivered in stages, to the satisfaction of the responsible authority.</p>

### 3.8.3 Precinct Infrastructure Plan

The Precinct Infrastructure Plan (PIP) outlined in Table 7 sets out the infrastructure and services required to meet the needs of proposed development within 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
- The DCP, including separate charge areas for local items
- Relevant development contributions from adjoining areas
- Capital works projects by Council, State government agencies and non-government organisations
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

**Table 7** Precinct Infrastructure Plan

PROJECT CATEGORY	DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN DCP?
<b>Transport</b>						
Road	RD01	Greigs Road: Outer Metropolitan Ring Road (OMR) to Troups Road North (IT01)	Construction of a 2-lane arterial road (interim standard) within the existing Greigs Road reserve.	Melton City Council	M	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard) within the existing Greigs Road reserve.	VicRoads	L	No
Road	RD02	Greigs Road: 'RB North South Road 1' (IT02) to 'RB North South Road 2' (IT03)	Construction of a 2-lane arterial road (interim standard) within the existing Greigs Road reserve.	Melton City Council	M	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard) within the existing Greigs Road reserve.	VicRoads	L	No
Road	RD03	Rockbank Road: Greigs Road (IT04) to Toolern Road (IT05)	Construction of a 2-lane arterial road (interim standard) and land purchase of a 41-metre road reserve (ultimate standard) to cater for the delivery of Rockbank Road.	Melton City Council	M	Yes
			Construction of the 6-lane primary arterial road treatment (ultimate standard) to deliver Rockbank Road.	VicRoads	L	No
Road	RD04	Toolern Road: 'RB North South Road 3' (IT06) to Paynes Road (IT07)	Construction of a 2-lane arterial road (interim standard) and land purchase of a 34-metre road reserve (ultimate standard) to cater for the delivery of Toolern Road.	Melton City Council	M	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard) to deliver Toolern Road.	VicRoads	L	No
Road	RD05	Paynes Road: Western Freeway Flyover (BR03) to Murray Road (IT11)	Construction of a 2-lane arterial road (interim standard) and land purchase to widen the existing Paynes Road reserve east to a 34-metre road reserve (ultimate standard).	Melton City Council	M	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard, if required) on Paynes Road.	Melton City Council	L	No
Road	RD06	Paynes Road: Alfred Road (IT12) to 'RB East West Road 1' (IT13)	Construction of a 2-lane arterial road (interim standard) and land purchase to widen the existing Paynes Road reserve east to a 34-metre road reserve (ultimate standard).	Melton City Council	M	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard, if required) on Paynes Road.	Melton City Council	L	No
Road	RD07	Paynes Road: 'RB East West Road 1' (IT13) to Toolern Road (IT07)	Construction of a 2-lane arterial road (interim standard) and land purchase to widen the existing Paynes Road reserve east to a 34-metre road reserve (ultimate standard).	Melton City Council	M-L	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard, if required) on Paynes Road.	Melton City Council	L	No
Road	RD08	Paynes Road: Toolern Road (IT07) to 'RB East West Road 3' (IT14)	Construction of a 2-lane arterial road (interim standard) and land purchase to widen the existing Paynes Road reserve east to a 34-metre road reserve (ultimate standard).	Melton City Council	M-L	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard, if required) on Paynes Road.	Melton City Council	L	No
Road	RD09	Paynes Road: 'RB East West Road 3' (IT14) to Greigs Road (IT15)	Construction of a 2-lane arterial road (interim standard) and land purchase to widen the existing Paynes Road reserve east to a 34-metre road reserve (ultimate standard).	Melton City Council	M-L	Yes
			Construction of the 4-lane secondary arterial road treatment (ultimate standard, if required).	Melton City Council	L	No
Road	RD10	Westcott Parade: Rockbank Township to Old Leakes Road	Construction of an urbanised 2-lane access street (ultimate standard) within the existing Westcott Parade reserve.	Melton City Council	M	Yes

PROJECT CATEGORY	DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN DCP?
Intersection	IT01	Intersection: Greigs Road and Troups Road North	Construction of a signalised T-intersection (interim standard) at the intersection of Greigs Road and Troups Road North, including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT02	Intersection: Greigs Road and 'RB North South Road 1'	Construction of a signalised T-intersection (interim standard) at the intersection of Greigs Road and 'RB North South Road 1', including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT03	Intersection: Greigs Road and 'RB North South Road 2'	Construction of a signalised T-intersection (interim standard) at the intersection of Greigs Road and 'RB North South Road 2', including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT04	Intersection: Rockbank Road and Greigs Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and Greigs Road, including additional land purchase to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT05	Intersection: Rockbank Road and Toolern Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and Toolern Road, including additional land purchase to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT06	Intersection: Toolern Road and 'RB North South Road 3'	Construction of a signalised 4-way intersection (interim standard) at the intersection of Toolern Road and 'RB North South Road 3', including additional land purchase to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT07	Intersection: Toolern Road and Paynes Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Toolern Road and Paynes Road, including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT08	Intersection: Rockbank Road and 'RB East West Road 2'	Construction of a signalised T-intersection (interim standard) at the intersection of Rockbank Road and 'RB East West Road 2', including additional land purchase to cater for the delivery of a signalised T-intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT09	Intersection: Rockbank Road and 'RB East West Road 1'	Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and 'RB East West Road 1', including additional land purchase to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No

PROJECT CATEGORY	DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN DCP?
Intersection	IT10	Intersection: Rockbank Road and Westcott Parade Extension	Construction of a signalised 4-way intersection (interim standard) at the intersection of Rockbank Road and the extension of Westcott Parade, including additional land purchase to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	VicRoads	L	No
Intersection	IT11	Intersection: Paynes Road and Murray Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Murray Road, including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	Melton City Council	L	No
Intersection	IT12	Intersection: Paynes Road and Alfred Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Alfred Road, including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	Melton City Council	L	No
Intersection	IT13	Intersection: Paynes Road and 'RB East West Road 1'	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and 'RB East West Road 1', including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	Melton City Council	L	No
Intersection	IT14	Intersection: Paynes Road and 'RB East West Road 3'	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and 'RB East West Road 3', including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M-L	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	Melton City Council	L	No
Intersection	IT15	Intersection: Paynes Road and Greigs Road	Construction of a signalised 4-way intersection (interim standard) at the intersection of Paynes Road and Greigs Road, including additional land purchase within the Rockbank PSP area to cater for the delivery of a signalised 4-way intersection (ultimate standard).	Melton City Council	M-L	Yes
			Construction of the signalised 4-way intersection to an ultimate standard.	Melton City Council	L	No
Bridge	BR01	Leakes Road Freeway Interchange Upgrade (construction)	Construction of the upgrade to the Leakes Road interchange at the Western Freeway, including realignment of the interchange to accommodate Rockbank Road Bridge and reconstruction of the Western Freeway ramps (ultimate standard).	VicRoads	L	No
Bridge	BR02	Rockbank Road Bridge (land purchase)	Land purchase for the construction of a rail-road grade separation at the intersection of Rockbank Road and the Melbourne-Ballarat rail corridor (ultimate standard).	Melton City Council	L	Yes
		Rockbank Road Bridge (construction)	Construction of a rail-road grade separation at the intersection of Rockbank Road and the Melbourne-Ballarat rail corridor (ultimate standard).	State project	L	No
Bridge	BR03	Paynes Road Freeway Flyover (land purchase)	Land purchase within the Rockbank PSP area for the construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (southern approach only, ultimate standard).	Melton City Council	L	Yes
		Paynes Road Freeway Flyover (construction)	Construction of a freeway-road grade separation at the intersection of Paynes Road and the Western Freeway corridor (ultimate standard).	Melton City Council	L	No

PROJECT CATEGORY	DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN DCP?
Bridge	BR04	Paynes Road Rail Flyover (land purchase)	Land purchase within the Rockbank PSP area for the construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including additional land purchase (ultimate standard).	Melton City Council	L	Yes
		Paynes Road Rail Flyover (construction)	Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (interim standard).	Melton City Council*	L	Yes
			Construction of a rail-road grade separation at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor (ultimate standard).	Melton City Council*	L	No
Bridge	BR05	Rockbank East Pedestrian Bridge	Construction of a pedestrian bridge over the Melbourne-Ballarat rail corridor at Ian Cowie Recreation Reserve (ultimate standard).	Melton City Council*	M-L	Yes
Bridge	BR06	Leakes Road Level Crossing Upgrade	Construction of an upgrade to the level crossing at the intersection of Leakes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). <i>Note: Leakes Road level crossing will be closed upon completion of the construction of the Rockbank Road Rail Bridge (BR02).</i>	Melton City Council	S-M	Yes
Bridge	BR07	Paynes Road Level Crossing Upgrade	Construction of an upgrade to the level crossing at the intersection of Paynes Road and the Melbourne-Ballarat rail corridor, including automatic gates and pedestrian crossings (ultimate standard). <i>Note: Paynes Road level crossing will be closed upon completion of the construction of the Paynes Road Rail Flyover (BR04).</i>	Melton City Council*	S-M	Yes
Bridge	BR08	Troups Road North Level Crossing Upgrade	Construction of an upgrade to the level crossing at the intersection of Troups Road North and the Melbourne-Ballarat rail corridor (ultimate standard). <i>Note: Troups Road North level crossing will be ultimately closed when triggered by development.</i>	Melton City Council*	S-M	Yes
Bridge	BR09	Rockbank Road Drainage Culvert	Construction of a culvert across Rockbank Road to cater for new drainage infrastructure associated with the Leakes Road Drainage Scheme.	Melton City Council	L	Yes
Bridge	BR10	Rockbank West Pedestrian Bridge	Construction of a potential pedestrian bridge over the Melbourne-Ballarat rail corridor at the potential rail stabling facility (ultimate standard).	Potential project only	-	No
Bridge	BR11	Freeway East Pedestrian Bridge	Construction of a potential pedestrian bridge over the Western Freeway between the Leakes Road freeway interchange and Rockbank Township (ultimate standard).	Potential project only	-	No
Bridge	BR12	Freeway West Pedestrian Bridge	Construction of a potential pedestrian bridge over the Western Freeway between the Leakes Road freeway interchange and Paynes Road (ultimate standard).	Potential project only	-	No
Public Transport	-	Potential future Rockbank Railway Station upgrade	Construction of the upgrade to Rockbank Railway Station.	Public Transport Victoria	M	No

PROJECT CATEGORY	DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN DCP?
<b>Community and Recreation</b>						
Community facilities	CI01	Rockbank East Community Centre (Rockbank East Community Hub)	Land purchase for the construction of a multi-purpose community centre (Level 1) at Rockbank East Community Hub.	Melton City Council	S-M	Yes
			Construction of a multi-purpose community centre (Level 1) at Rockbank East Community Hub, including community rooms and additional facilities to cater for childcare and maternal child health.	Melton City Council	S-M	Yes
Community facilities	CI02	Rockbank South Neighbourhood House (Rockbank South Community Hub)	Land purchase for the construction of a multi-purpose community centre (Level 2) at Rockbank South Community Hub.	Melton City Council	L	Yes
			Construction of a multi-purpose community centre (Level 2) at Rockbank South Community Hub, including community rooms, additional facilities to cater for childcare and maternal child health, and neighbourhood house facilities.	Melton City Council	L	Yes
Community facilities	CI03	Rockbank Community Centre (Rockbank Major Town Centre)	Land purchase for the construction of a multi-purpose community centre (Level 3) in Rockbank Major Town Centre (CI03).	Melton City Council	L	Yes
			Construction of a multi-purpose community centre (Level 3) in Rockbank Major Town Centre.	Melton City Council	L	No
Community facilities	CI04	Station Plaza (Rockbank Major Town Centre)	Land purchase for the construction of a pedestrianised town square linking Rockbank Railway Station to the high street in Rockbank Major Town Centre.	Melton City Council	L	Yes
			Construction of a pedestrianised town square linking Rockbank Railway Station to the high street in Rockbank Major Town Centre.	Melton City Council	L	No
Sports reserve	AR01	Rockbank East Sports Reserve (Rockbank East Community Hub)	Land purchase in Rockbank East Community Hub.	Melton City Council	S-M	Yes
			Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Melton City Council	S-M	Yes
			Construction of a pavilion to serve the Rockbank East Sports Reserve, including all building works, landscaping and related infrastructure.	Melton City Council	S-M	Yes
Sports reserve	AR02	Rockbank West Sports Reserve (Rockbank West Community Hub)	Land purchase in Rockbank West Community Hub.	Melton City Council	L	Yes
			Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Melton City Council	L	Yes
			Construction of a pavilion to serve the Rockbank West Sports Reserve, including all building works, landscaping and related infrastructure.	Melton City Council	L	Yes
Sports reserve	AR03	Rockbank North Sports Reserve (Rockbank North Community Hub)	Land purchase in Rockbank North Community Hub.	Melton City Council	L	Yes
			Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Melton City Council	L	Yes
			Construction of a pavilion to serve the Rockbank North Sports Reserve, including all building works, landscaping and related infrastructure.	Melton City Council	L	Yes

PROJECT CATEGORY	DCP PROJECT	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	INDICATIVE TIMING	INCLUDED IN DCP?
Sports reserve	AR04	Rockbank South Sports Reserve (Rockbank South Community Hub)	Land purchase in Rockbank South Community Hub.	Melton City Council	L	Yes
			Construction of a sports reserve incorporating playing surfaces and car parks, including all construction works, landscaping and related infrastructure.	Melton City Council	L	Yes
			Construction of a pavilion to serve the Rockbank South Sports Reserve, including all building works, landscaping and related infrastructure.	Melton City Council	L	Yes
Indoor recreation	AR05	Rockbank Recreation Centre (Rockbank Major Town Centre)	Land purchase for the construction of an indoor recreation centre in Rockbank Major Town Centre.	Melton City Council	L	Yes
			Construction of an indoor recreation centre in Rockbank Major Town Centre.	Melton City Council	L	No
Sports reserve	AR06	Sporting Club (Rockbank South Precinct Structure Plan)	Construction of a sports facility, including 10 hard courts with lighting, clubhouse and parking, including all construction works, landscaping and relating infrastructure. <i>Note: The facility will be built on land external to the Rockbank Precinct Structure Plan area.</i>	Melton City Council	L	Yes
School	-	Government primary school	Land and construction of a potential government school in Rockbank East.	DET	S-M	No
School	-	Government primary school	Land and construction of a potential government school in Rockbank West.	DET	L	No
School	-	Government primary school	Land and construction of a potential government school in Rockbank South.	DET	L	No
School	-	Government secondary school	Land and construction of a potential government school in Rockbank South.	DET	L	No
School	-	Non-government primary school	Land and construction of a potential non-government school in Rockbank East.	Catholic Education Melbourne	M-L	No

\* NOTE: Project to be delivered in consultation with Public Transport Victoria and VicTrack.

## 4.0 APPENDICES

### Appendix A: Detailed land use budget (property specific)

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY & EDUCATION					SERVICE OPEN SPACE			CREDITED OPEN SPACE			REGIONAL OPEN SPACE		OTHER		NET DEVELOPABLE AREA - RESIDENTIAL (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL PARK % OF NDA		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - EXISTING ROAD RESERVE (POTENTIAL COMMERCIAL DEVELOPMENT)	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	EXISTING GOVERNMENT SCHOOL	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	LOCAL INDOOR RECREATION (DCP LAND)	EXISTING STATE GOVERNMENT FACILITY (FIRE SERVICES)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	LANDSCAPE BUFFER ADJOINING ROAD	LOCAL SPORTS RESERVE (DCP LAND)	TOWN CENTRE URBAN PLAZA (DCP LAND)	LOCAL PARKS (VIA CL 52.01)	MUNICIPAL REGIONAL SPORTS RESERVE (COUNCIL FUNDED)	UTILITIES - SERVICING	EXISTING SPORTS RESERVE							
1	0.20	-	-	-	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
2	0.82	-	-	-	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.81	-	0.81	98.73%	0.00%
3	4.00	-	-	-	0.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.79	-	3.79	94.71%	0.00%	
4	6.77	-	-	-	0.71	-	-	-	-	-	-	-	-	-	-	-	-	0.70	-	-	-	-	-	5.36	-	5.36	79.22%	13.06%	
5	0.39	-	-	-	0.11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.29	-	0.29	73.22%	0.00%	
6	2.05	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.05	-	2.05	100.00%	0.00%	
7	11.09	-	-	-	0.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10.91	-	10.91	98.37%	0.00%	
8	10.92	-	-	-	0.66	-	2.07	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.19	-	8.19	74.97%	0.00%	
9	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	0.50	100.00%	0.00%	
10	13.21	-	-	-	-	-	0.89	-	-	-	-	-	-	1.86	-	-	-	0.60	-	-	-	-	-	9.87	-	9.87	74.68%	6.08%	
11	1.34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.34	-	1.34	100.00%	0.00%	
12	15.08	-	-	-	-	-	1.02	-	-	-	-	-	-	5.10	-	-	-	0.80	-	-	-	-	-	8.17	-	8.17	54.15%	9.80%	
13	26.16	-	-	-	1.84	-	1.83	-	-	-	-	-	-	3.39	-	6.00	-	-	-	-	-	-	-	13.11	-	13.11	50.10%	0.00%	
14	0.41	-	-	-	0.13	-	0.28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
15-E	11.99	2.75	6.54	-	-	-	-	-	-	-	-	-	-	0.25	2.46	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
16-E	1.69	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.69	1.69	100.00%	0.00%	
17-E	0.16	0.00	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
18-E	0.01	-	0.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	



PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY & EDUCATION						SERVICE OPEN SPACE			CREDITED OPEN SPACE			REGIONAL OPEN SPACE	OTHER		NET DEVELOPABLE AREA - RESIDENTIAL (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL PARK % OF NDA	
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - EXISTING ROAD RESERVE (POTENTIAL COMMERCIAL DEVELOPMENT)	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	EXISTING GOVERNMENT SCHOOL	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	LOCAL INDOOR RECREATION (DCP LAND)	EXISTING STATE GOVERNMENT FACILITY (FIRE SERVICES)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	LANDSCAPE BUFFER ADJOINING ROAD	LOCAL SPORTS RESERVE (DCP LAND)	TOWN CENTRE URBAN PLAZA (DCP LAND)	LOCAL PARKS		MUNICIPAL REGIONAL SPORTS RESERVE (COUNCIL FUNDED)	UTILITIES - SERVICING						EXISTING SPORTS RESERVE
19-E	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	0.08	100.00%	0.00%	
20-E	0.54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.54	0.54	100.00%	0.00%	
21-E	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.20	0.20	100.00%	0.00%	
22-E	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.15	0.15	100.00%	0.00%	
23-E	0.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.09	0.09	100.00%	0.00%	
24	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
25	0.15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.15	-	0.15	100.00%	0.00%
26	0.33	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.33	-	0.33	100.00%	0.00%
27	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
28	0.55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.55	-	0.55	100.00%	0.00%
29	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
30	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
31	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
32	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
33	0.16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.16	-	0.16	100.00%	0.00%
34	0.65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.65	-	0.65	100.00%	0.00%
35	0.08	-	-	-	-	-	-	-	-	-	-	-	-	-	0.08	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%
36	3.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-	-	-	2.54	-	2.54	83.54%	19.70%
37	2.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.01	-	2.01	100.00%	0.00%
38	2.00	-	-	-	-	-	-	-	-	-	-	-	0.19	-	-	-	-	-	-	-	-	-	-	1.81	-	1.81	90.40%	0.00%
39	2.06	-	-	-	-	-	-	-	-	-	-	-	1.72	-	-	-	-	-	-	-	-	-	-	0.34	-	0.34	16.61%	0.00%
40	4.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.18	-	4.18	100.00%	0.00%

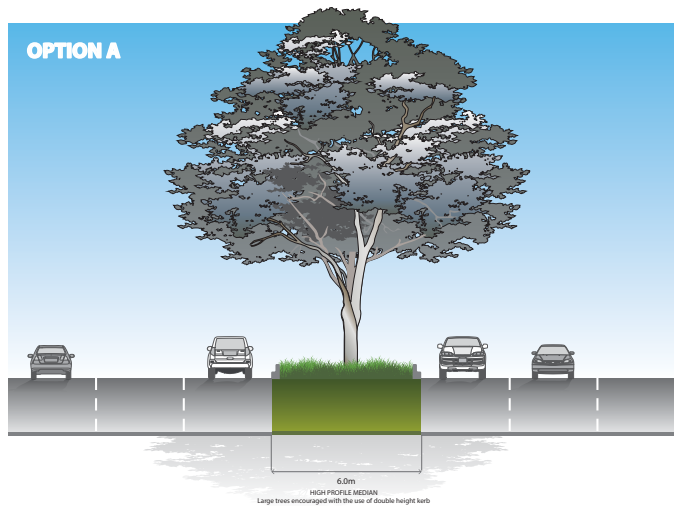
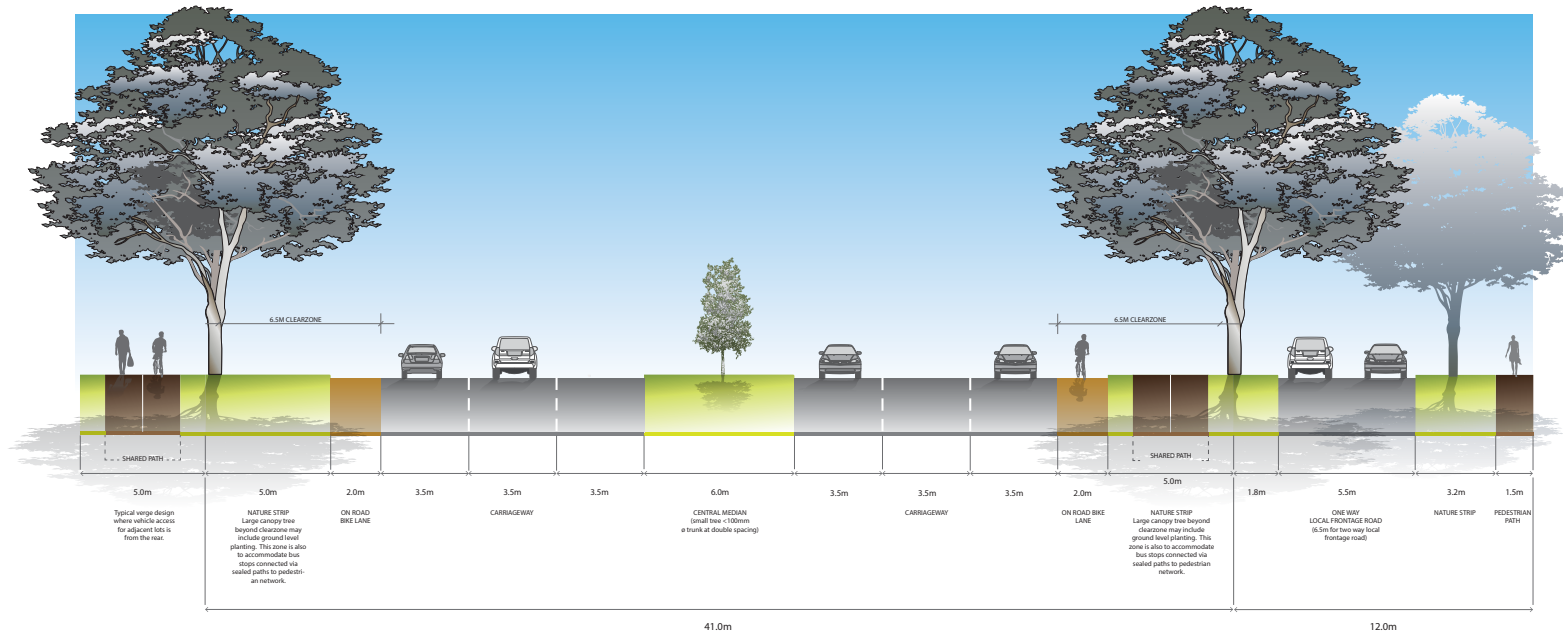
PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY & EDUCATION					SERVICE OPEN SPACE			CREDITED OPEN SPACE			REGIONAL OPEN SPACE	OTHER		NET DEVELOPABLE AREA - RESIDENTIAL (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL PARK % OF NDA					
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - EXISTING ROAD RESERVE (POTENTIAL COMMERCIAL DEVELOPMENT)	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	EXISTING GOVERNMENT SCHOOL	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	LOCAL INDOOR RECREATION (DCP LAND)	EXISTING STATE GOVERNMENT FACILITY (FIRE SERVICES)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	LANDSCAPE BUFFER ADJOINING ROAD	LOCAL SPORTS RESERVE (DCP LAND)	TOWN CENTRE URBAN PLAZA (DCP LAND)	LOCAL PARK (VIA CL 52.01)	MUNICIPAL REGIONAL SPORTS RESERVE (COUNCIL FUNDED)	UTILITIES - SERVICING						EXISTING SPORTS RESERVE				
41	0.03	-	-	-	-	-	-	-	-	-	-	-	-	-	0.03	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%		
42	2.83	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.83	-	2.83	100.00%	0.00%	
43	0.61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.61	-	0.61	100.00%	0.00%	
44	0.60	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.60	-	0.60	100.00%	0.00%	
45	0.58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.58	-	0.58	100.00%	0.00%	
46	1.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.50	-	1.50	100.00%	0.00%	
47	1.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.67	-	1.67	100.00%	0.00%	
48	1.49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.49	-	1.49	100.00%	0.00%	
49	1.64	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.64	-	1.64	100.00%	0.00%	
50	1.82	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.82	-	1.82	100.00%	0.00%	
51	0.20	-	-	-	-	-	-	-	-	-	-	0.20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
52	0.95	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.95	-	-	-	-	-	0.00	0.00%	0.00%	
53	3.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.25	-	-	-	-	-	0.00	0.00%	0.00%	
54	1.40	-	-	-	-	-	-	1.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
55	0.25	-	-	-	-	-	-	0.25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%
56	0.27	-	-	0.22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.05	-	0.05	18.43%	0.00%	
57	7.42	-	-	2.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.41	-	-	-	3.87	-	3.87	52.20%	0.00%		
58	0.66	-	-	0.66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
59	4.72	-	-	4.54	-	-	-	-	-	-	-	-	-	0.11	-	-	-	-	-	-	0.07	-	-	-	-	-	-	0.00	0.00%	0.00%	
60	2.23	-	-	2.23	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
61	4.27	-	-	-	0.50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.77	-	3.77	88.33%	0.00%		
62	0.13	-	-	-	-	-	-	-	-	-	-	-	-	0.04	-	-	-	-	-	-	-	-	-	-	0.09	-	0.09	69.21%	0.00%		

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY & EDUCATION					SERVICE OPEN SPACE			CREDITED OPEN SPACE			REGIONAL OPEN SPACE	OTHER		NET DEVELOPABLE AREA - RESIDENTIAL (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL PARK % OF NDA	
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - EXISTING ROAD RESERVE (POTENTIAL COMMERCIAL DEVELOPMENT)	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	EXISTING GOVERNMENT SCHOOL	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	LOCAL INDOOR RECREATION (DCP LAND)	EXISTING STATE GOVERNMENT FACILITY (FIRE SERVICES)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	LANDSCAPE BUFFER ADJOINING ROAD	LOCAL SPORTS RESERVE (DCP LAND)	TOWN CENTRE URBAN PLAZA (DCP LAND)		LOCAL PARK (VIA CL 52.01)	MUNICIPAL REGIONAL SPORTS RESERVE (COUNCIL FUNDED)						UTILITIES - SERVICING
63	31.61	-	-	-	0.82	-	-	-	0.41	-	-	-	-	9.19	3.53	-	-	-	1.00	-	-	-	16.66	-	16.66	52.72%	6.00%
64	14.50	-	-	-	1.64	-	6.33	-	-	-	-	-	-	-	0.01	-	-	-	0.50	-	-	-	6.03	-	6.03	41.57%	8.32%
65	12.76	-	-	-	0.53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.23	-	12.23	95.84%	0.00%
66	12.68	-	-	-	0.30	-	-	-	-	-	-	-	-	-	-	-	-	-	0.70	-	-	-	11.69	-	11.69	92.15%	5.99%
67	13.58	-	-	-	0.03	-	-	-	3.03	-	-	-	-	-	0.04	-	5.03	-	-	-	-	-	5.45	-	5.45	40.11%	0.00%
68	14.59	-	-	-	0.08	-	-	-	0.06	-	-	-	-	-	3.34	-	0.98	-	-	-	-	-	10.14	-	10.14	69.47%	0.00%
69	14.88	-	-	-	2.07	-	-	-	-	-	1.50	2.00	-	-	-	-	-	0.49	-	-	-	-	8.82	-	8.82	59.26%	0.00%
70	0.26	-	-	-	-	-	0.26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%
71	8.68	-	-	-	1.42	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.26	-	7.26	83.64%	0.00%
72	4.01	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.01	-	4.01	100.00%	0.00%
73	12.65	-	-	-	0.25	-	-	-	-	-	-	-	-	-	3.24	-	-	-	-	-	-	-	9.17	-	9.17	72.47%	0.00%
74	9.07	-	-	-	0.21	-	-	-	-	-	-	-	-	-	1.80	-	-	-	-	-	-	-	7.05	-	7.05	77.81%	0.00%
75	4.40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.70	-	-	-	-	3.70	-	3.70	84.10%	18.91%
76	12.88	-	-	-	1.06	-	-	-	-	-	-	-	-	-	4.93	-	-	-	-	-	-	-	6.88	-	6.88	53.45%	0.00%
77	12.51	-	-	-	2.11	-	-	-	-	-	-	-	-	-	-	-	-	0.70	-	-	-	-	9.70	-	9.70	77.54%	7.21%
78	12.45	-	-	-	0.38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.06	-	12.06	96.91%	0.00%
79	13.04	-	-	-	1.39	-	-	-	-	-	-	-	-	-	0.62	-	-	-	0.50	-	-	-	10.52	-	10.52	80.71%	4.75%
80	11.07	-	-	-	2.21	-	-	-	-	-	-	-	-	-	3.49	-	-	-	-	-	-	-	5.37	-	5.37	48.54%	0.00%
81	12.02	-	-	-	0.32	-	-	-	-	-	-	-	-	-	0.62	-	-	-	-	-	-	-	11.08	-	11.08	92.15%	0.00%
82	7.41	-	-	-	0.89	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-	6.02	-	6.02	81.29%	8.30%
83	2.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.02	-	2.02	100.00%	0.00%
84	12.70	-	-	-	0.44	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12.26	-	-	0.00%	0.00%

PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY & EDUCATION					SERVICE OPEN SPACE			CREDITED OPEN SPACE			REGIONAL OPEN SPACE		OTHER		TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL PARK % OF NDA		
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - EXISTING ROAD RESERVE (POTENTIAL COMMERCIAL DEVELOPMENT)	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	EXISTING GOVERNMENT SCHOOL	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	LOCAL INDOOR RECREATION (DCP LAND)	EXISTING STATE GOVERNMENT FACILITY (FIRE SERVICES)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	LANDSCAPE BUFFER ADJOINING ROAD	LOCAL SPORTS RESERVE (DCP LAND)	TOWN CENTRE URBAN PLAZA (DCP LAND)	LOCAL PARK (VIA CL 52.01)	MUNICIPAL REGIONAL SPORTS RESERVE (COUNCIL FUNDED)	UTILITIES - SERVICING	EXISTING SPORTS RESERVE				NET DEVELOPABLE AREA - RESIDENTIAL (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (HECTARES)
85	12.66	-	-	-	0.45	-	-	-	-	-	-	-	-	-	-	7.90	-	-	4.32	-	-	-	-	0.00	0.00%	0.00%	
86	12.91	-	-	-	-	-	-	8.80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4.10	-	4.10	31.79%	0.00%
87	12.12	-	-	-	-	-	-	3.10	-	1.20	-	-	-	0.62	-	-	-	-	-	-	-	-	7.20	-	7.20	59.40%	0.00%
88	8.87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8.87	-	8.87	100.00%	0.00%
89	3.36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.36	-	3.36	100.00%	0.00%
90	12.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.70	-	-	-	-	11.44	-	11.44	94.23%	6.12%
91	12.36	-	-	-	1.89	-	-	-	-	-	-	-	-	3.49	-	-	-	-	-	-	-	-	6.98	-	6.98	56.47%	0.00%
92	12.21	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.18	0.30	-	-	-	-	11.73	-	11.73	96.11%	2.56%
93	12.14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.00	-	-	-	-	10.14	-	10.14	83.53%	19.72%
94	13.63	-	-	-	-	-	-	-	-	-	-	-	-	1.09	-	-	-	0.70	-	-	-	-	11.84	-	11.84	86.85%	5.91%
95	12.15	-	-	-	-	-	-	-	-	-	-	-	-	3.18	-	-	-	-	-	-	-	-	8.97	-	8.97	73.84%	0.00%
96	12.14	-	-	-	-	-	-	2.33	-	0.80	-	-	-	0.05	-	-	-	-	-	-	-	-	8.96	-	8.96	73.79%	0.00%
97	10.98	-	-	-	-	-	-	1.17	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-	9.30	-	9.30	84.77%	5.37%
98	13.50	-	-	-	-	-	-	-	0.61	-	-	-	-	1.37	-	6.34	-	-	-	-	-	-	5.19	-	5.19	38.40%	0.00%
99	9.70	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-	9.20	-	9.20	94.84%	5.44%
100	7.98	-	-	-	0.13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7.85	-	7.85	98.31%	0.00%
101	17.64	-	-	-	0.12	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	-	17.01	-	17.01	96.46%	2.94%
102	49.91	-	-	-	-	-	-	-	1.99	-	-	-	-	9.40	-	3.65	-	0.50	-	-	-	-	34.37	-	34.37	68.86%	1.46%
103	2.01	-	-	-	-	-	-	-	-	-	-	-	0.46	-	-	-	-	-	-	-	-	-	1.55	-	1.55	77.28%	0.00%
104	1.04	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.04	-	1.04	100.00%	0.00%
105	1.87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1.87	-	1.87	100.00%	0.00%

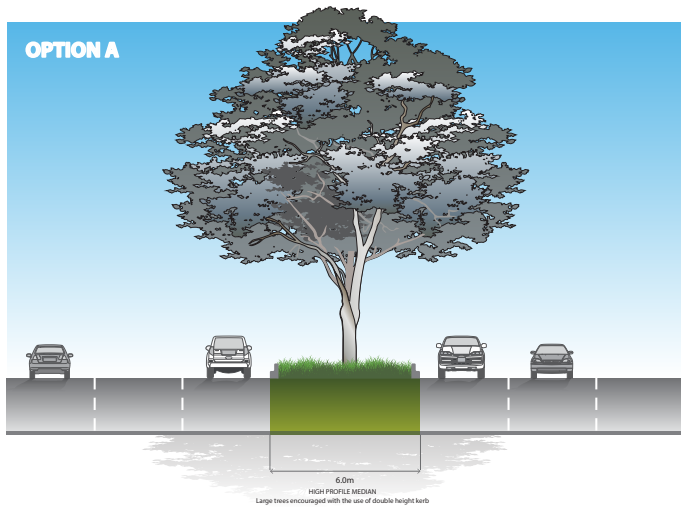
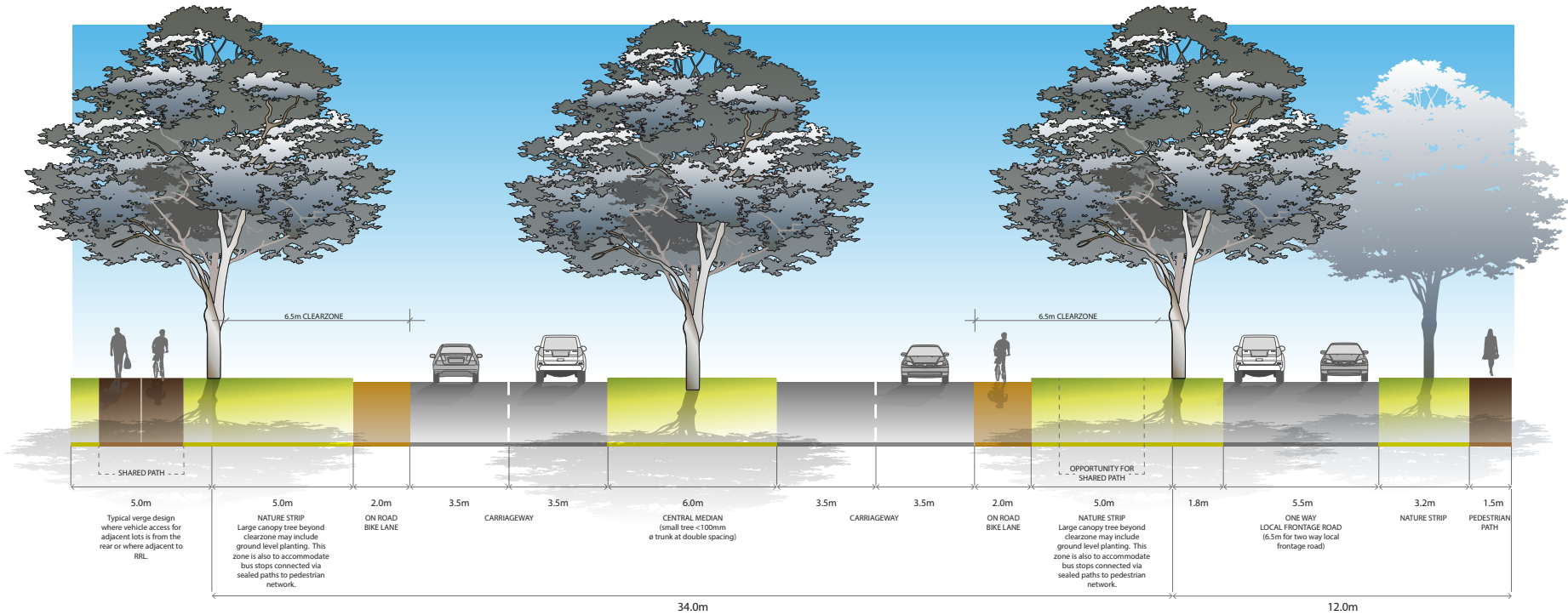
PSP PROPERTY ID	TOTAL AREA (HECTARES)	TRANSPORT						COMMUNITY & EDUCATION						SERVICE OPEN SPACE			CREDITED OPEN SPACE			REGIONAL OPEN SPACE		OTHER		NET DEVELOPABLE AREA - RESIDENTIAL (HECTARES)	NET DEVELOPABLE AREA - EMPLOYMENT (HECTARES)	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVELOPABLE AREA % OF PROPERTY	LOCAL PARK % OF NDA
		ARTERIAL ROAD - EXISTING ROAD RESERVE	ARTERIAL ROAD - EXISTING ROAD RESERVE (POTENTIAL COMMERCIAL DEVELOPMENT)	ARTERIAL ROAD - PUBLIC ACQUISITION OVERLAY	ARTERIAL ROAD - WIDENING AND INTERSECTION FLARING (DCP LAND)	NON-ARTERIAL ROAD - EXISTING ROAD RESERVE	PUBLIC TRANSPORT FACILITIES / RESERVE	EXISTING GOVERNMENT SCHOOL	POTENTIAL GOVERNMENT SCHOOL	POTENTIAL NON-GOVERNMENT SCHOOL	COMMUNITY FACILITIES (DCP LAND)	LOCAL INDOOR RECREATION (DCP LAND)	EXISTING STATE GOVERNMENT FACILITY (FIRE SERVICES)	CONSERVATION RESERVE	WATERWAY AND DRAINAGE RESERVE	LANDSCAPE BUFFER ADJOINING ROAD	LOCAL SPORTS RESERVE (DCP LAND)	TOWN CENTRE URBAN PLAZA (DCP LAND)	LOCAL PARK (VIA CL 52.01)	MUNICIPAL REGIONAL SPORTS RESERVE (COUNCIL FUNDED)	UTILITIES - SERVICING	EXISTING SPORTS RESERVE						
<b>PROPERTY</b>																												
106	5.27	-	-	-	0.02	-	-	-	-	-	-	-	-	-	-	-	-	-	0.50	-	-	-	4.75	-	4.75	90.04%	10.53%	
107	15.68	-	-	-	0.00	-	-	-	-	-	-	-	-	9.55	-	-	-	-	-	-	-	-	6.13	-	6.13	39.06%	0.00%	
108	4.12	-	-	1.67	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2.46	-	2.46	59.57%	0.00%		
109	10.25	-	-	7.73	-	-	-	-	-	-	-	-	-	1.81	-	-	-	-	-	-	-	-	0.71	-	0.71	6.93%	0.00%	
110	0.39	-	-	0.39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%	
111	3.65	-	-	-	-	-	3.54	-	-	-	-	-	-	0.12	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%
112	9.09	-	-	-	-	-	9.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	0.00%
113	1.18	-	-	-	0.16	-	-	-	-	-	-	-	-	0.09	-	-	-	-	-	-	-	-	0.93	-	0.93	79.35%	0.00%	
<b>SUB-TOTAL</b>	<b>713.28</b>	<b>2.76</b>	<b>6.70</b>	<b>19.58</b>	<b>23.47</b>	<b>-</b>	<b>25.30</b>	<b>1.66</b>	<b>18.90</b>	<b>2.60</b>	<b>3.50</b>	<b>2.00</b>	<b>0.20</b>	<b>9.19</b>	<b>65.51</b>	<b>2.56</b>	<b>29.90</b>	<b>0.67</b>	<b>13.40</b>	<b>16.58</b>	<b>1.48</b>	<b>4.20</b>	<b>460.38</b>	<b>2.75</b>	<b>463.13</b>	<b>64.93%</b>	<b>2.89%</b>	
<b>ROAD RESERVE</b>																												
R1 (Paynes Rd)	7.15	7.09	-	-	-	-	-	-	-	-	-	-	-	0.06	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
R2 (Old Leakes Rd)	0.80	0.01	-	-	-	0.79	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
R3 (Leakes Rd)	3.74	-	-	-	-	3.41	-	-	-	-	-	-	-	0.08	0.26	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
R4 (Westcott Pde)	1.91	-	-	-	-	1.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
R5 (Troups Rd Nth)	2.28	0.10	-	-	-	2.18	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
R6 (Greigs Rd)	22.66	9.23	-	1.01	-	3.12	-	-	-	-	-	-	-	-	9.31	-	-	-	-	-	-	-	-	-	-	0.00	0.00%	
<b>SUB-TOTAL</b>	<b>38.55</b>	<b>16.43</b>	<b>-</b>	<b>1.01</b>	<b>-</b>	<b>11.42</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.13</b>	<b>9.56</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.00</b>	<b>0.00%</b>		
<b>TOTAL</b>	<b>751.83</b>	<b>19.18</b>	<b>6.70</b>	<b>20.59</b>	<b>23.47</b>	<b>11.42</b>	<b>25.30</b>	<b>1.66</b>	<b>18.90</b>	<b>2.60</b>	<b>3.50</b>	<b>2.00</b>	<b>0.20</b>	<b>9.19</b>	<b>65.64</b>	<b>12.13</b>	<b>29.90</b>	<b>0.67</b>	<b>13.40</b>	<b>16.58</b>	<b>1.48</b>	<b>4.20</b>	<b>60.38</b>	<b>2.75</b>	<b>463.13</b>	<b>61.60%</b>		

## Appendix B: Street cross sections (standard)



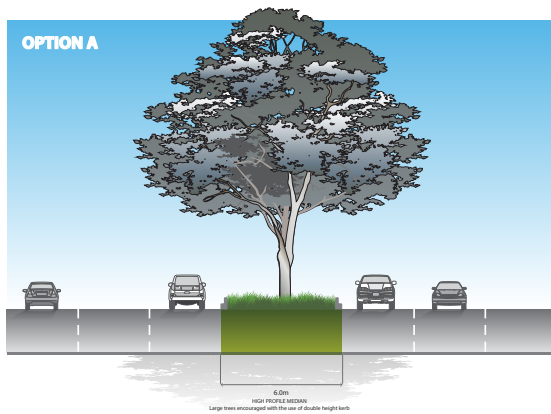
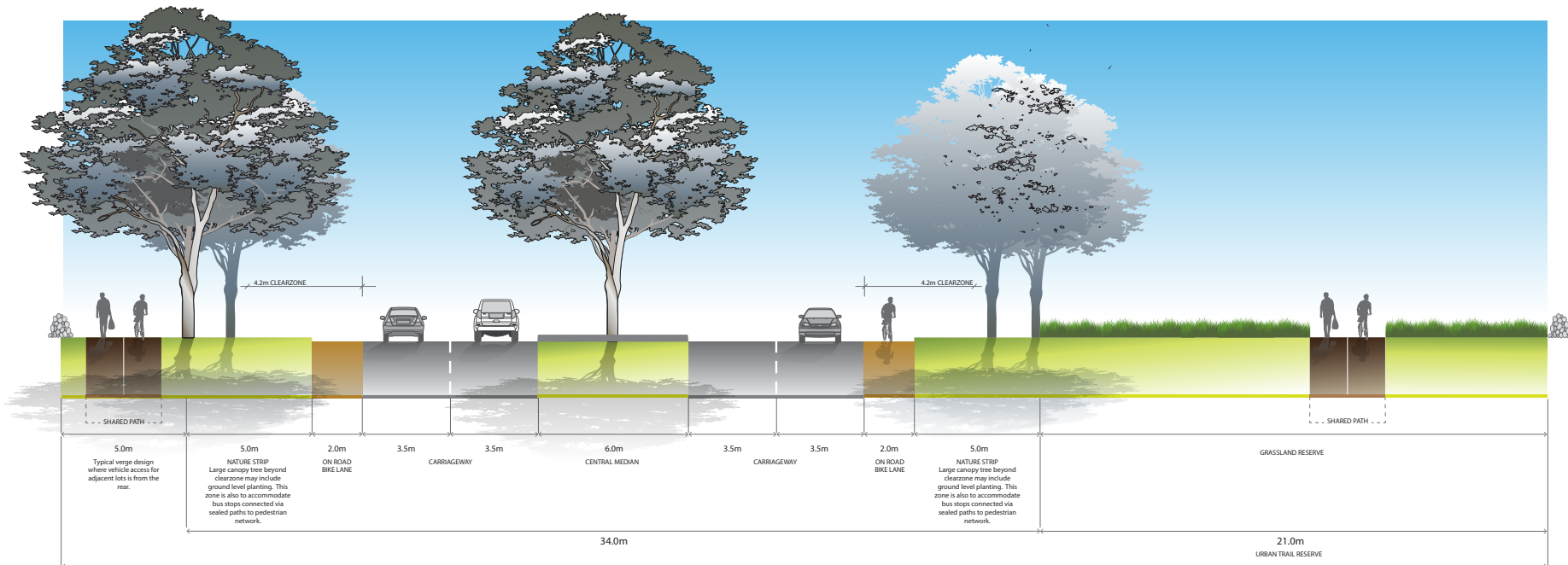
### NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations such as adjacent town centres or significant parkland, to enable large canopy tree planting
- Frontage road widths may vary subject to detailed design



**NOTES:**

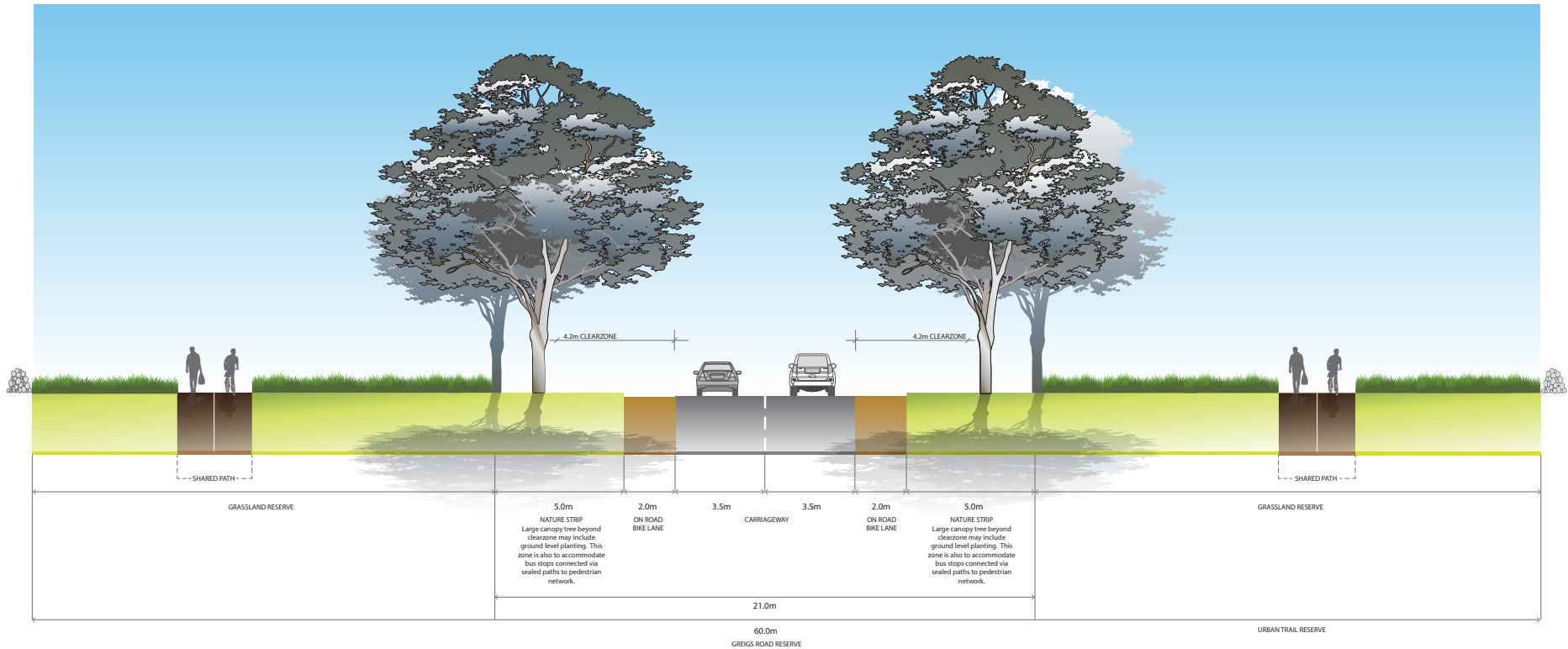
- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m clearance zone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations



**NOTES:**

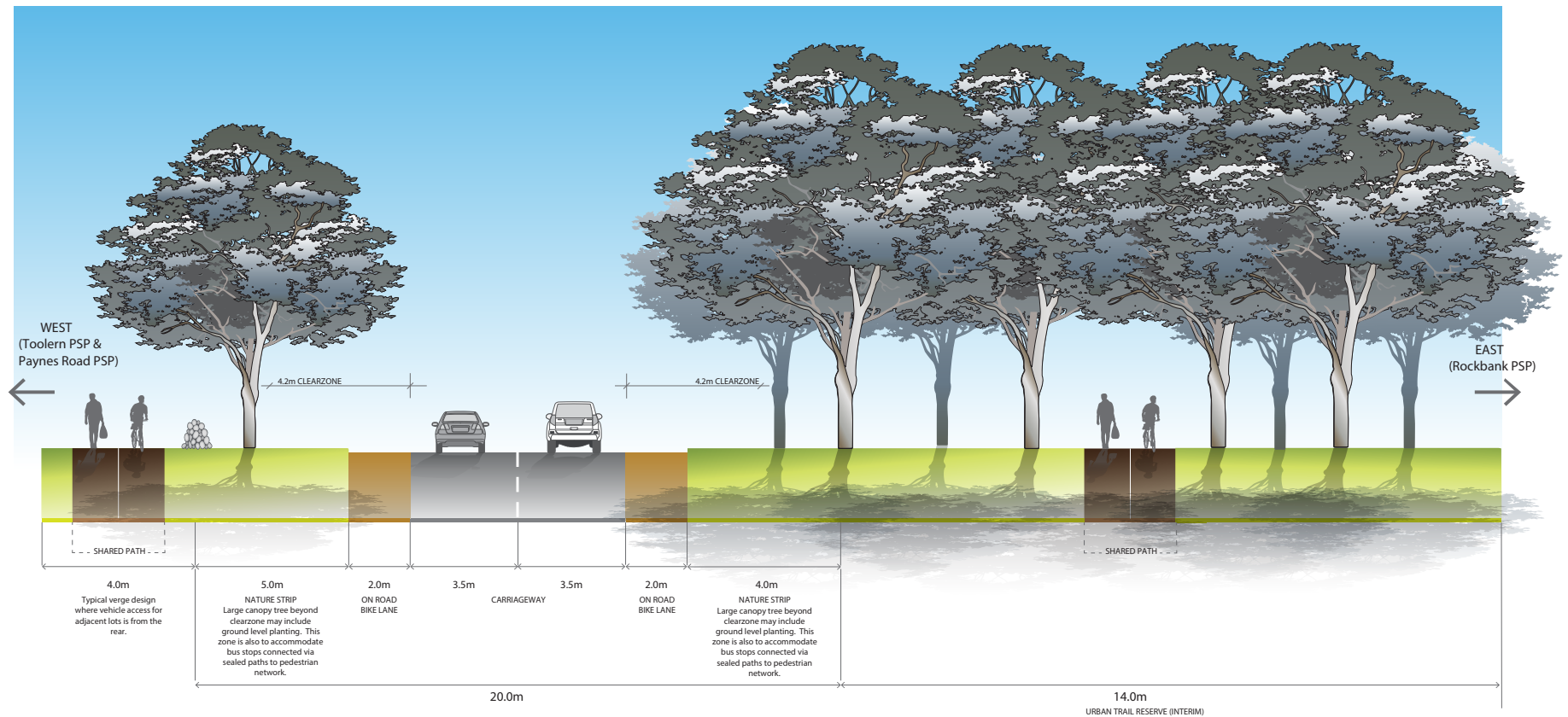
- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 4.2m clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations





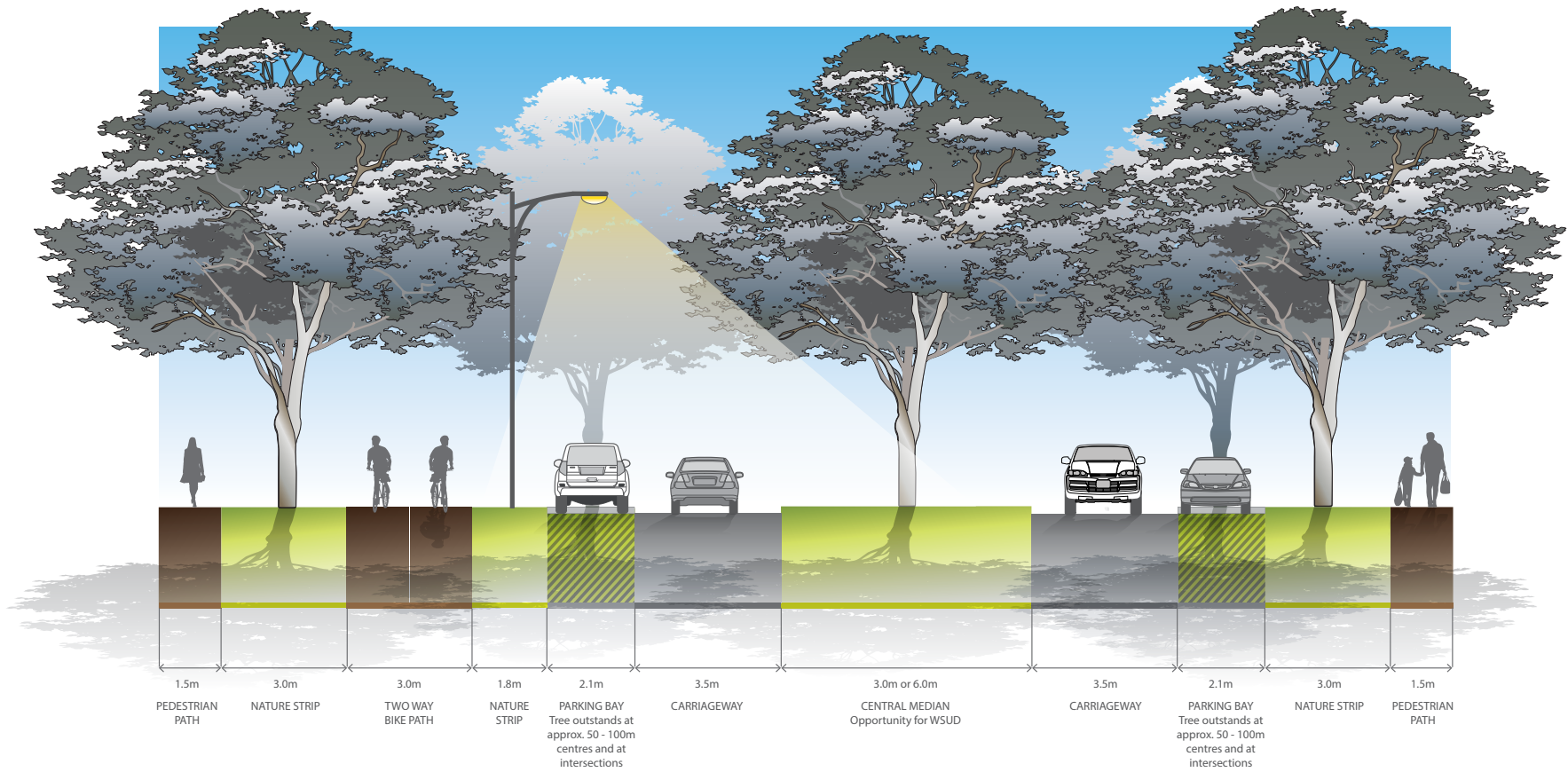
**NOTES:**

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 4.2m clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines



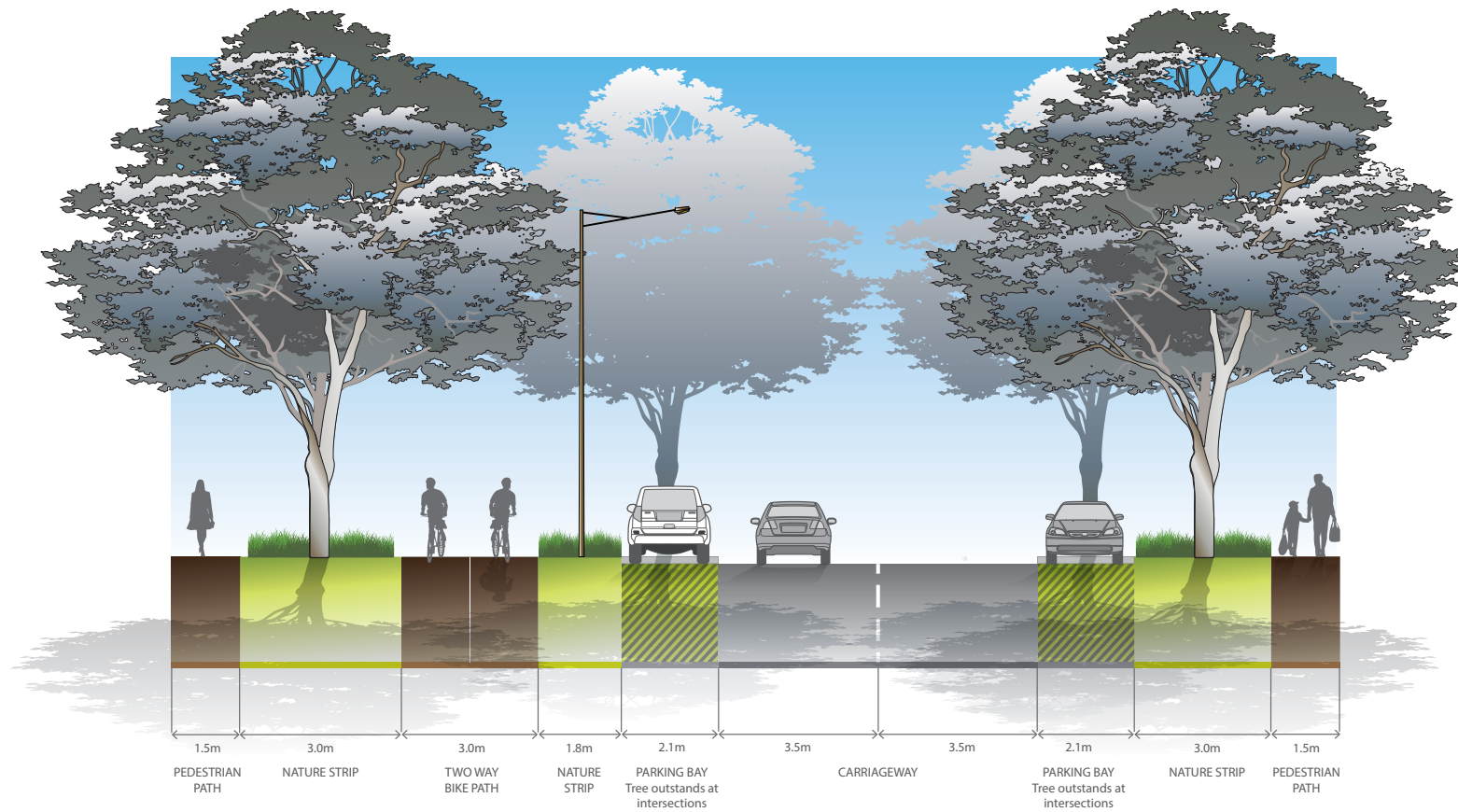
**NOTES:**

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 4.2m clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines



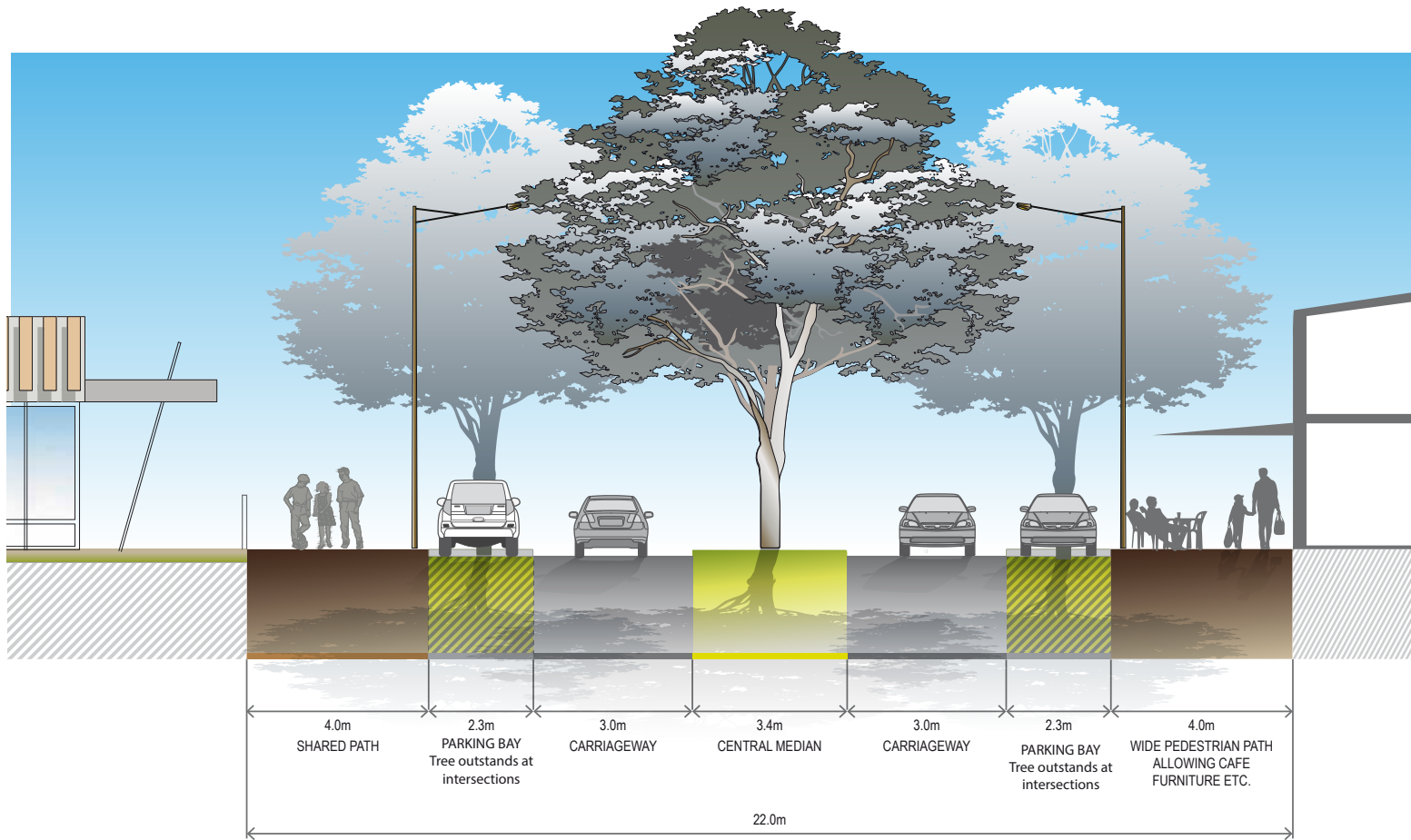
**NOTES:**

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 Semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



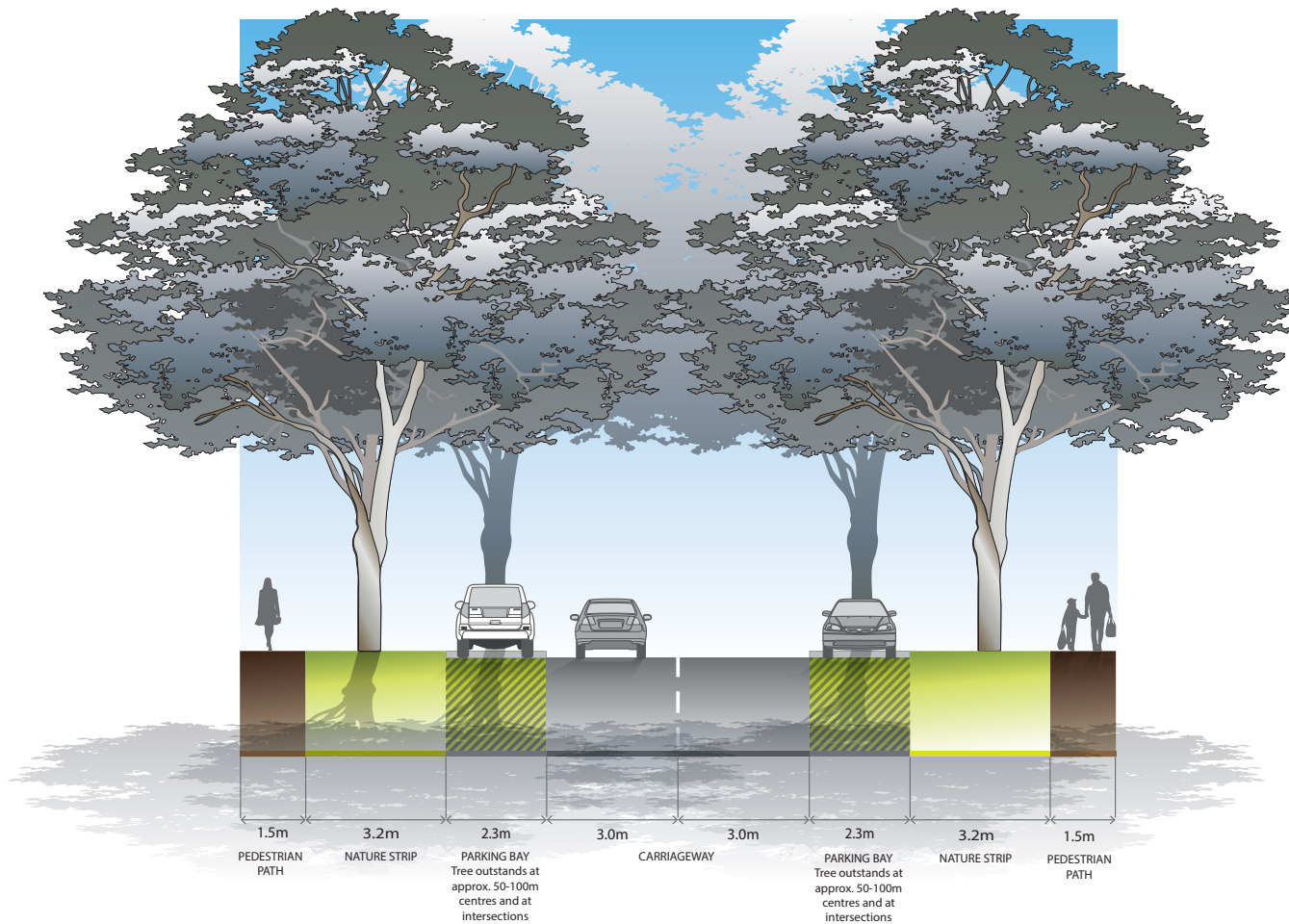
**NOTES:**

- Street tree size at maturity in accordance with relevant Council landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



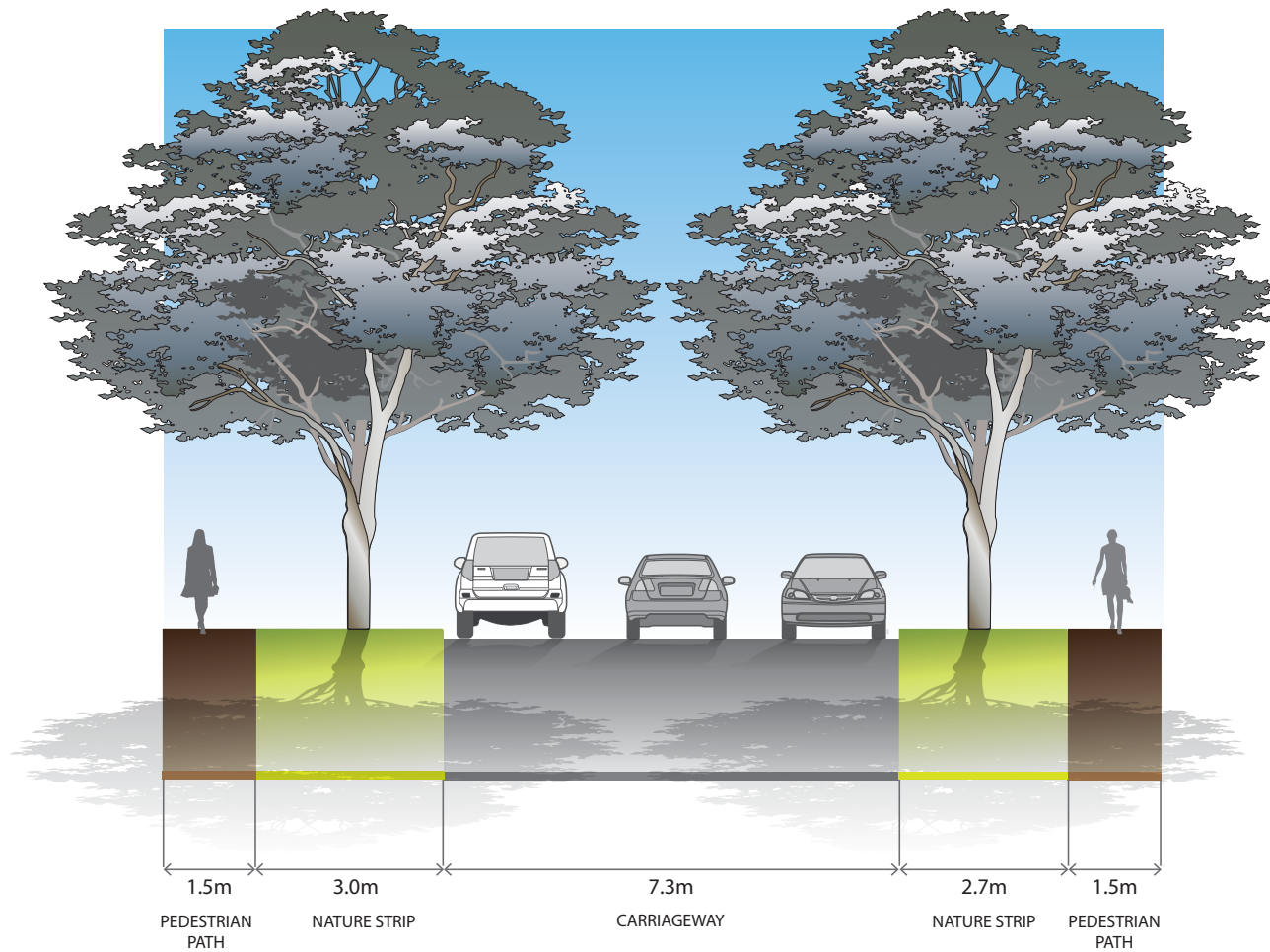
**NOTES:**

- Street tree size at maturity in accordance with relevant Council landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling



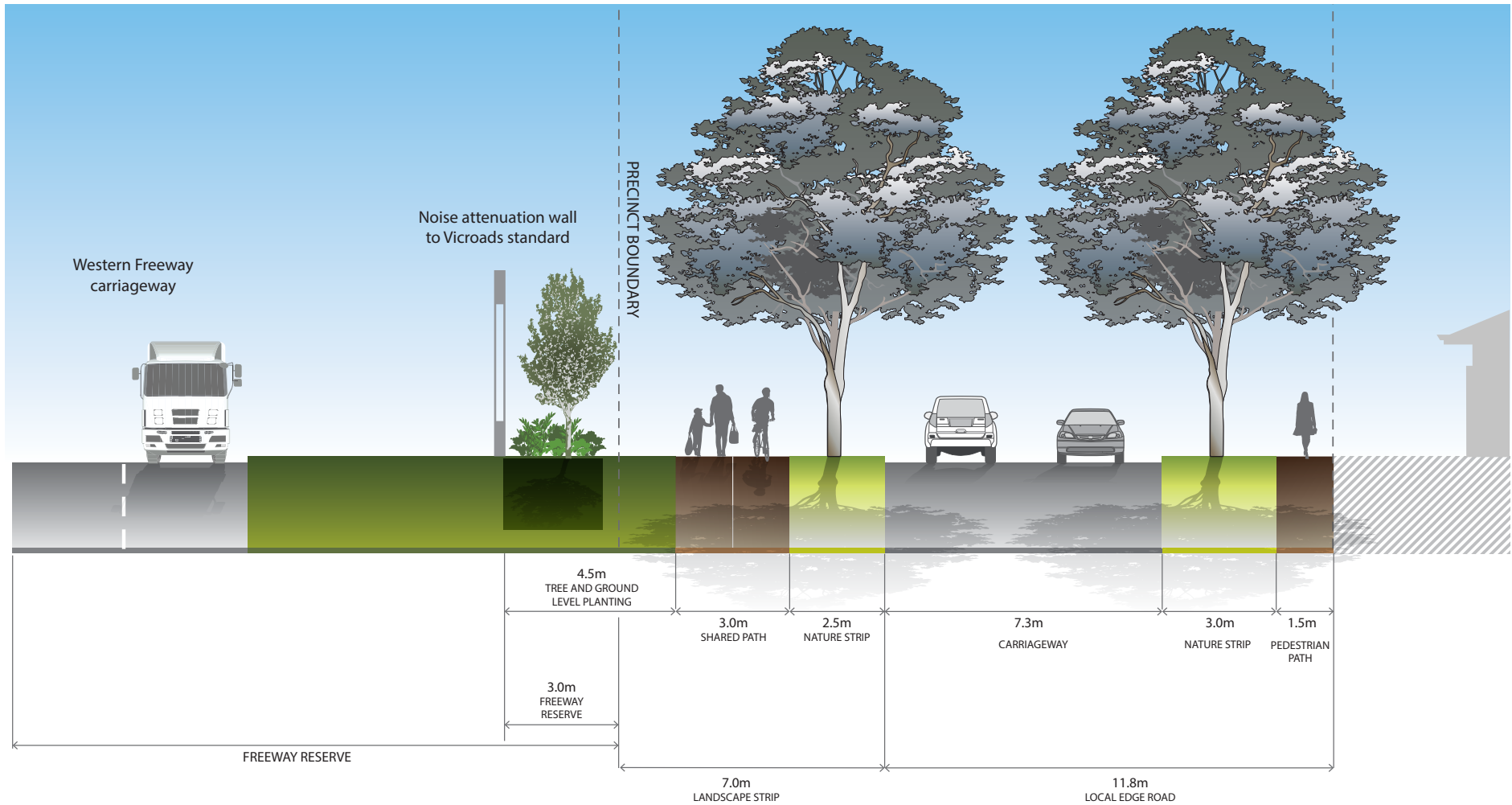
**NOTES:**

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



**NOTES:**

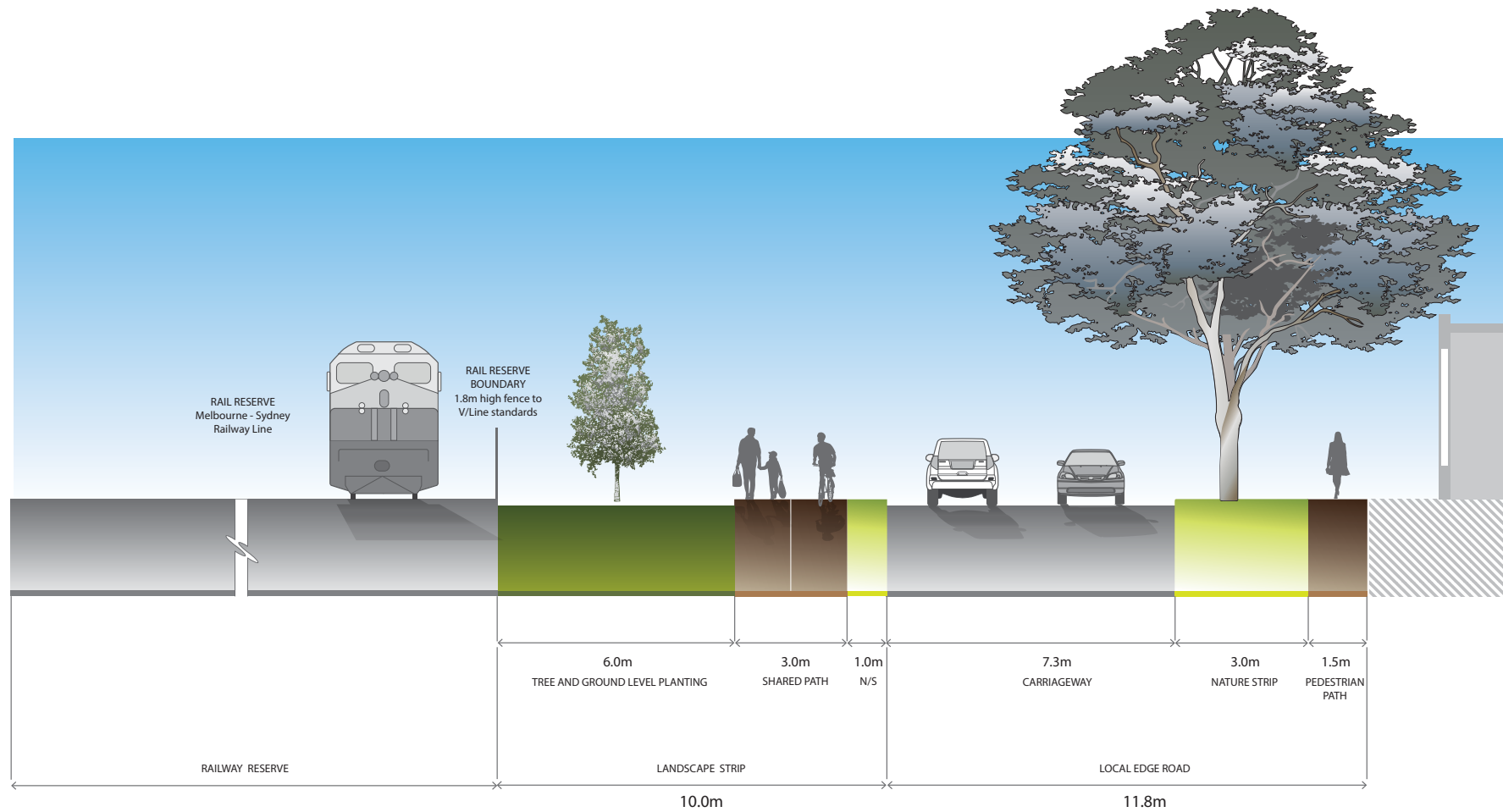
- Street tree size at maturity in accordance with relevant Council landscaping policy
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



**NOTES:**

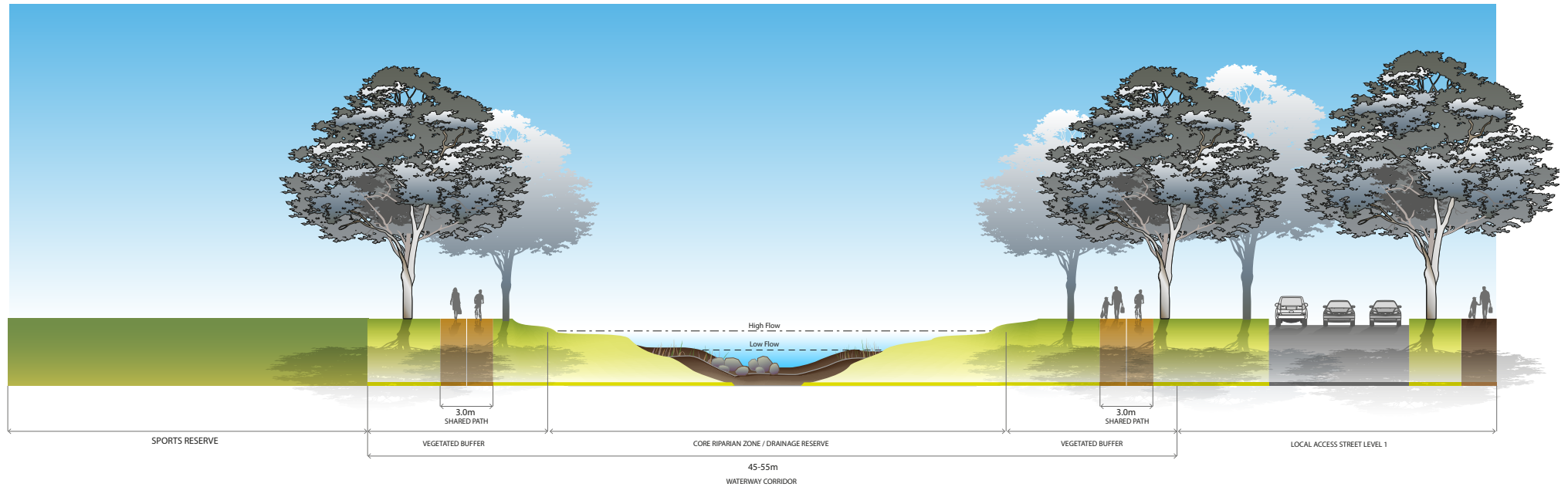
- Street tree size at maturity in accordance with relevant Council landscaping policy
- The shared path is to be located outside of the freeway reserve, unless a proposal to locate the path within the freeway reserve is approved in writing by VicRoads





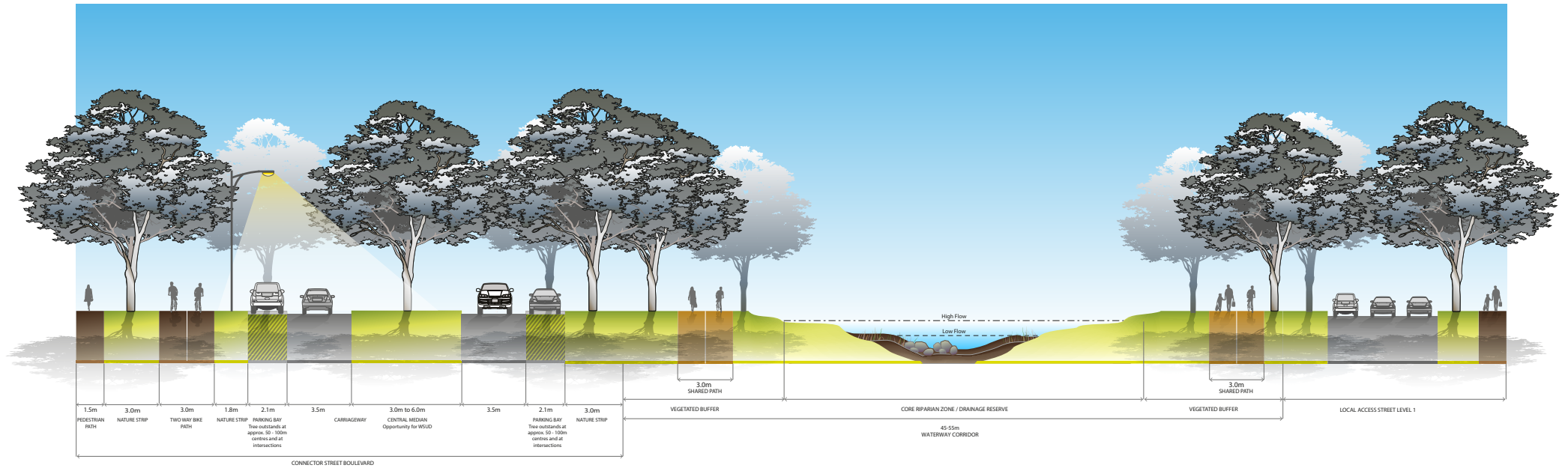
**NOTES:**

- Street tree size at maturity in accordance with relevant Council landscaping policy
- A shared path is to be provided along the Melbourne-Ballarat rail corridor reserve where shown on Plan 9
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack



**NOTES:**

- Waterway widths are to be consistent with Plan 10 and subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9.
- Indicative open space and road cross section shown abutting waterway.

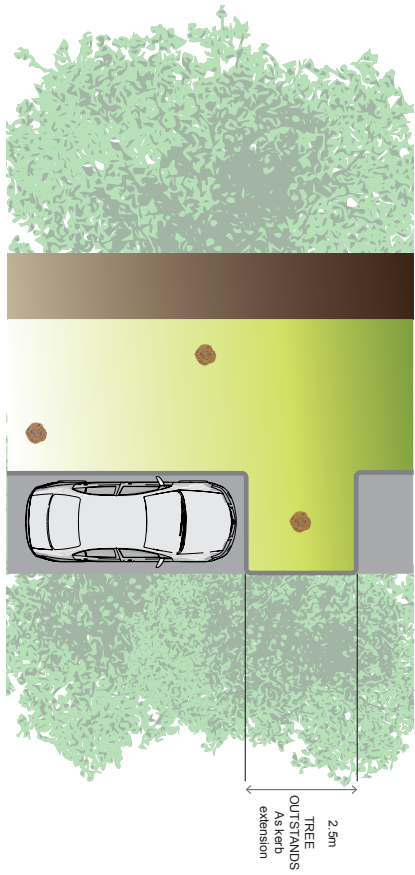
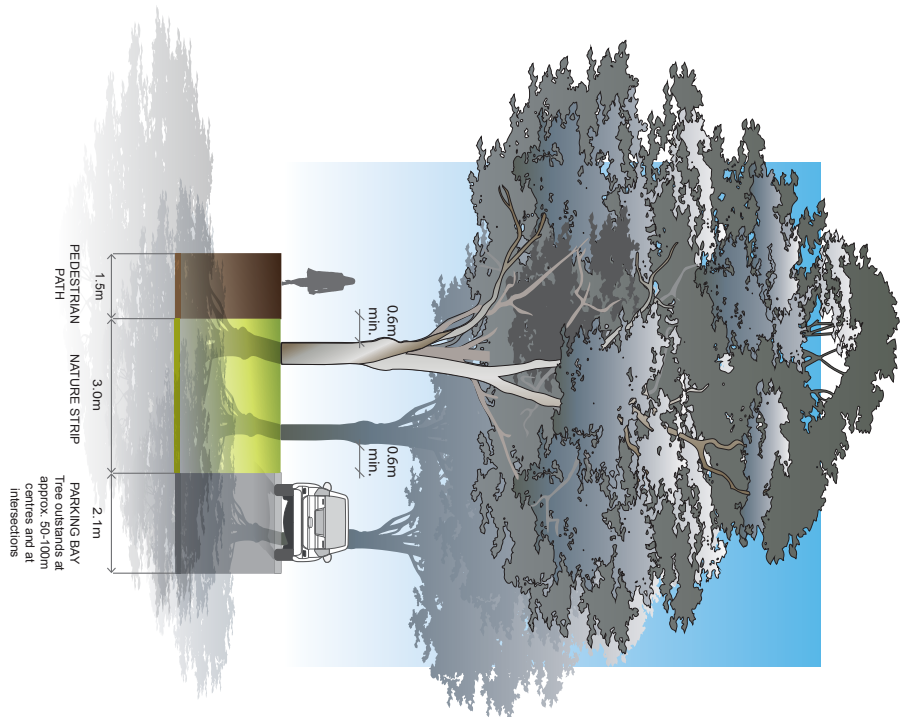


**NOTES:**

- Waterway widths are to be consistent with Plan 10 and subject to Melbourne Water approval

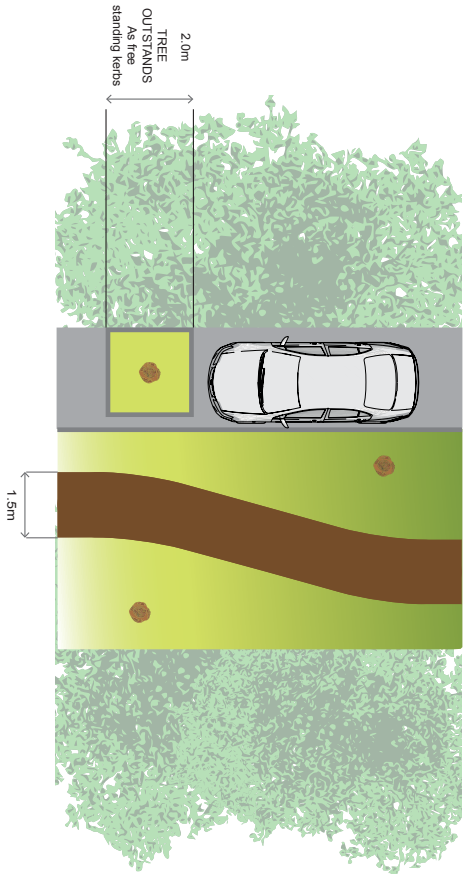
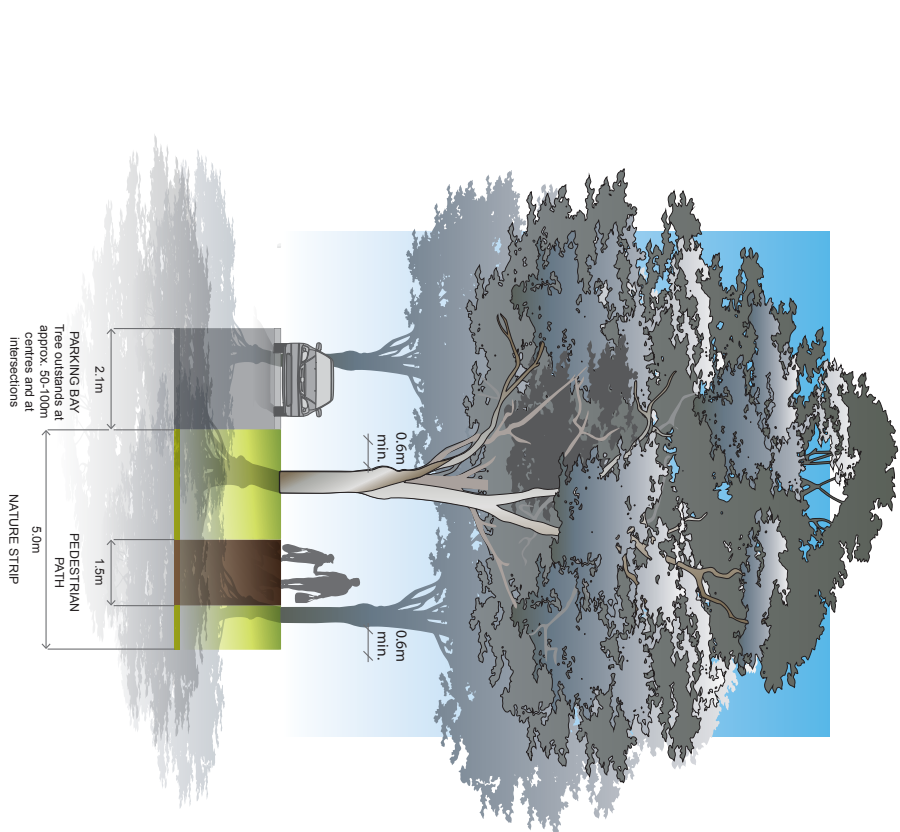
## Appendix C: Street cross sections (non-standard variations)

### Connector Street (25m) Variation Varying tree placement in naturestrip



NOTES:

- Tree planting in varying locations in nature strip not containing bike path, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Tree outstand with continuous extension of kerb shown

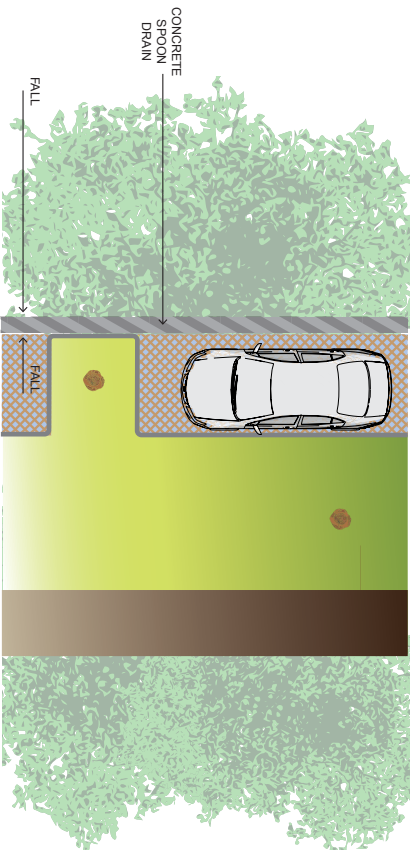
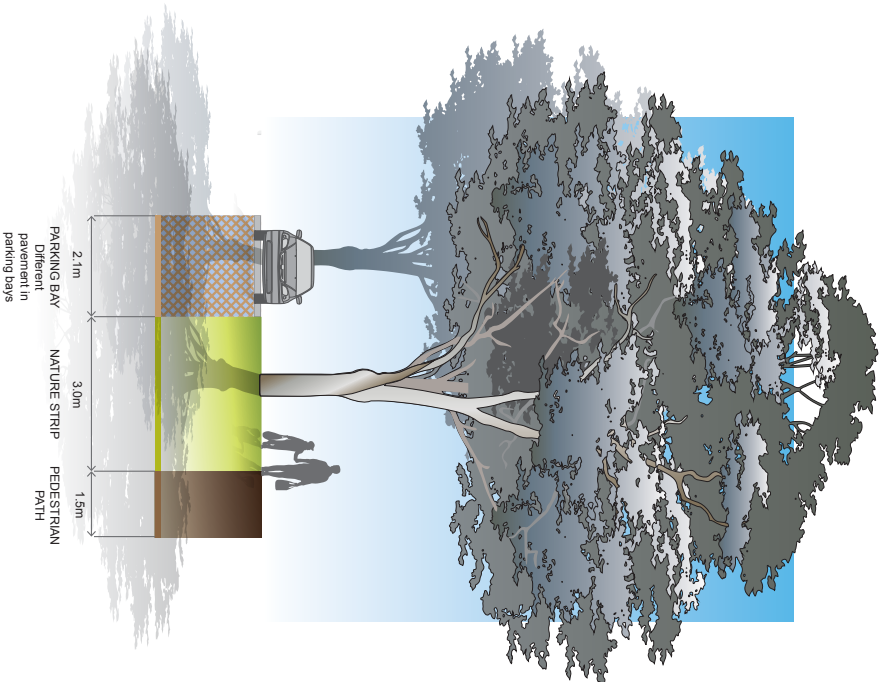


**NOTES:**

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops
- Tree outstand with separate kerb surround shown

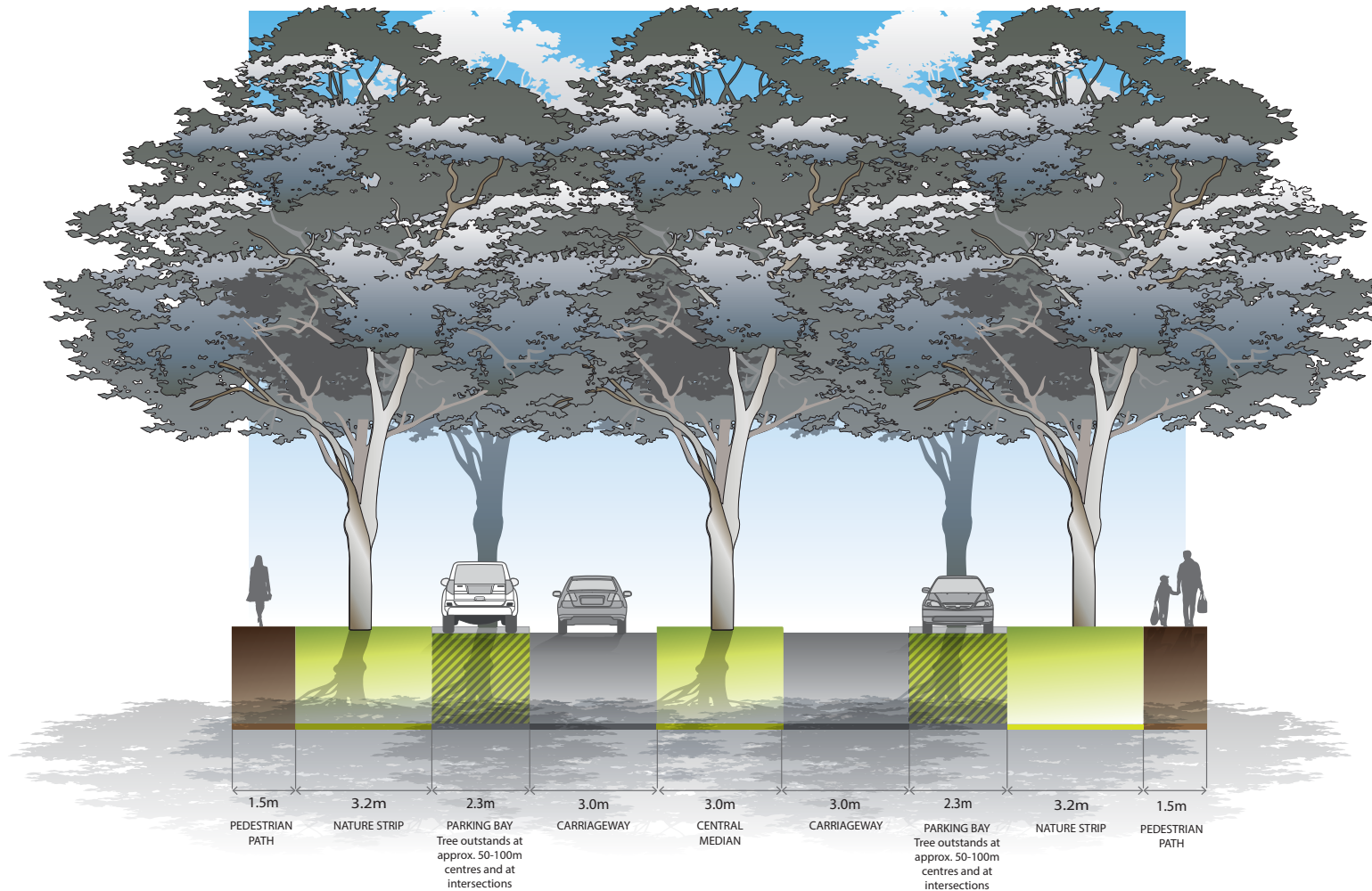
## Connector Street (25m) Variation Meandering footpath in naturestrip

## Connector Street (25m) Variation Different pavement in parking bays



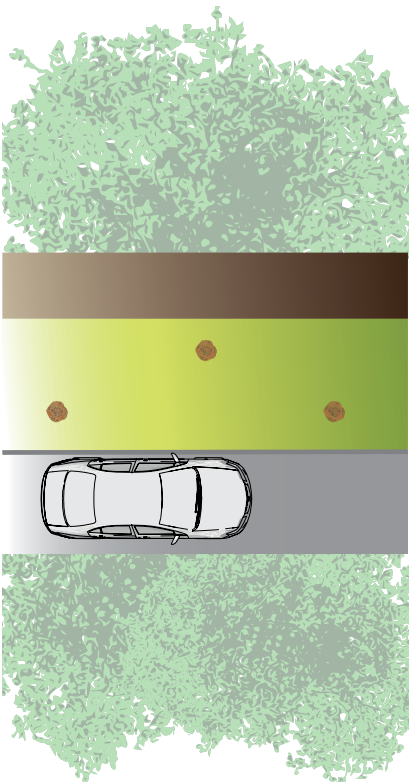
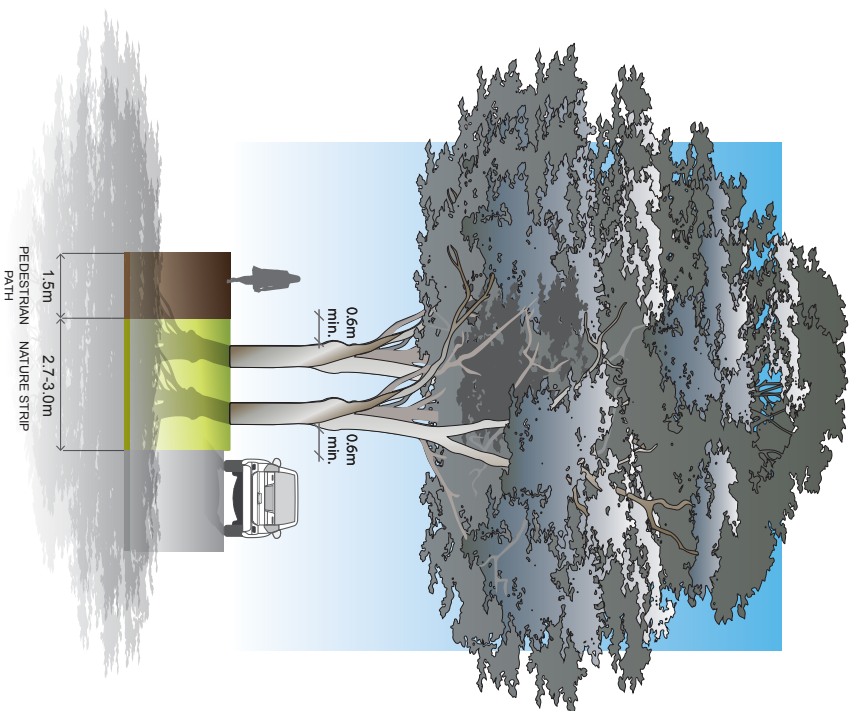
NOTES:

- A pavement treatment other than asphalt applied to parking bays
- Spoon drain between carriageway and parking bay shown as an alternative drainage treatment



**NOTES:**

- Include a central median with canopy trees to create a boulevard effect
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.

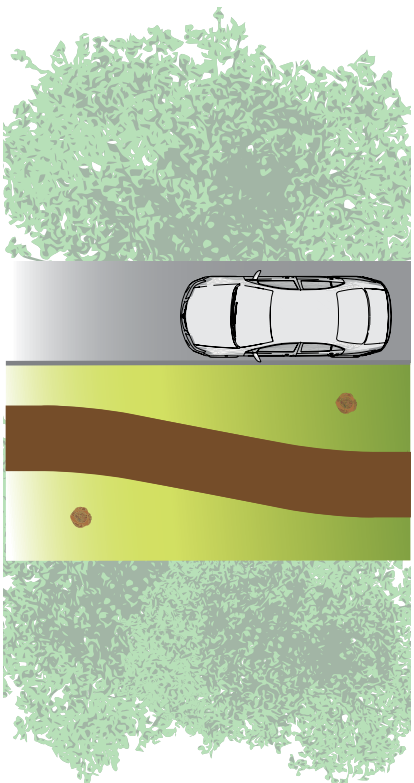
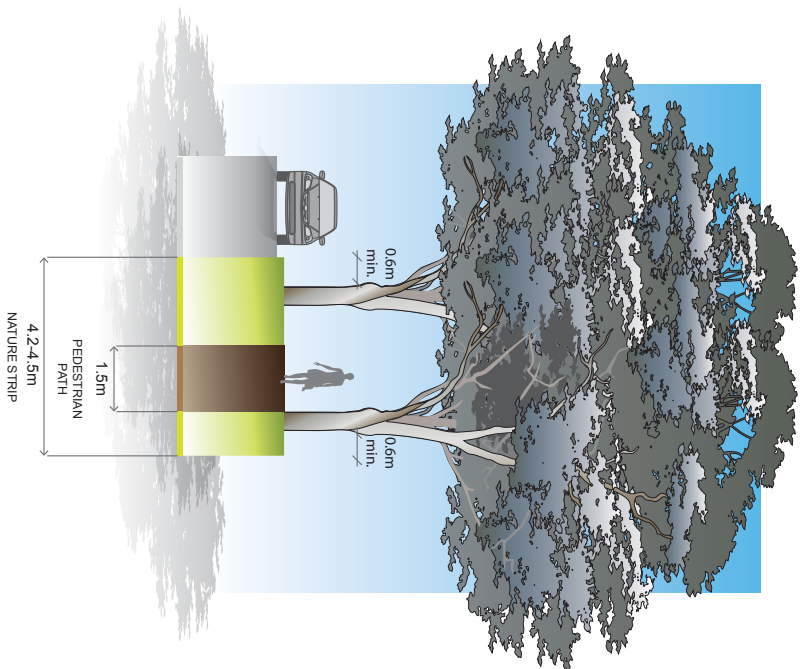


NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge

**Local Access Level 1 (16m) Variation**  
 Varying tree placement in nature strip

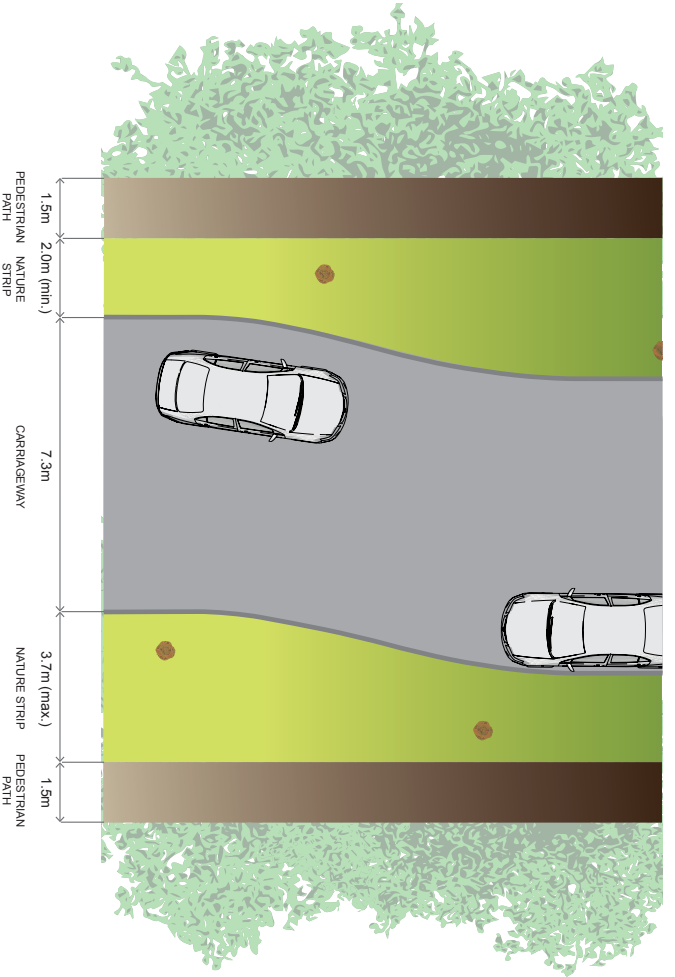
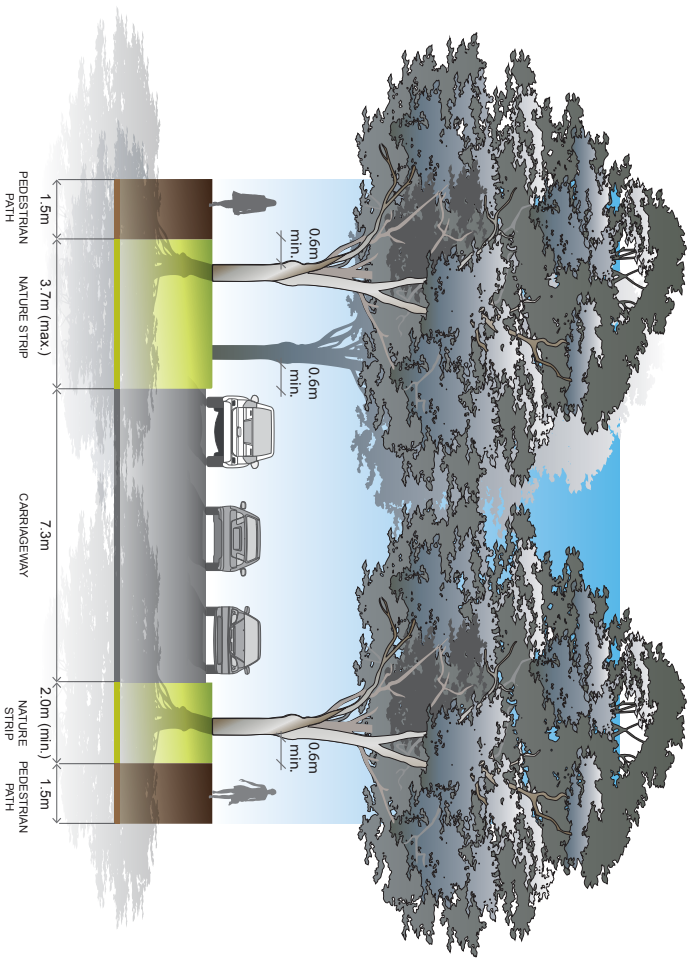




NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops

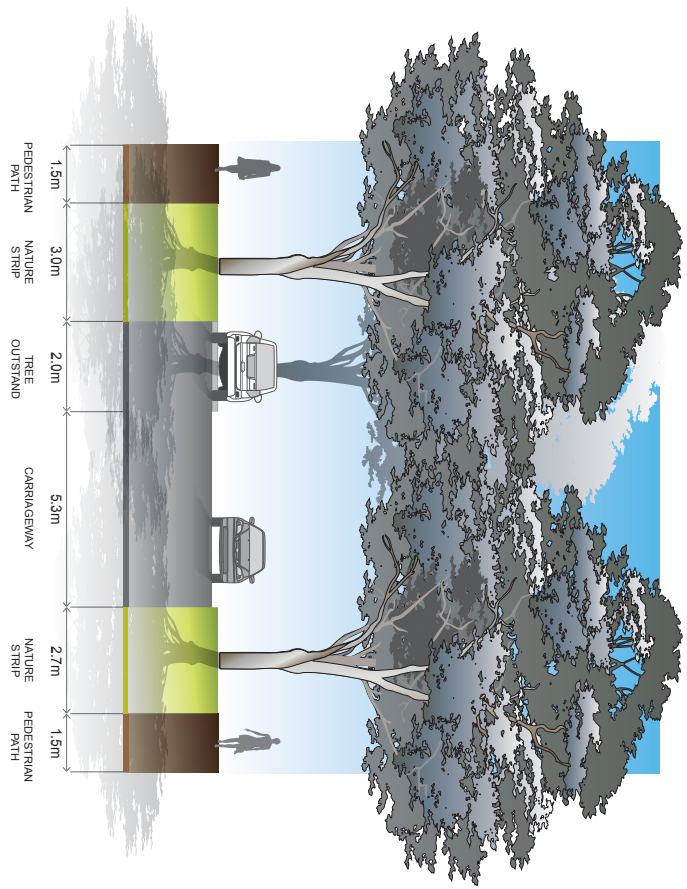
**Local Access Level 1 (16m) Variation**  
**Meandering footpath in naturestrip**



NOTES:

- Varying carriageway placement in road reserve
- Tree placement adjusts in response to carriageway location

**Local Access Level 1 (16m) Variation**  
**Varying naturestrip widths / meandering carriageway**



NOTES:

- Include tree outstands at approx 50 – 100m centres on one side only
- Road design to ensure passage of emergency vehicles is accommodated
- Functional layout of the kerb outstands to be to the satisfaction of the responsible authority

**Local Access Level 1 (16m) Variation**  
**Tree outstands**

## Appendix D: Rockbank Major Town Centre key design principles

ATTRACTING INVESTMENT & SUPPORTING THE COMMUNITY	
<p><b>Principle 1</b> Create 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"> <li>• Include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, bulky goods retailing and display based retailing</li> <li>• Provide a range of regional services to the catchment that the town centre serves such as education, health, employment, aged care and civic services</li> <li>• Attract higher order government, community, civic, education and health services and investment</li> <li>• Attract leisure, recreation, art and cultural uses and investment</li> <li>• Provide a range of social and entertainment services such as cafes, restaurants, bars, taverns, hotels, performance venues and regional entertainment facilities</li> <li>• Encourage local employment and business investment</li> <li>• Encourage the establishment of serviced apartments and visitor accommodation</li> <li>• Create a flexible framework that will cater for future growth, expansion and the changing trends for service delivery and investment.</li> </ul>
<p><b>Principle 2</b> Create a quality and vibrant mixed use town centre that acts as a business and entertainment focal point and economic hubs of the region it serves.</p>	
FOSTERING EMPLOYMENT	
<p><b>Principle 3</b> Integrate employment and service opportunities in a business-friendly environment.</p>	<ul style="list-style-type: none"> <li>• Cater for a substantial amount of employment opportunities including a progressive range of office premises, small scale office/warehouse spaces and office/showroom spaces</li> <li>• Support and promote nearby employment and industrial areas within the region</li> <li>• Attract a range of 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</li> <li>• Foster the growth of small scale local businesses offering services and products to the local and metropolitan markets</li> <li>• Create an attractive place to conduct business for workers, clients, customers and suppliers</li> <li>• Encourage the development of work-from-home and office/living opportunities.</li> </ul>
<p><b>Principle 4</b> Support and promote nearby employment and industrial areas within the region.</p>	
CONNECTING THE REGION	
<p><b>Principle 5</b> Design the town centre to be pedestrian-friendly and accessible by all transit modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> <li>• Provide the town centre with direct access to the arterial road network</li> <li>• Ensure the town centre is well serviced by multiple transport modes and routes and promote their use</li> <li>• Support and do not detract from the network of existing and proposed town centres within the region</li> <li>• Provide strong connections to, from and within the town centre to promote walking and cycling</li> <li>• Facilitate the safe and efficient operation at bus services (including bus priority access to any proposed interchange and proposed principal public transport network along Greigs Road and Rockbank Road)</li> <li>• Provide strong connections to Rockbank Railway Station through the creation of strong and safe pedestrian and cycle connections through the town centre and surrounding residential neighbourhoods.</li> </ul>
<p><b>Principle 6</b> Create a town centre that is well served by multiple transport routes and located at a major transit stop.</p>	
<p><b>Principle 7</b> Locate the town centre in proximity to arterial roads and intersections.</p>	

## CREATING VALUED DESTINATIONS

### Principle 8

Create a sense of place with high quality engaging urban design.

### Principle 9

Provide a clear location and cultural identity for the town centre and catchment it serves.

### Principle 10

Provide connections through the town centre through a series of public spaces that are attractive environments to walk and cycle through.

### Principle 11

Focus on a public space as the centre of community life.

- Connect the various precincts of the town centre through an interconnected series of public spaces that encourage people to spend time in the town centre and provide opportunities for social interaction
- 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
- Create a high quality and engaging environment with appropriate urban scale, density and intensity
- Create a central public space or 'town square' that becomes the meeting place and the 'heart' of the community
- Create a town centre that is authentic to both the local and regional communities and promotes social activities.

## 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.

- 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
- Create a fine-grain mixed use environment within the town centre that facilitates the establishment of commercial and residential outcomes
- Identify locations of high quality landscape within and surrounding the town centre where medium and high density residential outcomes can be delivered
- Provide options for retirement living/aged care/assisted care in close proximity that is well connected to the services offered by the town centre.

## RESPECTING THE ENVIRONMENT

### Principle 13

Locate the town centre in an attractive setting that respects the natural environment and history of the area.

- Incorporate water efficiencies and WSUD principles into the design of the town centre that will contribute to the creation of green streetscapes
- Ensure the town centre has a strong connection with surrounding natural features, including views to Mount Cottrell, and that appropriate interfaces are created between the town centre and open space
- Create a regional destination that integrates the heritage of the area into the urban form and streetscapes of the town centre
- Provide regional pedestrian and cycle networks that link the natural environment to the town centre
- Integrate views to and from the existing landscape and into the design of the town centre.

## PROMOTING SUSTAINABILITY & ADAPTABILITY

### Principle 14

Create a town centre that promotes regional specialisation and differentiation.

### Principle 15

Ensure the town centre has scope for future development and expansion.

- Promote the localisation and regionalisation of services into the centre that will contribute to a reduction of travel distance to access local services and less dependence on the car
- Design the town centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques
- 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.

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

RETAIL	COMMERCIAL	MIXED USE	CIVIC AND COMMUNITY FACILITIES	EDUCATION FACILITIES	RESIDENTIAL	TOWN SQUARE/ PUBLIC SPACE
<ul style="list-style-type: none"> <li>• Supermarkets</li> <li>• Discount department stores</li> <li>• 'Mini-major' stores</li> <li>• Showrooms</li> <li>• Shops (30,000 square metres without a planning permit)</li> <li>• Cafes</li> <li>• Restaurants</li> <li>• Bars and clubs</li> <li>• Car parking</li> <li>• Bus interchange</li> </ul>	<ul style="list-style-type: none"> <li>• Offices</li> <li>• Local service industry</li> <li>• Child care</li> <li>• Medical services</li> <li>• Health and beauty services</li> <li>• Higher order and long life learning services</li> <li>• Community services</li> </ul>	<ul style="list-style-type: none"> <li>• Ground floor office with upper floor residential</li> <li>• Ground floor retail with upper floor residential or office</li> <li>• Mix of retail, office and residential areas</li> <li>• Medium and high density residential</li> </ul>	<ul style="list-style-type: none"> <li>• Council facilities (library, indoor sports centre, community centre)</li> <li>• Emergency services</li> <li>• Health facilities</li> <li>• Place of assembly</li> </ul>	<ul style="list-style-type: none"> <li>• Primary education</li> <li>• Secondary education</li> <li>• Private and independent education facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Medium density residential</li> <li>• High density residential</li> <li>• Mixed use residential</li> <li>• Retirement living and aged care services</li> <li>• SOHO (Small Office Home Office) products</li> <li>• Student accommodation</li> <li>• Serviced accommodation/ apartments</li> <li>• Hotels</li> </ul>	<ul style="list-style-type: none"> <li>• A number of public spaces in an urban setting such as town squares, plazas, malls and urban parks.</li> <li>• Station plaza (town square) will create the focal point for the town centre that provides a strong connection to the Rockbank Railway Station and establishes a high quality public space that can be used for a range of community based events</li> </ul>

## Appendix E: Local convenience centre key design principles

PRINCIPLES	GUIDELINES
<p><b>Principle 1</b></p> <p>Provide smaller neighbourhoods with a viable local convenience centre that offers accessible services to the surrounding community.</p>	<ul style="list-style-type: none"> <li>Local convenience centres should be planned in conjunction with local town centres and higher order town centres in order to deliver a fine grain distribution of town centres within the region</li> <li>Local convenience centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than one kilometre away from a local town centre or higher order town centre</li> <li>Locate local convenience centres in locations that are central to the residential community they serve and that provide exposure to passing traffic</li> <li>Where appropriate, locate local convenience 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.</li> </ul>
<p><b>Principle 2</b></p> <p>Provide a range of local services and facilities that are appropriate to the local convenience centre location and the catchment that it serves.</p>	<ul style="list-style-type: none"> <li>Land uses should be located generally in accordance with the locations and general land use terms illustrated on Plan 3</li> <li>The design of the local convenience centre should facilitate development with a high degree of community interaction and provide an appropriate mix of retail, commercial and community facilities to suit the catchment that the local convenience centre serves</li> <li>The design of the local convenience 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</li> <li>Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction.</li> </ul>
<p><b>Principle 3</b></p> <p>Design the local convenience centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. The local convenience 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.</p>	<ul style="list-style-type: none"> <li>Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the local convenience centre</li> <li>Bus stops should be provided to the satisfaction of Public Transport Victoria and the responsible authority</li> <li>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</li> <li>The design of buildings within the local convenience centre should have a relationship with and should interface to the public street network</li> <li>Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages</li> <li>Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting</li> <li>Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping</li> <li>On street car parking should be provided either as parallel or angle parking to encourage short stay parking</li> <li>Car parking ingress and egress crossovers should be grouped and limited</li> <li>Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict</li> <li>Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light and lighting should be designed to avoid unnecessary spill to the side or above.</li> </ul>

PRINCIPLES	GUIDELINES
<p><b>Principle 4</b> Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> <li>• 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 convenience centre location and its surrounds</li> <li>• The local convenience 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</li> <li>• The design of each building should contribute to a cohesive and legible character for the local convenience centre as a whole</li> <li>• 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</li> <li>• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection</li> <li>• The built form should define the primary street frontage and be aligned with the property boundary</li> <li>• 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 convenience centre</li> <li>• Materials and design elements should be compatible with the environment and landscape character of the broader precinct</li> <li>• If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm</li> <li>• Supermarkets with a frontage to the primary street frontage 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)</li> <li>• Secondary access to a 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 primary street frontage</li> <li>• The design and siting of supermarkets should provide an appropriate response to the entire public domain; this includes but is not limited to car parking areas, predominantly routes and streets</li> <li>• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street</li> <li>• Retail and commercial buildings within the local convenience centre should generally be built to the property line</li> <li>• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather</li> <li>• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design</li> <li>• Urban art should be incorporated into the design of the public realm</li> <li>• 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 convenience centre</li> <li>• Wrapping of car parking edges with built form, to improve street interface, should be maximised</li> <li>• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares</li> <li>• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre</li> <li>• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas</li> <li>• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.</li> </ul>



PRINCIPLES	GUIDELINES
<p><b>Principle 5</b> Promote localisation, sustainability and adaptability.</p>	<ul style="list-style-type: none"> <li>• The local convenience centre should promote the localisation of services that will contribute to a reduction of travel distance to access local services and less dependence on the car</li> <li>• The local convenience centre should be designed to be sympathetic to its natural surrounds by:               <ul style="list-style-type: none"> <li>» Investigating the use of energy efficient design and construction methods for all buildings</li> <li>» Including WSUD principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation)</li> <li>» Promoting safe and direct accessibility and mobility within and to and from the local convenience centre</li> <li>» Including options for shade and shelter through a combination of landscape and built form treatments</li> <li>» Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling</li> <li>» Promoting passive solar orientation in the configuration and distribution of built form and public spaces</li> <li>» Grouping waste collection points to maximise opportunities for recycling and reuse</li> <li>» Promoting solar energy for water and space heating, electricity generation and internal and external lighting</li> <li>» Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.</li> </ul> </li> <li>• Encourage building design that can be adapted to accommodate a variety of uses over time.</li> </ul>

## Appendix F: Service placement guidelines

### Standard street cross sections

The *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the 'standard' street cross sections outlined in Appendix B containing grassed nature strips, footpaths and road pavements.

### Non-standard street cross sections

To achieve greater diversity of streetscape outcomes, that enhances character and amenity of these new urban areas, non-standard street cross sections are required. Non-standard street cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. The PSP contains suggested non-standard 'variation' street cross sections as outlined in Appendix C, however other non-standard outcomes are encouraged.

For non-standard street cross sections where service placement guidance illustrated in Figure 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) is not applicable, the following service placement guidelines will apply.

#### TABLE NOTES

1. Trees are not to be placed directly over property service connections
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes
3. Where allotment size/frontage width allows adequate room to access and work on a pipe
4. Where connections to properties are within a pit in the pedestrian pavement/footpath

	Under pedestrian pavement	Under nature strips	Directly under trees <sup>1</sup>	Under kerb	Under road pavement <sup>2</sup>	Within allotments	Notes
<b>Sewer</b>	Possible	Preferred	Possible	No	No	Possible <sup>3</sup>	
<b>Potable Water</b>	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	Can be placed in combined trench with gas
<b>Recycled Water</b>	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	
<b>Gas</b>	Possible <sup>4</sup>	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
<b>Electricity</b>	Preferred <sup>4</sup>	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
<b>FTTH/Telco</b>	Preferred <sup>4</sup>	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
<b>Drainage</b>	Possible	Possible	Possible	Preferred	Possible	Possible <sup>3</sup>	
<b>Trunk Services</b>	Possible	Possible	Possible	Possible	Possible	No	

### General principles for service placement

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (e.g. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible
- Services must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values.

## Appendix G: Open space delivery guidelines

### PASSIVE RECREATION PARK

**Passive Recreation Park:** a park that provides opportunities for a variety of recreational and social activities in a green space setting. Passive recreation parks come in a variety of landforms, and in many cases provide opportunities to protect and enhance landscape amenity.

#### LOCAL PARK

*(MELTON CITY COUNCIL: LOCAL OPEN SPACE)*

- Passive recreation park suitable for local recreation/social activities
- Junior play emphasis
- Attracts users from the local area (i.e. 400 metre catchment)
- Recreational/social facilities suitable for local activities/events
- Minimal support facilities (seats, bin, etc.)
- Footpath/bikeway links

#### DISTRICT LOCAL PARK (ONE HECTARE OR GREATER)

*(MELTON CITY COUNCIL: NEIGHBOURHOOD OPEN SPACE)*

- Passive recreation park suitable for district-level recreation/social activities
- Junior and youth play emphasis
- Attracts users from the district (i.e. two kilometre catchment)
- Recreational/social facilities suitable for district activities/events
- Basic support facilities (e.g. amenities, barbecue, picnic tables, shelters, seats, etc.)
- Footpath/bikeway links

### MUNICIPAL PARK (5 HECTARES OR GREATER)

*(MELTON CITY COUNCIL: DISTRICT OPEN SPACE)*

- Major passive recreation park suitable for Citywide recreation/social events
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level recreational/social use (5000+) over long periods
- High level recreational/social facilities suitable for Citywide events.
- Junior and youth play emphasis
- High level support facilities, e.g. parking, amenities (toilets), signage
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

### REGIONAL PARK

*(MELTON CITY COUNCIL: REGIONAL OPEN SPACE)*

- Major passive recreation park suitable for regional recreation/social events
- Attracts users from metropolitan centres and surrounding municipalities
- Capacity to sustain high level recreational/social use (10,000+ persons) over long periods
- High level recreational/social facilities suitable for regional events
- Junior and youth play emphasis
- High-level support facilities (e.g. parking, amenities, toilets, signage)
- Footpath/bikeway links
- Public transport
- Car parking (off-street)
- Bus parking (off-street)

## LINEAR PARK

**Linear park:** a park that is developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear reserves are generally linear in nature and follow existing corridors such as water courses and roads. They usually contain paths or tracks (either formal or informal) that form part of a wider path/track network. While the primary function of a linear reserve relates to pedestrian and cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

### NEIGHBOURHOOD

- Park corridor that provides local link
- Attracts users from the local area (i.e. 400 metre catchment)
- Capacity to sustain low level accessibility over short periods
- Minor access facilities e.g. path
- Footpath/bikeway links

### DISTRICT

- Major park corridor that provides district link
- Attracts users from the district (i.e. two kilometre catchment)
- Capacity to sustain moderate level accessibility over long periods
- Basic access facilities (e.g. path, signage)
- Footpath/bikeway links

### MUNICIPAL

- Major park corridor that provides metropolitan link
- Attracts users from municipality and adjacent municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities (e.g. paths, signage, shade, water fountains)
- Footpath/bikeway links
- Public transport
- Car spaces (on street)
- Bus Spaces (on street)

## REGIONAL

- Major park corridor that provides regional link
- Attracts users from Melbourne/Geelong and surrounding municipalities
- Capacity to sustain high level accessibility over long periods
- High level access facilities (e.g. paths, signage, shade, water fountains)
- Footpath/bikeway links
- Public transport
- Car spaces (on and off street)
- Bus Spaces (on and off street)

## TOWN SQUARE / URBAN PARK / STATION PLAZA

Town square: a passive recreation park providing opportunities for a variety of recreational and social activities in an urban setting. They are located predominantly in medium-to-high density residential area and mixed use centres or corridors. They provide an important role in meeting the passive recreation needs of residents, workers and visitors in activity centres and/or medium to high density residential areas.

Town squares are to be predominately hard landscaped, while urban parks have less hardstand than town squares, but more than traditional neighbourhood passive recreation parks. Urban parks also offer the opportunity for low key kick and throw activities with a small turfed area.

Both parks are to integrate within their design a number of skate-friendly furniture pieces, rails, stairs, ledges, ramps and/or other 'plaza' type elements.

## CREDITED OPEN SPACE

Credited open space: a local open space delivered in the precinct that is located on otherwise unencumbered land via the DCP (e.g. local sports reserves) or Clause 52.01 (i.e. local parks).

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