

DIGGERS REST PRECINCT STRUCTURE PLAN

MARCH 2012 (AMENDED SEPTEMBER 2017)

DIGGERS REST - COIMADAL ROAD

Version	Date	Incorporated into the planning scheme by amendment	Description of changes
1	March 2012	Melton C121	N/A
2	September 2017	Melton C181	Changes to IT-06 to incorporate former projects IT-01 and RD-01

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- Precinct Boundary
- Existing Roads
- Rail line and Station
- Calder FWY / Vineyard Road Interchange
- Future Urban Area
- Existing Urban Area

plan 1
precinct area
diggers rest precinct structure plan
1:15,000 @ A3



1.0 INTRODUCTION

Amended
by C181

The Diggers Rest Precinct Structure Plan (the PSP) has been prepared by the Growth Areas Authority in consultation with the Melton City Council, Government agencies, service authorities and major stakeholders.

The PSP:

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

The PSP is informed by:

- The State Planning Policy Framework set out in the Melton Planning Scheme, including the Sunbury Growth Area Corridor Plan and the Precinct Structure Planning Guidelines
- The Local Planning Policy Framework of the Melton Planning Scheme
- Diggers Rest Native Vegetation Precinct Plan (the NVPP) which sets out requirements for the protection and management of native vegetation within the PSP area
- Diggers Rest Development Contributions Plan (the DCP) which sets out the requirements for development proponents to make a contribution toward infrastructure required to support the development of the precinct
- The Diggers Rest Background Report (the Background Report)
- The Biodiversity Conservation Strategy and Sub-regional Species Strategy for Melbourne's Growth Areas (DSE, 2011).

1.1 HOW TO READ THIS DOCUMENT

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

The Vision must inform all of the outcomes in the precinct.

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

Outcomes are what development of the precinct must achieve.

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

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

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

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

1.2 LAND TO WHICH THIS PSP APPLIES

The land to which the PSP applies is shown on Plan 1 and on the Melton Planning Scheme maps as Schedule 5 to the Urban Growth Zone. The PSP applies to approximately 392 hectares of land generally bounded by the existing Diggers Rest Township to the east, Calder Freeway to the north and the Urban Growth Boundary (UGB) to the south and west.

1.3 BACKGROUND INFORMATION

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



- Precinct Boundary
- Road Network
- Key Local Access Street
- Railway line & Station
- Calder FWY / Vineyard Road Interchange
- Melbourne Airport Environs Overlay
- Local Town Centre
- Opportunity for Convenience Retail
- Conventional Density Residential
- Medium Density Residential
- High Density Residential
- Employment
- State Primary School
- Non Government Primary School
- Indoor Recreation Facility
- Community Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space - Drainage
- Encumbered Open Space - Conservation
- Waterways and Wetlands
- Existing Heritage Site
- Future Urban Area
- Existing Settlement

plan 2
 future urban structure
 diggers rest precinct structure plan
 Amendment C181, May 2017



2.0 OUTCOMES

2.1 VISION

The Diggers Rest vision is for new and existing residents to share in a sustainable community that provides day-to-day services, enhances local connectivity, and cultivates a strong sense of local identity for the township.

The Diggers Rest PSP writes a significant new chapter in the narrative of this richly historic township.

The PSP proposes an extension to the existing Diggers Rest Township, providing vital population growth to support a range of new commercial, retail and community facilities in addition to upgrading existing public facilities.

Vineyard Road forms the main north south arterial of the township and is the central spine of the expanded town. New residential development to its west will complement established neighbourhoods to the east located around a central community hub and local town centre. Substantial urban development west of Vineyard Road will feature a new local town centre for the Diggers Rest community providing local level retail opportunities - including a full-line supermarket - previously lacking in Diggers Rest. Surrounding new and existing residential neighbourhoods will utilise new community facilities and sporting grounds linked by open space corridors. Local business and employment opportunities will be provided to the south along Diggers Rest – Coimadai Road.

Vineyard Road will serve as the primary gateway to the precinct, providing direct connection to and from the Calder Freeway. Extension of Houdini Drive to the west will provide the principal east-west connectivity. The new local town centre will be located on Houdini Drive, bringing together new and established residential communities along the new main street. Bus services running throughout the precinct will directly link residents to all commercial, community and transport destinations within their township, and beyond. An extensive internal network of off-road and dedicated on-road trails will safely link cyclists and pedestrians to all parts of the town.

Diggers Rest residents will enjoy access to a quality open space network as part of the town's expansion. Natural flows will be utilised to create a north-south creek corridor within the precinct. View lines along the waterway will be maximised by the road network which will enhance this feature through landscaping and shared paths. Neighbourhood parks will adjoin the linear waterway throughout the precinct, ensuring nearby open space opportunities for all residents. A feature wetland will be located at the southern end of the waterway.

Major community infrastructure projects will benefit the entire Diggers Rest population. A new multi-purpose community centre nearby the local town centre will include maternal child health services and meeting room facilities. The town's strong sporting culture will be bolstered with an additional sportsground established at the northern end of the linear waterway. The existing recreation reserve, home to local football, cricket and tennis clubs, will include pavilion upgrades.

Diggers Rest Local Town Centre will provide a central shopping precinct in close proximity to new and existing community facilities and active open space. Prominently located and anchored by a full-line supermarket, the shopping precinct will offer convenience retail and services, food and entertainment, and community facilities within a township environment.

The precinct will offer diverse housing product to support a range of households and lifestyles. Medium density and small lot housing will be strategically located near open space, community facilities, along the PPTN and within walking distance of the Local Town Centre and station. The highest densities in the precinct will occur adjacent to the new local town centre. Smaller and traditional homes will be developed throughout the precinct.

Development of the precinct will proceed as metropolitan rail services commence operation in the Sunbury corridor, enhancing access by public transport to employment and a range of services including education within metropolitan Melbourne. Over time, the PPTN will be developed to provide higher frequency services by road and rail to destinations across the region and Melbourne. Subject to further investigation, potential future realignment of Diggers Rest-Coimadai Road between Vineyard Road and the rail line may provide a direct crossing point south of Diggers Rest Station.

2.2 OBJECTIVES

The following points describe the desired outcomes of development of the precinct and guide the implementation of the vision.

IDENTITY/CHARACTER/LANDSCAPE	
01	Create an attractive and shaded landscape character along Vineyard Road and Houdini Drive, based on large boulevard trees, including exotic tree species, that serves as a landmark gateway to and within the precinct.
02	Create an indigenous landscape character along the linear waterway and wetlands, including the northern sporting precinct and southern wetlands.
03	Provide landmark buildings at gateway sites, and develop landscape treatments along Houdini Drive and Davis Road that draw residents toward the local town centre and linear waterway.
04	Create a series of neighbourhoods that have unique built form characteristics and are linked visually and physically via the road and open space networks.
05	Provide a built environment that is functional and safe, promoting a strong sense of place, community and civic pride for future residents.
06	Ensure heritage buildings are appropriately integrated into the urban environment.
HOUSING DENSITY	
07	Provide a diversity of lot sizes and housing types to satisfy the needs and aspirations of the new and evolving community, which achieves an average of at least 15 dwellings per NDHa.
08	Provide medium and higher density development with a strong relationship to the public realm, in proximity to community and retail/commercial facilities, open space, public transport routes and other high amenity locations.
NEIGHBOURHOOD STRUCTURE	
09	Provide an integrated and accessible public open space network which offers attractive active and passive recreation opportunities linked via safe and comfortable pedestrian and cycling trail networks.
010	Establish strong focal points for community activity and interaction within the Local Town Centre, existing community hub and new Davis Road community hub.
011	Create cohesive neighbourhoods that are integrated across property boundaries.
CONNECTIVITY	
012	Locate high intensity uses such as retail, employment and high density residential along the designated Principal Public Transport Network.
013	Establish a street network that provides for safe and efficient operation of buses.
014	Support the timely provision of bus services, walking and cycling links through the logical and sequential staging of development.
015	Provide an integrated, grid-patterned road network featuring off-road pedestrian and cycle paths that connect directly to the Principal Public Transport Network, including smart bus routes, and Diggers Rest Station.
016	Ensure early provision of safe and efficient pedestrian and cycle paths which connect to key features of the precinct and link to regional networks.
017	Establish a feature recreation cycle and pedestrian pathway through the development of a shared path trail located along both sides of the linear waterway providing destination points from the Davis Road community hub to the southern wetlands.

TOWN CENTRE/EMPLOYMENT	
018	Deliver landmark built form at the corner of Vineyard Road and Houdini Drive to prominently signify the commercial gateway of the precinct.
019	Establish Houdini Drive (west of Vineyard Road) as the 'main street' of Diggers Rest, providing shop frontages on both sides of the road with quality façade design and a mixture of retail, commercial, office, leisure and public and private community facilities and services.
020	Deliver the local town centre early in the precinct's development to establish its local amenity and aesthetic, and for the convenience of the existing Diggers Rest population.
021	Provide for suitable public spaces to support community events and activities within the Local Town Centre that possess frontage to Houdini Drive.
022	Deliver community facilities that 'anchor' the eastern end of the local town centre, including public spaces and a multi-purpose community centre.
023	Establish a high quality employment area south of the precinct catering to a range of business types, promoting local employment opportunities.
SERVICING	
024	Provide all lots, to the satisfaction of the relevant authorities, with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications.
025	Promote the conservation, reuse and recycling of water through innovative solutions involving alternative water supplies as well as water use and its management.
026	Maximise water use efficiency, stormwater quality and long-term viability of waterways, biodiversity and vegetation through the use of Water Sensitive Urban Design (WSUD) initiatives.
NATURAL SYSTEMS AND CULTURAL HERITAGE	
027	Enhance the biodiversity within the managed watercourses to provide habitat and ecological connectivity.
028	Ensure development allows for the long-term conservation of vegetation to be retained within the community.
029	Ensure development addresses the heritage features of the precinct.
BUSHFIRE MANAGEMENT	
030	To identify areas where the bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.
031	To ensure that the location, design and construction of development considers the need to implement bushfire protection measures.
032	To ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

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2.3 SUMMARY LAND BUDGET

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, arterial roads and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the Diggers Rest Precinct is 315.81 hectares which equates to approximately 80.66% of the PSP area.

The land budget shows that the PSP achieves a lot density of approximately 13.90 dwellings per Net Developable Hectare (NDHa), excluding land set aside for employment uses.

The PSP will yield approximately 4299 lots, including 300 lots less than 300 square metres.

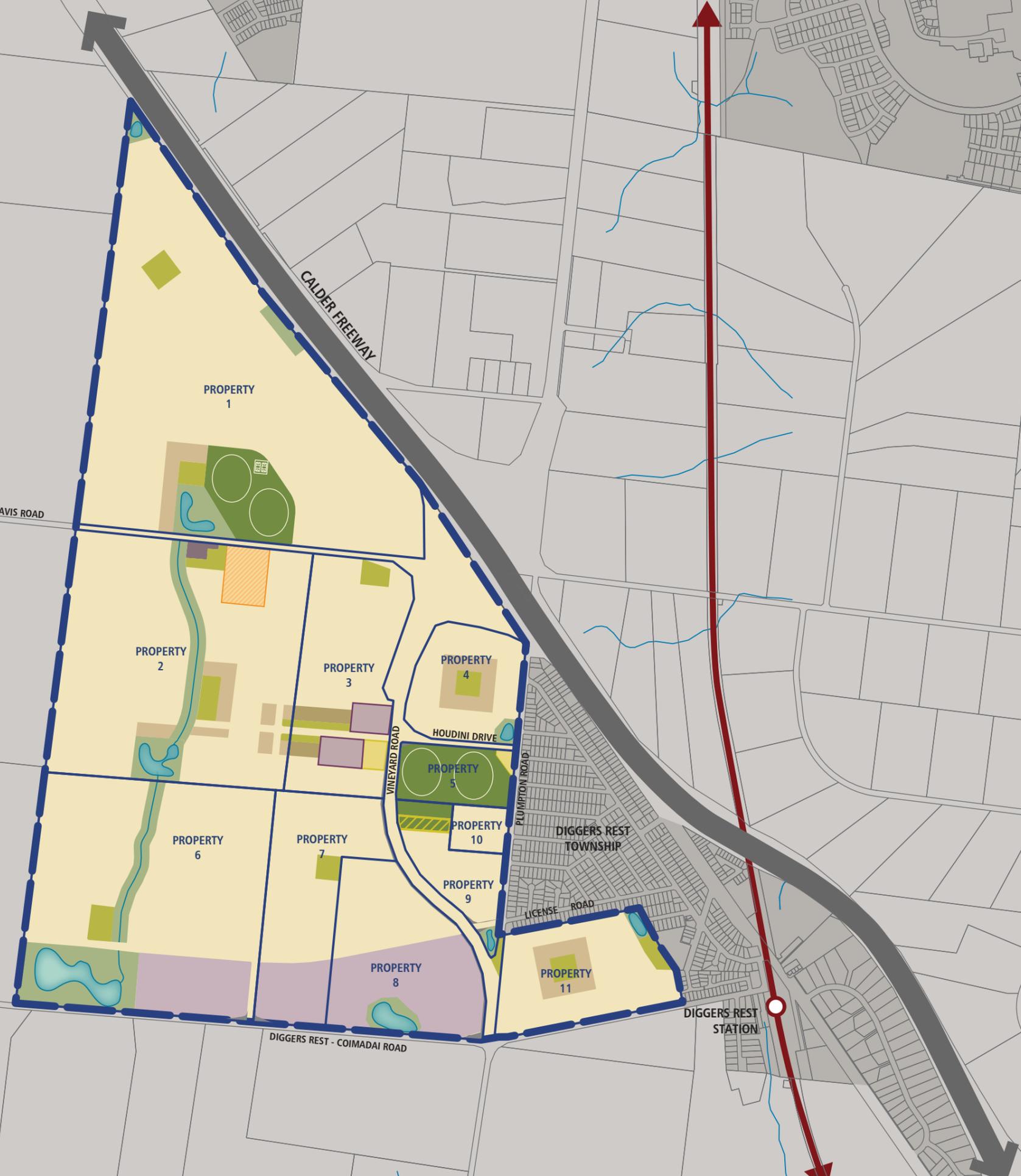
Based on an average household size of 2.8 persons (Victoria in Future 2008), the future population of the PSP is estimated at approximately 12,037 people.

See Plan 3: Land Use Budget, Table 1 Summary Land Use Budget and Table 2 Property Specific Land Use Budget.

DESCRIPTION	HECTARES	% OF TOTAL AREA	% OF NDA
TOTAL PRECINCT AREA (ha)	391.52	100.0%	
TRANSPORT			
6 Lane Arterial Roads	15.67	4.00%	4.96%
4 Lane Arterial Roads	0.20	0.05%	0.06%
Vineyard Road Widening	1.45	0.37%	0.46%
Sub-total	17.32	4.42%	5.48%
COMMUNITY FACILITIES			
Community Facilities	1.20	0.31%	0.38%
Indoor Recreation Centre	1.00	0.26%	0.32%
Sub-total	2.20	0.56%	0.70%
GOVERNMENT EDUCATION			
Government Schools	3.50	0.89%	1.11%
Sub-total	3.50	0.89%	1.11%
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Waterway / Drainage Line / Wetland / Retarding	26.49	6.77%	8.39%
Sub-total	26.49	6.77%	8.39%
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	16.64	4.3%	5.27%
Passive Open Space	9.56	2.4%	3.03%
Sub-total	26.20	6.7%	8.30%
TOTALS OPEN SPACE	52.69	13.5%	16.68%
NET DEVELOPABLE AREA (NDA) (ha)	315.81	80.66%	
RETAIL / EMP & OTHER			
Activity Centre (retail / office / mixed use)	3.87		
Potential Non Government School	3.00		
Employment	27.53		
Heritage Overlay	1.00		
Subtotal	35.40		
RESIDENTIAL			
Residential - Conventional Density Residential	268.27	15	4024
Residential - Medium Density	11.11	22	244
Residential - High Density	1.03	30	31
Subtotal Against Net Residential Area (NRA)	280.41	15.33	4299
COMBINED RES/ RETAIL / EMP / OTHER	NDA (Ha)	DWELL / NDHA	DWELLINGS
TOTALS RESIDENTIAL YIELD AGAINST NDA	315.81	13.61	4299

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Table 1: Land Use Budget Summary



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plan 3
land use budget
diggers rest precinct structure plan



PROPERTY NUMBER	TOTAL AREA (HECTARES)	TRANSPORT			COMMUNITY			ENCUMBERED LAND		UNENCUMBERED LAND AVAILABLE FOR RECREATION		TOTAL NET DEVELOPABLE AREA (HECTARES)	KEY PERCENTAGES				PASSIVE OPEN SPACE DEL TARGET %	DIFFERENCE % NDA	DIFFERENCE AREA (HECTARES)
		6 LANE ARTERIAL ROAD / WIDENING	4 LANE ARTERIAL ROAD / WIDENING	VINEYARD ROAD WIDENING	COMMUNITY FACILITIES	INDOOR RECREATION CENTRE	GOVERNMENT EDUCATION	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	CONSERVATION	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE		NET DEVT AREA % OF PRECINCT	ACTIVE OPEN SPACE % NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %			
Property 1	99.65	0.00	0.00	0.00	0.00	0.00	0.00	4.47	0.00	8.00	1.75	85.43	85.73%	9.36%	2.05%	11.41%	3.04%	8.37%	7.153
Property 2	70.23	0.00	0.00	0.00	0.00	0.00	0.00	6.35	0.00	0.00	1.93	61.95	88.21%	0.00%	3.12%	3.12%	3.04%	0.07%	0.044
Property 3	28.14	0.00	0.00	0.26	0.80	0.00	0.00	0.00	0.00	0.00	1.53	25.55	90.80%	0.00%	5.99%	5.99%	3.04%	2.95%	0.753
Property 4	14.57	0.03	0.00	0.00	0.00	0.00	0.00	0.66	0.00	0.00	0.75	13.13	90.12%	0.00%	5.71%	5.71%	3.04%	2.67%	0.350
Property 5	8.09	0.05	0.00	0.00	0.40	0.00	0.00	0.00	0.00	7.64	0.00	0.00	0.00%	0.00%	0.00%	0.00%	3.04%	-3.04%	0.000
Property 6	66.48	0.00	0.20	0.00	0.00	0.00	0.00	12.00	0.00	0.00	1.00	53.28	80.14%	0.00%	1.88%	1.88%	3.04%	-1.17%	-0.622
Property 7	23.70	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.75	22.73	95.91%	0.00%	3.30%	3.30%	3.04%	0.25%	0.058
Property 8	26.41	0.00	0.00	0.73	0.00	0.00	0.00	1.89	0.00	0.00	0.00	23.79	90.08%	0.00%	0.00%	0.00%	3.04%	-3.04%	-0.724
Property 9	9.61	0.12	0.00	0.00	0.00	1.00	0.30	0.52	0.00	1.00	0.00	6.67	69.41%	14.99%	0.00%	14.99%	3.04%	11.95%	0.797
Property 10	3.20	0.00	0.00	0.00	0.00	0.00	3.20	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	3.04%	-3.04%	0.000
Property 11	20.60	0.00	0.00	0.24	0.00	0.00	0.00	0.60	0.00	0.00	1.50	18.26	88.64%	0.00%	8.21%	8.21%	3.04%	5.17%	0.944
Sub-total	370.68	0.20	0.20	1.45	1.20	1.00	3.50	26.49	0.00	16.64	9.21	310.79	83.84%	5.35%	2.96%	8.32%	3.04%	5.28%	8.753
Vineyard Road	15.47	15.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00%	0.00%	0.00%	3.04%	-3.04%	0.000
Houdini Drive	1.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.04	100.00%	0.00%	0.00%	0.00%	3.04%	-3.04%	-0.032
Davis Road	3.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.98	100.00%	0.00%	0.00%	0.00%	3.04%	-3.04%	-0.121
Plumpton Road	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	0.00	0.00%	0.00%	0.00%	0.00%	3.04%	-3.04%	0.000
Sub-total	20.84	15.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.35	5.02	24.09%	0.00%	0.00%	0.00%	3.04%	3.93%	0.000
TOTAL	391.52	15.67	0.20	1.45	1.20	1.00	3.50	26.49	0.00	16.64	9.56	315.81	80.66%	5.27%	3.03%	8.30%			

PROPERTY NUMBER	OTHER LAND USES				TOTAL NET RESIDENTIAL AEA Ha (NRA)	CONVENTIONAL DENSITY 14 DWELL PER NRHa			MEDIUM DENSITY 25 DWELL PER NRHa			HIGH DENSITY 35 DWELL PER NRHa			TOTAL COMBINED			YIELD PER NET DEVELOPABLE Ha
	ACTIVITY CENTRE / COMMERCIAL	IDENTIFIED NON-GOVERNMENT SCHOOLS	EMPLOYMENT	HERITAGE OVERLAY		NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS	NRHa	DWELL / NRHa	DWELLINGS	
Property 1	0.00	0.00	0.00	0.00	85.43	83.24	15	1249	2.19	22	48	0.00	30	0	85.43	15.18	1297	15.18
Property 2	0.00	3.00	0.00	1.00	57.95	54.51	15	818	3.44	22	76	0.00	30	0	57.95	15.42	893	14.42
Property 3	3.87	0.00	0.00	0.00	21.68	20.65	15	310	0.00	22	0	1.03	30	31	21.68	15.72	341	13.33
Property 4	0.00	0.00	0.00	0.00	13.13	10.39	15	156	2.74	22	60	0.00	30	0	13.13	16.46	216	16.46
Property 5	0.00	0.00	0.00	0.00	0.00	0.00	15	0	0.00	22	0	0.00	30	0	0.00	0.00	0	0.00
Property 6	0.00	0.00	8.10	0.00	45.18	45.18	15	678	0.00	22	0	0.00	30	0	45.18	15.00	678	12.72
Property 7	0.00	0.00	5.40	0.00	17.33	17.33	15	260	0.00	22	0	0.00	30	0	17.33	15.00	260	11.44
Property 8	0.00	0.00	14.03	0.00	9.76	9.76	15	146	0.00	22	0	0.00	30	0	9.76	15.00	146	6.15
Property 9	0.00	0.00	0.00	0.00	6.67	6.67	15	100	0.00	22	0	0.00	30	0	6.67	15.00	100	15.00
Property 10	0.00	0.00	0.00	0.00	0.00	0.00	15	0	0.00	22	0	0.00	30	0	0.00	0.00	0	0.00
Property 11	0.00	0.00	0.00	0.00	18.26	15.52	15	233	2.74	22	60	0.00	30	0	18.26	16.05	293	16.05
Sub-total	3.87	3.00	27.53	1.00	275.39	263.25	15	3949	11.11	22	244	1.03	30	31	275.39	15.34	4224	13.59
Vineyard Road	0.00	0.00	0.00	0.00	0.00	0.00	15	0	0.00	22	0	0.00	30	0	0.00	n.a.	0	0.00
Houdini Drive	0.00	0.00	0.00	0.00	1.04	1.04	15	15	0.00	22	0	0.00	30	0	1.04	n.a.	15	15.00
Davis Road	0.00	0.00	0.00	0.00	3.98	3.98	15	60	0.00	22	0	0.00	30	0	3.98	n.a.	60	15.00
Plumpton Road	0.00	0.00	0.00	0.00	0.00	0.00	15	0	0.00	22	0	0.00	30	0	0.00	n.a.	0	0.00
Sub-total	0.00	0.00	0.00	0.00	5.02	5.02	15	75	0.00	22	0	0.00	30	0	5.02	n.a.	75	15.00
TOTAL	3.87	3.00	27.53	1.00	280.41	268.27	15	4024	11.11	22	244	1.03	30	31	280.41	15.33	4299	13.61

Amended by C181 **Table 2: Property Specific Land Use Budget**



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plan 4
Image, character & housing
diggers rest precinct structure plan
Amendment C181, May 2017

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3.0 IMPLEMENTATION

3.1 IMAGE, CHARACTER AND HOUSING

IMAGE & CHARACTER		REQUIREMENTS
R1	Housing must be orientated to front or otherwise address Vineyard Road to the satisfaction of the Responsible Authority.	
R2	Garages fronting a street must be less than half the width of the lot to a maximum of six metres.	
R3	Fences forward of the building line must not be more than 1.2m in height.	
R4	Street tree planting on declared arterial roads must be established in accordance with the clear zone guidelines to the satisfaction of VicRoads.	
R5	Street trees must be provided on both sides of connector and local access streets at regular intervals and generally in accordance with the road cross-sections in this PSP.	
R6	All public landscape areas must be planted and designed to the satisfaction of the Responsible Authority.	
R7	Development directly adjacent to the western boundary of the precinct must provide a local road frontage generally in accordance with a Level 2 Access Street (Road Cross Section Figure 5) that has regard to the bushfire management requirements and guidelines outlined in Section 3.2 of this document. Active frontages including shared trails of at least three meters within an active frontage must be provided as an alternative interface, where appropriate.	

IMAGE & CHARACTER		GUIDELINES
G1	Significant elements of the landscape and built form should be used as focal points for key view lines and gateway locations. Elements may include public pavilions, parks and reserves, including the linear waterway.	
G2	Street layout should generally be aligned to maximise connection and views to key destination points such as Diggers Rest Local Town Centre, and the linear waterway.	
G3	Landscaping adjoining Vineyard Road should contribute to its role as a 'gateway' to Diggers Rest and visually frame activity at its intersection with Houdini Drive.	
G4	Sites in prominent locations, particularly on corners intersecting with Vineyard Road, should be developed with signature buildings.	
G5	Street trees should establish continuous canopy, provide shaded streetscapes and frame view corridors upon maturity.	
G6	Selection of street trees and landscaping should reinforce movement hierarchy and inform neighbourhood character.	
G7	Existing trees within road reserves should be retained and managed where possible.	
G8	Design of dwellings should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.	
G9	Housing fronting the linear waterway and wetlands should be site responsive and demonstrate regard for environmental and topographic conditions.	
G10	Front fences should generally be low and partly transparent. Corner lots should address both streets with low fences up to a minimum of five (5) metres behind the front building line.	
G11	Access roads should be aligned to create view corridors through to and along the linear waterway and wetlands.	
G12	Where appropriate the use of indigenous trees is encouraged along streets fronting the linear waterway and wetlands.	
G13	Ensure the protection, upgrade and enhancement of the heritage property located at 2-180 Davis Road, allowing uses such as residential, cafe, education or other community purposes.	
G14	Where practical, integrate the heritage property with the surrounding proposed community hub, waterway and open space.	

HOUSING		REQUIREMENTS
R8	Achieve a minimum density of 15 dwellings per Net Developable Hectare (NDHa) across the entire precinct.	
R9	Residential development across the PSP must include a full range of dwelling densities as outlined in the PSP Guidelines.	
R10	High density housing must be developed as part of integrated development sites in direct vicinity to the Diggers Rest Local Town Centre, PPTN and key amenity areas.	
R11	Residential lots of a width of seven (7) metres or less must only provide vehicle access via a rear laneway.	
R12	Residential buildings must incorporate appropriate measures to attenuate the noise impacts associated with adjoining or nearby transport corridors, including Calder Freeway and land subject to the Melbourne Airport Environs Overlay.	
R13	Development must adhere to the Engineering Design and Construction Manual for Subdivision Areas (GAA, 2011).	

HOUSING		GUIDELINES
G15	Individual developments should achieve an average density higher than the minimum of 15 dwellings per Net Developable Hectare (NDHa).	
G16	The precinct should deliver a broad range of dwelling typologies, which may include variations of: <ul style="list-style-type: none"> • Multi-storey apartments • Terrace housing • Attached housing • Semi-detached housing • Ancillary housing • Detached housing. 	
G17	Medium density housing should be placed in areas of high amenity or activity. Areas nominated for medium density housing should achieve an average density of 22 dwellings per Net Developable Hectare (NDHa).	
G18	Medium density housing should include specialised housing forms such as retirement or an aged care facility in close proximity to Diggers Rest Local Town Centre, potential public transport routes and public open space.	
G19	High density housing should achieve an average density of 30 dwellings per Net Developable Hectare (NDHa).	
G20	Where housing is proposed adjacent to an acoustic wall, dwellings may front an internal road, with the acoustic wall to form the rear fence. In this instance private open space should be located to the front or side of the dwelling to achieve appropriate solar access.	



- Precinct Boundary
- Road Network
- Key Local Access Street
- Railway line & Station
- Calder FWY / Vineyard Road Interchange
- Melbourne Airport Environs Overlay
- Conventional Density Residential
- Medium Density Residential
- High Density Residential
- Community Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space - Drainage
- Encumbered Open Space - Conservation
- Fire Threat Edge
- 3 Open Space Inventory Identification
- Future Urban Area
- Existing Settlement

plan 5
open space, natural systems, community facilities & bushfire management
 diggers rest precinct structure plan
 Amendment C181, May 2017

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3.2 OPEN SPACE, NATURAL SYSTEMS COMMUNITY FACILITIES AND BUSHFIRE MANAGEMENT

REQUIREMENTS

OPEN SPACE	
R14	All open space, including encumbered drainage infrastructure, must abut a road unless otherwise addressed by an active frontage, including significant open space areas, to the satisfaction of the relevant authority.
R15	All landscaped areas must be designed for low maintenance to the satisfaction of the Responsible Authority.
R16	An alternative provision of land for passive open space to that shown in Plan 5 is generally in accordance with this plan provided the passive open space (unencumbered) is: <ul style="list-style-type: none"> • Located so as not to reduce the walkable access to local parks demonstrated in Plan 5 • A minimum of 0.75ha in area unless co-located with other unencumbered open space (e.g. active open space) • Able to supply the particular planned use for the reserve • As far as practicable regular in form with a minimum average width of approximately 50 metres • Fronted by a connector road or key local road on at least one side.
R17	Development abutting open space must be well articulated and facilitate passive surveillance with windows, balconies and pedestrian access points.
R18	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and cycling network to the satisfaction of the Responsible Authority.
R19	An appropriate mix of infrastructure in parks must be provided, such as playgrounds, shelters, seating, rubbish bins, BBQ/picnic facilities and toilets, to the satisfaction of the Responsible Authority.
R20	Land designated for active and passive recreation reserves must be designed, finished and maintained to the satisfaction of the Responsible Authority prior to its transfer.
R21	Fencing of parkland must be low scale and permeable to facilitate public safety and surveillance.

GUIDELINES

OPEN SPACE	
G21	Design of open spaces should be contemporary in nature, innovative and draw upon the precinct landscape design themes.
G22	Local parks should provide infrastructure to cater for a broad range of users and support both structured and informal recreational activities.
G23	The design and layout of open space should maximise water use efficiency, storm water quality and long term viability of vegetation through the use of WSUD initiatives, including opportunities to use water from wetlands for irrigation purposes.
G24	Advice should be sought from qualified Council staff regarding suitability of proposed tree species prior to confirming planting schedule.

REQUIREMENTS

BIODIVERSITY AND NATURAL SYSTEMS	
R22	The layout (including design and width) of drainage infrastructure, including open channels, wetlands and retarding basins must be to the satisfaction of the Responsible Authority and Melbourne Water.
R23	A shared trail of at least three metres in width must be provided along both sides of the linear waterway and demonstrate a relationship to the public space at both north and south ends.
R24	Shared trails, paths and any pedestrian walkways in the linear waterway must be above the 1:10 year flood level, and all waterway crossings must be above the 1:100 year flood level, to the satisfaction of Melbourne Water. Any pedestrian crossings must be bridge or boardwalk constructions. All waterway crossings, including roads and pedestrian bridges must maintain hydraulic function of the waterway and be designed to the satisfaction of Melbourne Water.
R25	Strategic revegetation must be provided along the linear waterway with a particular emphasis on enhancing native vegetation along the creek and drainage lines whilst maximising public use and enjoyment.

GUIDELINES

BIODIVERSITY AND NATURAL SYSTEMS	
G25	Street trees and public open space landscaping should contribute to habitat for indigenous fauna species, in particular arboreal animals and birds.
G26	Streetscapes addressing the waterway should use indigenous species and be landscaped in a complementary aesthetic.

G27	Where appropriate, the co-location of public recreation and open spaces areas to assist in buffering of significant conservation reserves and waterways is encouraged.
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REQUIREMENTS

PASSIVE OPEN SPACE CONTRIBUTIONS	
R26	All land owners must provide a public open space contribution equal to 3.04% of Net Developable Area (NDA) upon subdivision of land in accordance with the following: <ul style="list-style-type: none"> • Where land is required for unencumbered open space purposes as shown in Plan 5 and specified in Table 2 and is less or equal to 3.04% of NDA, that land is to be transferred to Council at no cost • Where no land or less than 3.04% of NDA is shown in Plan 5 and specified in Table 2, a cash contribution is to be made to Council to bring total open space contribution to a value equal to 3.04% of NDA • Where land required for unencumbered open space purposes as shown in Plan 5 and specified in Table 2 is more than 3.04% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that property • The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the Subdivision Act 1988.

The value of land for equalisation purposes is set out in the Diggers Rest Development Contributions Plan.

REQUIREMENTS

COMMUNITY FACILITIES AND EDUCATION	
R27	Fencing of active sporting areas such as tennis courts and cricket nets must be constructed to the satisfaction of the Responsible Authority.
R28	Where the Responsible Authority is satisfied that land shown as a non-government school site is unlikely to be used for a non-government school, that land may be used for an alternative purpose which is generally in accordance with the Precinct Structure Plan and consistent with the provisions of the applied zone.

GUIDELINES

COMMUNITY FACILITIES AND EDUCATION	
G28	Community facilities, local parks and playgrounds should be delivered in the early stages of development, maximising efficiency of designated space.
G29	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
G30	If a non-government school is to be located in the PSP it should, if possible, be co-located with other education and community infrastructure, and on a potential public transport route.
G31	All sporting arenas (ovals, pitches, courts) should be designed with a north-south alignment.

REQUIREMENTS

HERITAGE	
R29	Prior to the commencement of development at 2-188 Davis Road, Diggers Rest, temporary fencing must be erected to secure public safety and protect the significant fabric of the heritage site (HO47).

GUIDELINES

HERITAGE	
G32	All development within or directly adjacent to the heritage place and its environs (HO47) should be designed for the preservation and enhancement of the place's cultural heritage values.

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REQUIREMENTS

BUSHFIRE MANAGEMENT	
R30	Unless a subdivision meets the standards set out in either G33 or G34, it must provide defensible space between a fire threat identified on Plan 5 of this Precinct Structure Plan and a dwelling to the satisfaction of the CFA.
	Where a lot contains defensible space the following applies: Before the statement of compliance is issued under the Subdivision Act 1988 the owner must enter into an agreement with the responsible authority under Section 173 of the Planning and Environment Act 1987 and make application to the Registrar of Titles to have the agreement registered on the title to the land under Section 181 of the Act. The agreement must set out the following matters: <ul style="list-style-type: none"> • A building envelope and that a building must not be constructed outside of the building envelope. • That a building must not be constructed on the lot unless it is constructed to 12.5 BAL. The area of defensible space applicable to the lot with the following restrictions on vegetation during a declared fire danger period:
R31	<ul style="list-style-type: none"> • Within 10 metres of a building, flammable objects (such as plants, mulches and fences) must not be located close to the vulnerable parts of the building (such as windows, decks and eaves). • Grass must be no more than five centimetres in height. • Trees must not overhang or touch any part of a building. • Leaves and vegetation debris must be removed at regular intervals. • Shrubs must not be planted under trees. • Plants greater than ten centimetres in height at maturity must not be placed directly in front of a window or other glass feature. • A tree canopy must not be closer than two metres to another tree canopy. • Total tree canopies must cover no more than 15% of the area of the lot at maturity. This does not apply where the Country Fire Authority states in writing that a Section 173 agreement is not required for the subdivision or lot.
R32	Provide a road network that enables at least two safe egress routes away from the fire hazard.
R33	For the purposes of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA: <ul style="list-style-type: none"> • Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or: • A minimum of 5.4m in trafficable width where cars may park on one side only. • A minimum of 3.5m width with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays at least 20m long, 6m wide, and located not more than 200m apart. • Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width. • The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°). • The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point. • Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle. • Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided).
R34	Planting in streets and public spaces within defensible space must be designed to take into account impact on fire risk.
R35	Before the commencement of works for a stage of subdivision a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The CMP must specify, amongst other things: <ul style="list-style-type: none"> • Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire • A separation buffer, consistent with the separation distances specified in AS3596-2009, between the edge of development and non-urban areas. • How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

	A Construction or Engineering Plan required under a subdivision permit must show: <ul style="list-style-type: none"> • The location of static water supplies for fire fighting purposes that are: • Accessible to fire fighting vehicles • Have sufficient volume to support effective fire fighting or <ul style="list-style-type: none"> • Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present). and <ul style="list-style-type: none"> • Water supply design, connections and flow rates. All to the satisfaction of the CFA.
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GUIDELINES

BUSHFIRE MANAGEMENT																			
G33	All development within or directly adjacent to the heritage place and its environs (HO47) should be designed for the preservation and enhancement of the place's cultural heritage values.																		
	Where a lot capable of accommodating a dwelling is proposed down slope and adjacent to a fire threat identified on the Bushfire Management Plan in this Precinct Structure Plan, provide for defensible space comprising a road reserve of at least 19 metres width between the edge of the fire threat and the lot on which a dwelling may be developed plus the additional width of defensible space specified below. The additional defensible space may be on public or private land:																		
	<table border="1"> <thead> <tr> <th>Down slope (degrees)</th> <th>Additional defensible space (metres)</th> <th>Total defensible space</th> </tr> </thead> <tbody> <tr> <td>>0-5</td> <td>3</td> <td>22</td> </tr> <tr> <td>>5-10</td> <td>6</td> <td>25</td> </tr> <tr> <td>>10-15</td> <td>9</td> <td>28</td> </tr> <tr> <td>>15-20</td> <td>13</td> <td>32</td> </tr> <tr> <td>>20</td> <td colspan="2">to the satisfaction of the relevant fire authority.</td> </tr> </tbody> </table>	Down slope (degrees)	Additional defensible space (metres)	Total defensible space	>0-5	3	22	>5-10	6	25	>10-15	9	28	>15-20	13	32	>20	to the satisfaction of the relevant fire authority.	
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>20	to the satisfaction of the relevant fire authority.																		
G34	Where defensible space is proposed on a lot capable of accommodating a dwelling, requirement R31 in this precinct structure plan applies. Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge on Plan 4 of the Diggers Rest Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.																		

 Precinct Boundary
 High contribution to species Golden Sun Moth habitat
 Medium contribution to species Golden Sun Moth habitat
Note: The entire precinct is identified as potential habitat for the Striped Legless Lizard

plan 6
threatened species action plan
diggers rest precinct structure plan
Amendment C181, May 2017

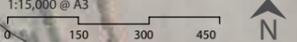
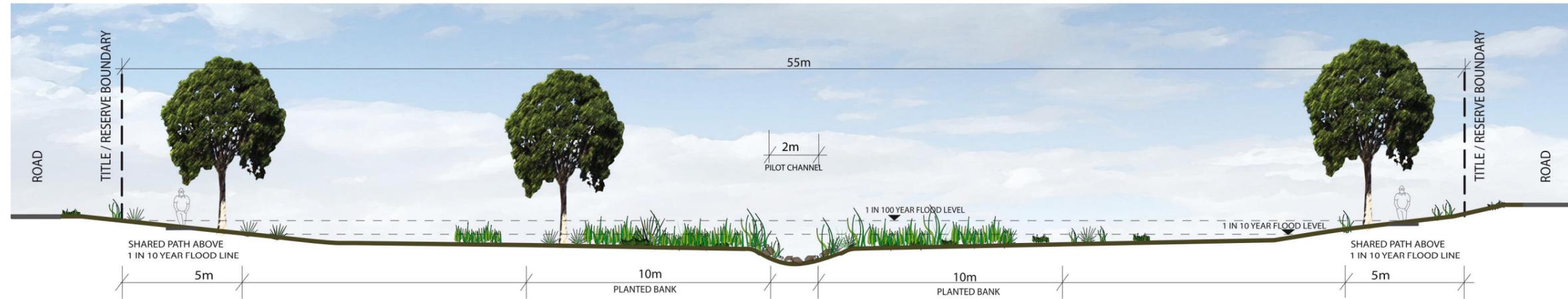


Figure 1: Linear Waterway cross section (55m)



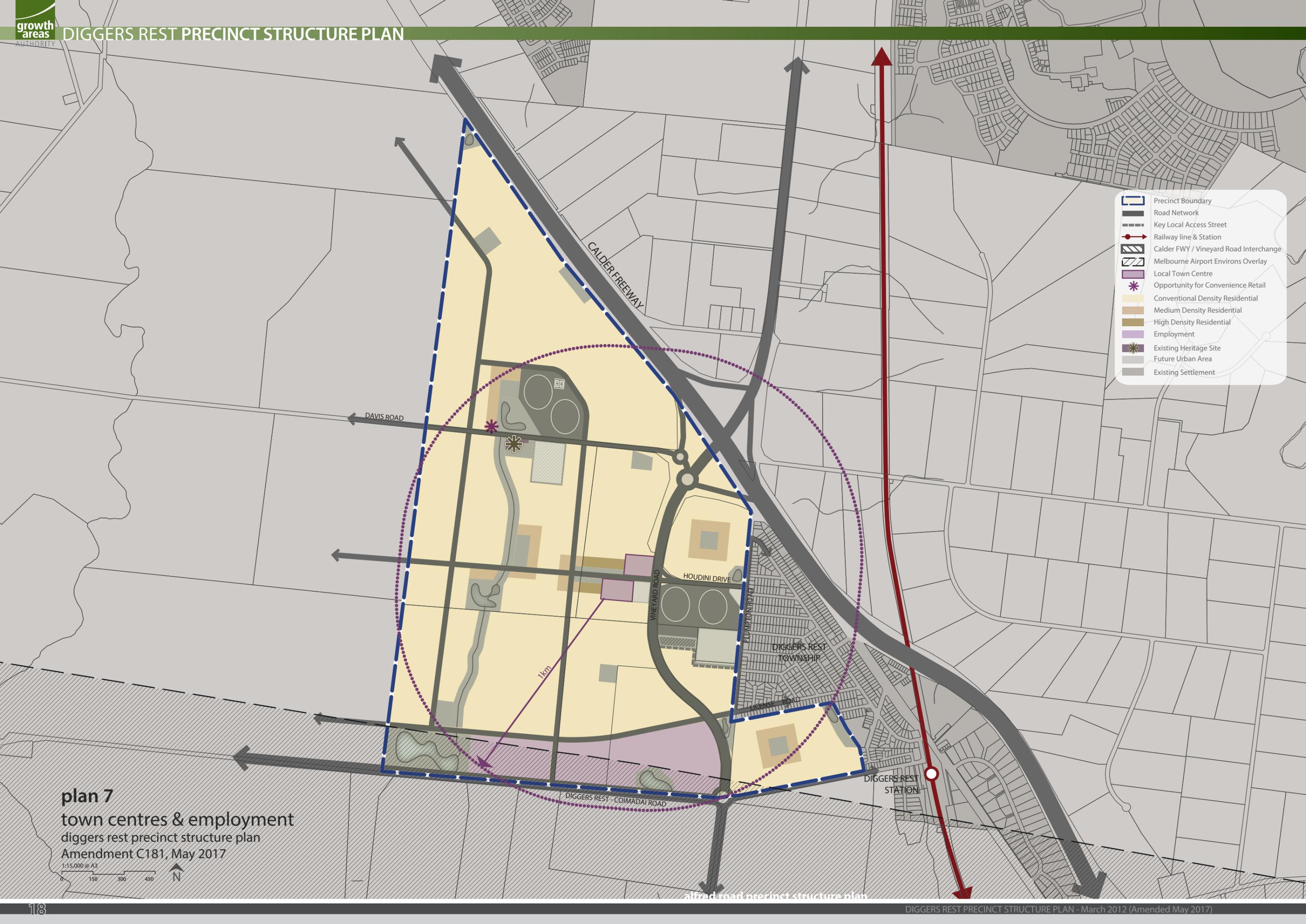
GUIDE ONLY: Subject to flexibility to increased widths if required. Final reserve width subject to Melbourne Water approval.

Table 3: Open Space Inventory

PARK	PROPERTY NUMBER	SIZE HECTARES)	TYPE	FACILITIES	OTHER ATTRIBUTES
1	1	1.00	Unencumbered Passive Local Park	Paths, seating, shelter, local playground	
2	1	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground, BBQ facilities	Co-located with retarding basin and Davis Road Community Hub
3	1	8.00	Active Recreation Reserve	Two playing fields (AFL/cricket/soccer), two netball courts, pavilion, car parking, large local playground, paths, seating, shelter	Davis Road Community Hub
4	3	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground	Should incorporate existing mature trees
5	2	1.00	Unencumbered Passive Local Park	Paths, seating, shelter, local playground, BBQ facilities	Linked to linear corridor
6	2, 3	0.60	Unencumbered Passive Local Park	Paths, seating, public art	Should cater for public uses linked to Local Town Centre (i.e. markets, public gatherings)
7	2, 3	0.35	Unencumbered Passive Local Park	Paths, seating, public art	Should cater for public uses linked to Local Town Centre (i.e. markets, public gatherings)
8	4	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground	
9	5	8.64	Active Recreation Reserve	Two playing fields (AFL/cricket), 6 tennis courts, pavilion, car parking, large local playground, skate park, paths, seating, shelter	Diggers Rest Community Hub
10	9	1.00	Indoor Recreation Facility	Paths, seating, shelter, local playground, BBQ facilities	Co-located with Diggers Rest Primary School and Diggers Rest Community Hub
11	6	1.00	Unencumbered Passive Local Park	Paths, seating, shelter, local playground, BBQ facilities	Co-located with linear corridor and conservation area
12	7	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground	

PARK	PROPERTY NUMBER	SIZE HECTARES)	TYPE	FACILITIES	OTHER ATTRIBUTES
13	Plumpton Road reserve	0.35	Unencumbered Passive Local Park	Paths, seating	Co-located with retarding basin
14	11	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground, BBQ facilities	Co-located with Norm Raven Reserve and local retarding basin
15	1, 2, 6	21.05	Encumbered Passive Open Space - Linear Waterway and Retarding Basins	Shared trail (3m) on both sides of reserve, seating, multiple wetland areas	Major open space feature of precinct
16	4	0.66	Encumbered Passive Open Space - Retarding Basin	Paths, seating, shelter, local playground, BBQ facilities	Vantages from Houdini Drive and Plumpton Road
17	8	1.89	Encumbered Passive Open Space - Retarding Basin	Paths, seating, shelter, local playground, BBQ facilities	Vantages from Diggers Rest-Coimadai Road
18	9	0.48	Encumbered Passive Open Space - Retarding Basin	Paths, seating, shelter, local playground, BBQ facilities	Vantages from Vineyard Road and co-located with local park
19	11	0.60	Encumbered Passive Open Space - Retarding Basin	Paths, seating, shelter, local playground, BBQ facilities	Co-located with local park and Norm Raven Reserve
20	1	0.77	Encumbered Passive Open Space - Retarding Basin	Paths, seating, shelter, local playground, BBQ facilities	
21	1	1.00	Western Water Pump Station - indicative location	Pump Station	To serve the wider precinct
22	2	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground, BBQ facilities	Co-located with heritage site
23	11	0.75	Unencumbered Passive Local Park	Paths, seating, shelter, local playground	

-  Precinct Boundary
-  Road Network
-  Key Local Access Street
-  Railway line & Station
-  Calder FWY / Vineyard Road Interchange
-  Melbourne Airport Environs Overlay
-  Local Town Centre
-  Opportunity for Convenience Retail
-  Conventional Density Residential
-  Medium Density Residential
-  High Density Residential
-  Employment
-  Existing Heritage Site
-  Future Urban Area
-  Existing Settlement



plan 7
 town centres & employment
 diggers rest precinct structure plan
 Amendment C181, May 2017



3.3 TOWN CENTRE AND EMPLOYMENT

REQUIREMENTS

EMPLOYMENT AREA	
R37	An Urban Design Framework Plan must be prepared and approved by the Responsible Authority prior to the use, development and subdivision of the employment land.
R38	<p>The Urban Design Framework Plan must:</p> <ul style="list-style-type: none"> Address key view lines and sight lines into and out of the area and incorporate within the overall design. Locate manufacturing and industrial uses with adverse amenity potential at suitable distances from residential interfaces and incorporate management measures where required. <p>The interface with road network will:</p> <ul style="list-style-type: none"> create a high amenity, visually attractive environment conducive to the development of built form with active and articulated frontages, including uses such as office and manufacturing and service industry employment encourage the location of gateway buildings and landscape features at the Vineyard Road intersections and key vistas provide a visually attractive landscaped environment along roads leading to and within the employment land. <p>Show how the employment land relates to and responds positively to the adjacent activity centre and residential land through high quality urban design treatments.</p> <p>Set out measures to avoid long blank walls with minimal visual interest along road frontages.</p>

DIGGERS REST LOCAL TOWN CENTRE

The Diggers Rest Local Town Centre is located at the intersection of Vineyard Road and Houdini Drive and is central to the Diggers Rest PSP area. The Local Town Centre is in close proximity to the existing residential community of Diggers Rest and is easily accessible from the Calder Freeway.

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

A 'main street' model will be applied to the design of the Diggers Rest Local Town Centre to reflect the history and character of the Diggers Rest community. The Local Town Centre will be permeated with elements of 'green' through linear open spaces and the existing active open space. The inclusion of 'green' areas within and around the Local Town Centre will provide a pleasant outlook for medium and high density housing around the Local Town Centre.

A high quality public space will be provided in the the Local Town Centre and become the centre of activity for the community. The public space will provide integration of activity within the Local Town Centre with the activity associated with the retail core, community facility and other town centre uses.

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

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

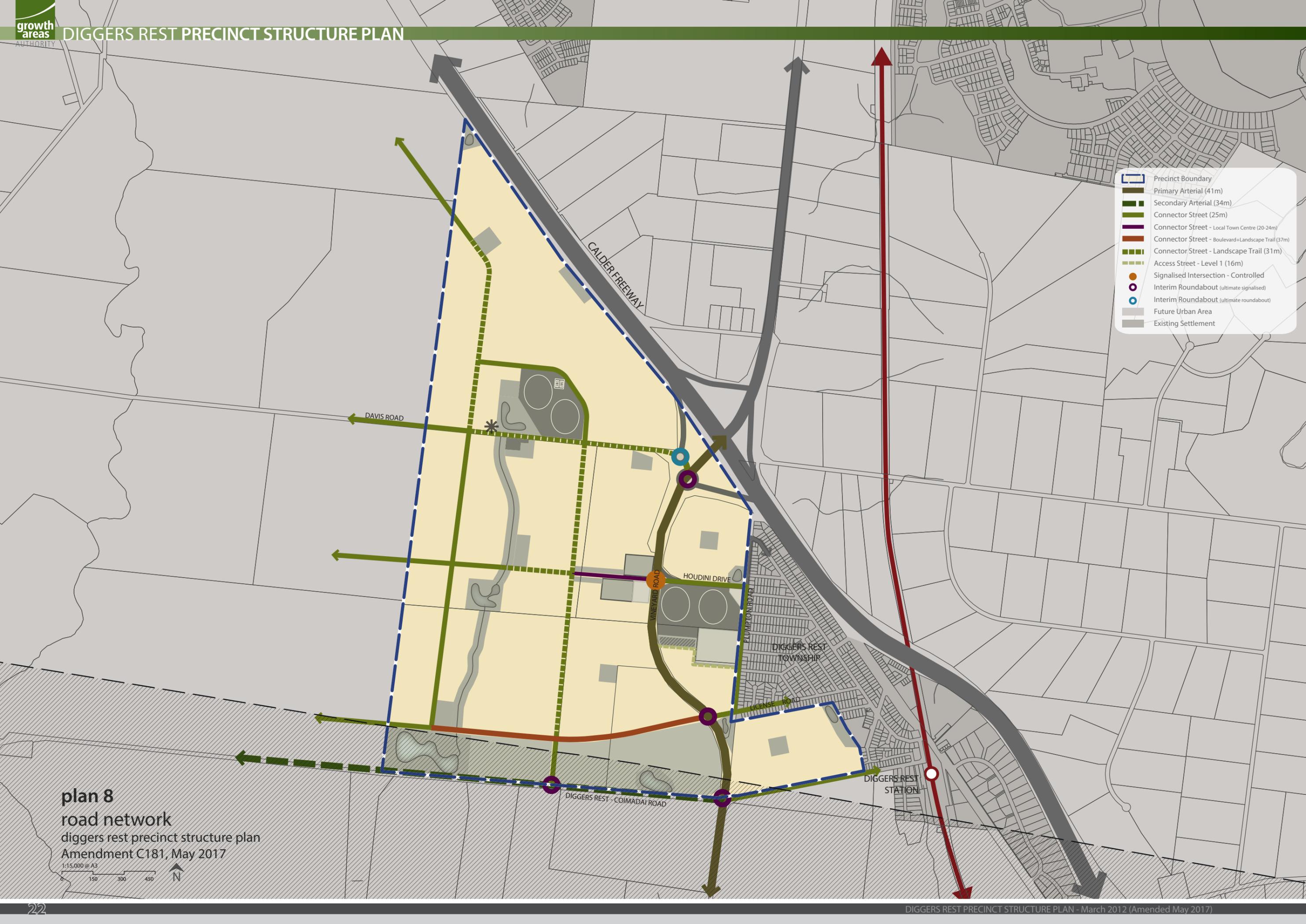
REQUIREMENTS

LOCAL TOWN CENTRE	
R39	Retail floor space must not exceed 6000m ² without a planning permit.
R40	The Local Town Centre must be located in the areas shown on Plan 2 Future Urban Structure.
R41	The Local Town Centre design must respond to the concept plan shown at Figure 2.
R42	Land uses must be located generally in accordance with the locations and general use terms identified on the Local Town Centre Concept Plan (Figure 2). The Local Town Centre uses include: <ul style="list-style-type: none"> • A maximum of one full line supermarket and supporting specialty stores • Cafe, restaurant and take-away premises • Commercial premises which could include such uses as office, medical, showroom, home office and child care uses • Mixed use which may include home/office and the provision of retail, commercial and/or residential use • Community facility • Car parking • Medium and high density housing • Linear open space.
R43	The Local Town Centre must have a strong relationship and orientate towards the connector road (Local Town Centre Zone) and provide connections to the linear open space to the west and the active open space to the east.
R44	The design of the Local Town Centre must address the key view lines into and throughout the centre. Particular consideration needs to be given to the intersection of the Vineyard Road and the connector road (Local Town Centre Zone) and the built form outcomes on the corner due to the prominence and role of the intersection as the 'arrival' point to the Local Town Centre. Consideration should also be given to the medium density residential outcomes to the west of the connector road (Local Town Centre Zone) and how this built form can contribute to the amenity and character of the Local Town Centre entrance from the west.
R45	Supermarkets and secondary anchors must have frontages that directly address the connection road (Local Town Centre Zone) or town square so that the use integrates with and promotes activity within the street.
R46	Local Town Centres must include provision for commercial uses including office.
R47	Buildings as part of the Local Town Centre must: <ul style="list-style-type: none"> • Provide primary access to tenancies from the connector road (Local Town Centre Zone), where appropriate • Be built to the street front. Where buildings are set back from the street front, the frontage of the building must be active and must be designed in a way which contributes to the public domain • Include car parking and service infrastructure to the rear or side of the main street frontage.

R48	Building facades on side streets (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activity or visual interest.
R49	Key locations within the Local Town Centre will require features of interest to be incorporated into the built form and landscape outcomes (refer to Local Town Centre Concept Plan). Features of interest may include: <ul style="list-style-type: none"> • Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements) • Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade • Strong vertical elements • Balconies • Roof and/or wall articulation • Feature colours or materials which are sympathetic to the sites surrounds.
R50	Circulation and permeability throughout the Local Town Centre must ensure that key destinations within the Local Town Centre are easily accessible by walking or cycling. In particular, north-south connections between residential areas, the retail core, the town square and the community facility must be provided. East-west connections beyond the Local Town Centre must also be considered to connect the existing and future residential communities to the Local Town Centre.
R51	Active and articulated frontages must be located to face Vineyard Road, the connector road (Local Town Centre Zone), town square, active open space and the linear open space which runs east/west along the connector road (Local Town centre zone).
R52	The town square (or similar) must have a strong relationship between the anchor retail, specialty retail, commercial uses and the community facility. In addition, a town square which facilitates movement north-south across the connector road (Local Town Centre zone) and connects the uses on each side of this road is encouraged. The final configuration of the town square must promote passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination and supports a range of uses. The area of the town square must be a minimum of 500m ² .
R53	Consideration must be given to pedestrian movement north-south across the connector street connecting the linear open space. Opportunities for a pedestrian crossing should be explored in conjunction with determining bus stop locations.



Figure 2: Local Town Centre Land Use Concept Plan



- Precinct Boundary
- Primary Arterial (41m)
- Secondary Arterial (34m)
- Connector Street (25m)
- Connector Street - Local Town Centre (20-24m)
- Connector Street - Boulevard+Landscape Trail (37m)
- Connector Street - Landscape Trail (31m)
- Access Street - Level 1 (16m)
- Signalised Intersection - Controlled
- Interim Roundabout (ultimate signalised)
- Interim Roundabout (ultimate roundabout)
- Future Urban Area
- Existing Settlement

plan 8
road network
diggers rest precinct structure plan
Amendment C181, May 2017

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3.4 TRANSPORT

REQUIREMENTS

TRANSPORT: PUBLIC TRANSPORT	
R54	Bus stop facilities must be constructed by development proponents as part of the subdivision works (prior to the issue of a statement of compliance for the relevant stage) in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport. The Department of Transport is to nominate the location and type of bus stops to be provided by the developer.
R55	The bus stop facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian / shared path.
R56	The bus stop facilities must be designed as an integral part of activity centres and activity generating land uses, such as schools, sports fields and employment areas.

REQUIREMENTS

TRANSPORT: STREET NETWORK	
R57	Street layouts of individual subdivisions must integrate to: <ul style="list-style-type: none"> • Form a coherent movement network across the wider precinct • Ensure no dwelling is disadvantaged by poor access to open space or facilities.
R58	Access to Vineyard Road and Diggers Rest-Coimadai Road from connector and/or local access roads must be to the satisfaction of VicRoads.
R59	Staging of subdivisions is to provide for the timely connection of road links between properties and to the collector and arterial road network and the off-road pedestrian and bicycle network to the satisfaction of the Responsible Authority.
R60	Roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
R61	Driveway access to lots fronting arterial or sub-arterial roads must be provided from local road or rear lanes only. Service roads may be considered in exceptional circumstances, subject to agreement of the coordinating road authority.
R62	Street blocks lengths must not exceed 200 metres. Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres in width.
R63	Access streets must be constructed by development proponents along the western boundary of the precinct to generally accord with a Level 2 Access Street (Road Cross Section Figure 5) to the satisfaction of the Responsible Authority, but must take consideration of the additional note with respect to access streets providing a rural interface.
R64	Roads must be constructed generally in accordance with Road Cross Section Figures 3, 4, 5, 6, 7, 8, 9 and 10.

GUIDELINES

TRANSPORT: STREET NETWORK	
G35	Street layouts should provide multiple convenient routes to major destinations such as Diggers Rest Station, Diggers Rest Local Town Centre, Diggers Rest community hub and Davis Road community hub.
G36	Use of cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
G37	Intersections of local connector road with Vineyard Road and Houdini Drive should be designed to facilitate the safe and convenient movement of pedestrians and public transport between the eastern and western areas of the precinct.
G38	The street network should be developed to allow interim and ultimate access to the precinct, noting interim access from Vineyard Road and Diggers Rest-Coimadai Road for the initial stages of development.

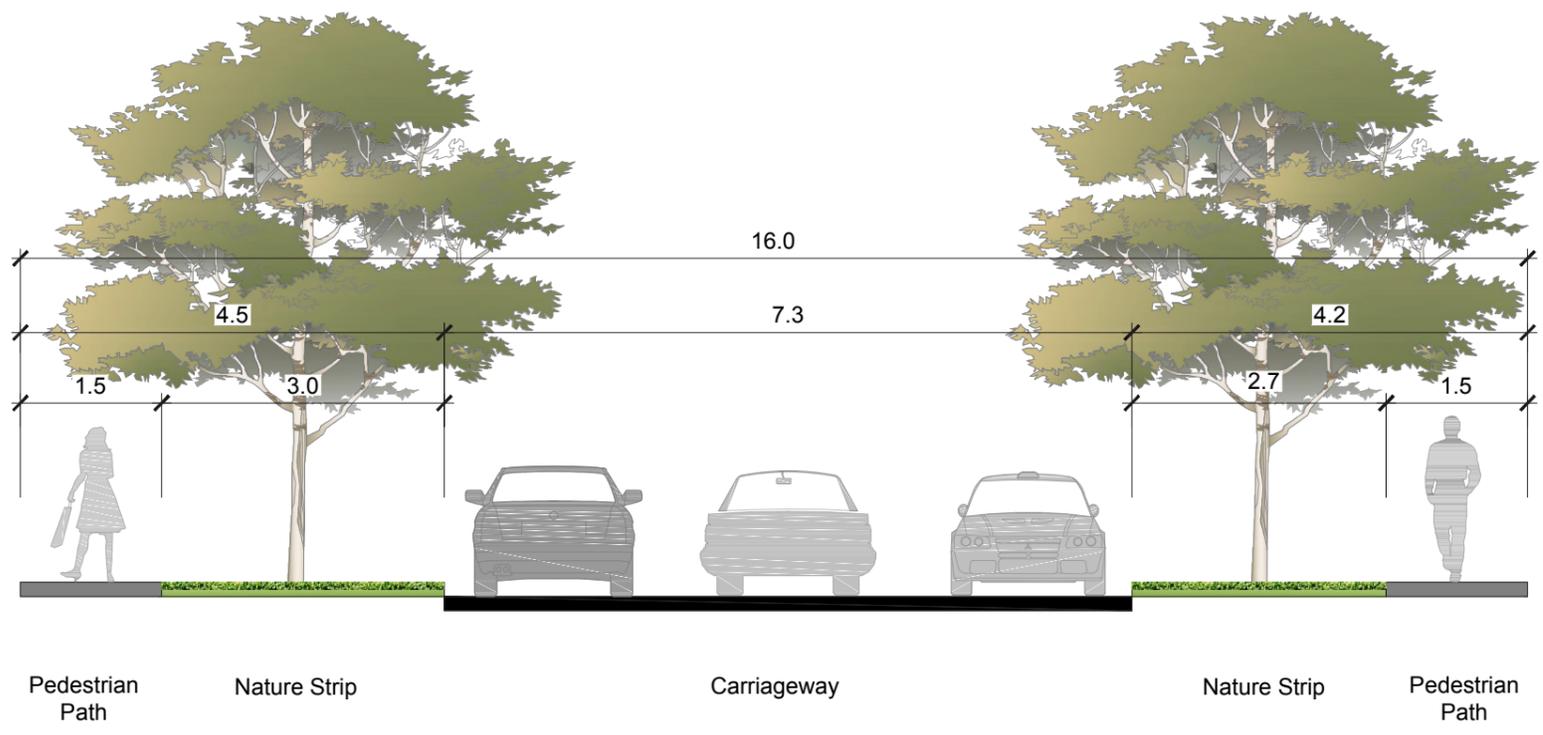


Figure 3: Access Place / Access Street Level 16m

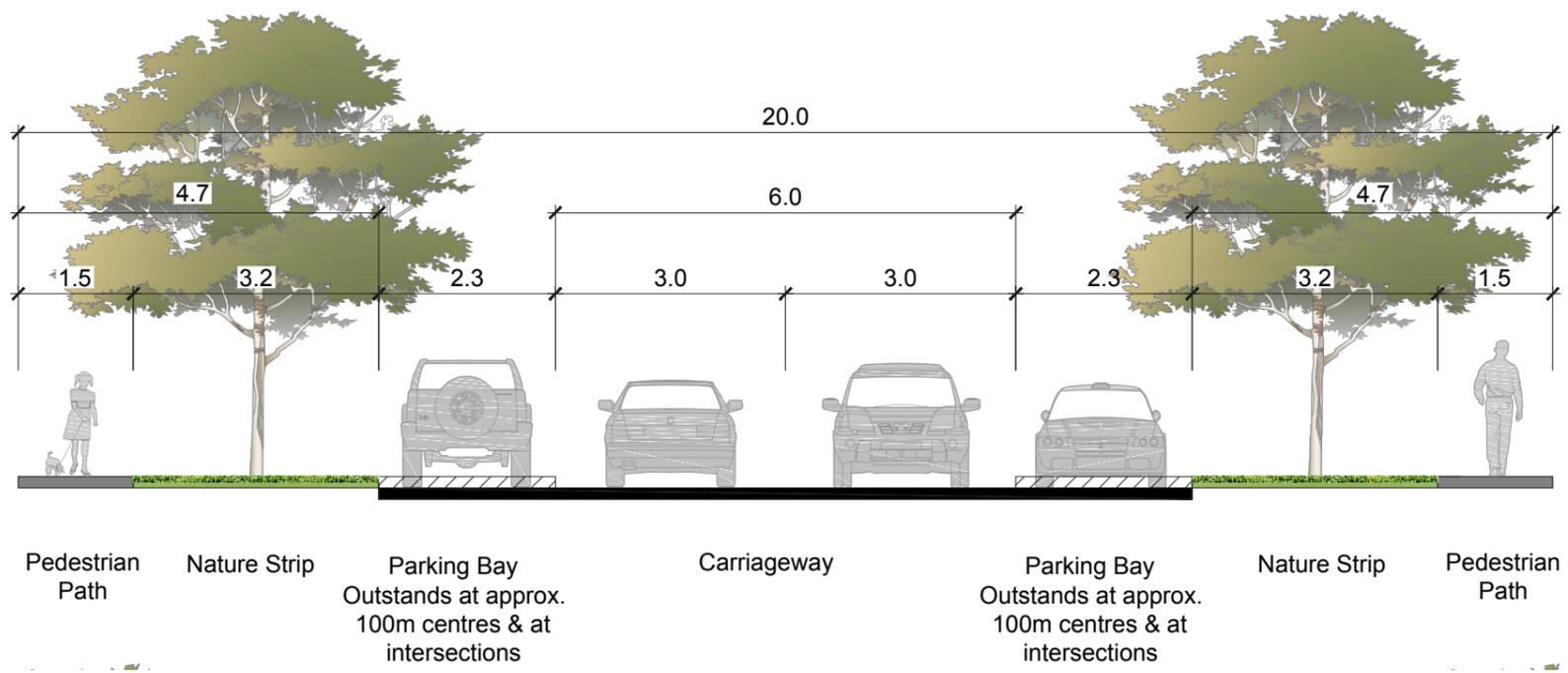


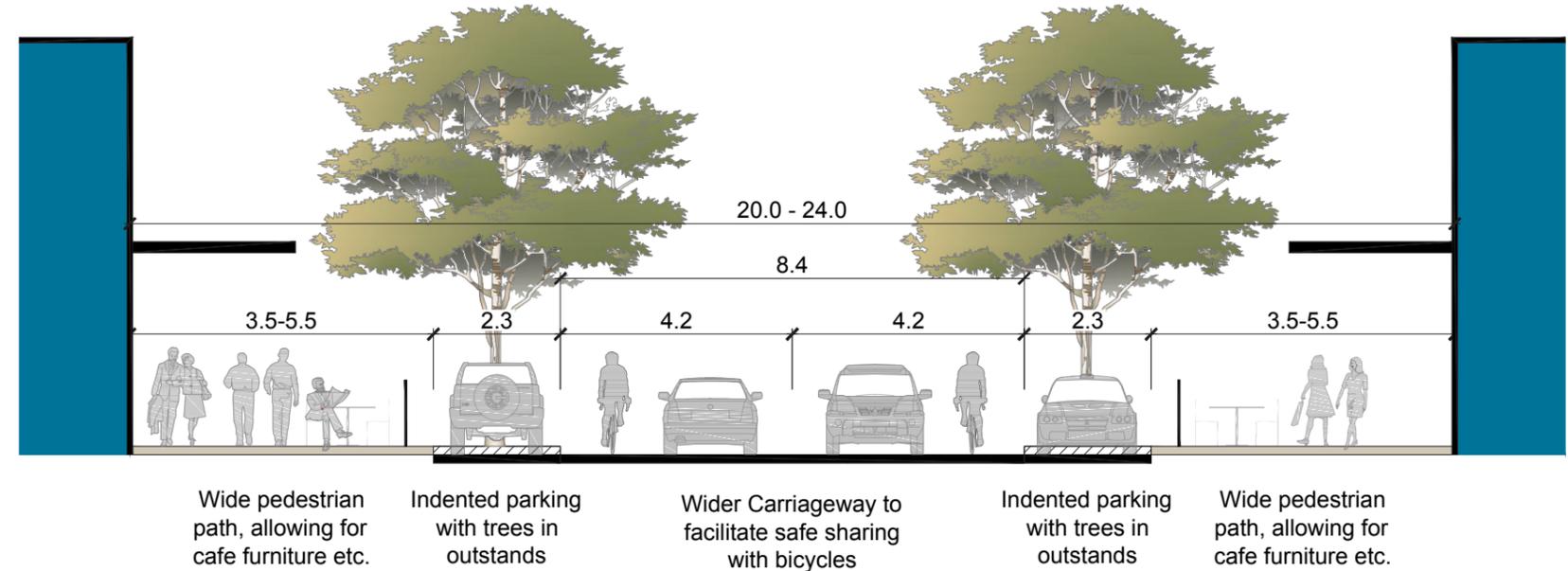
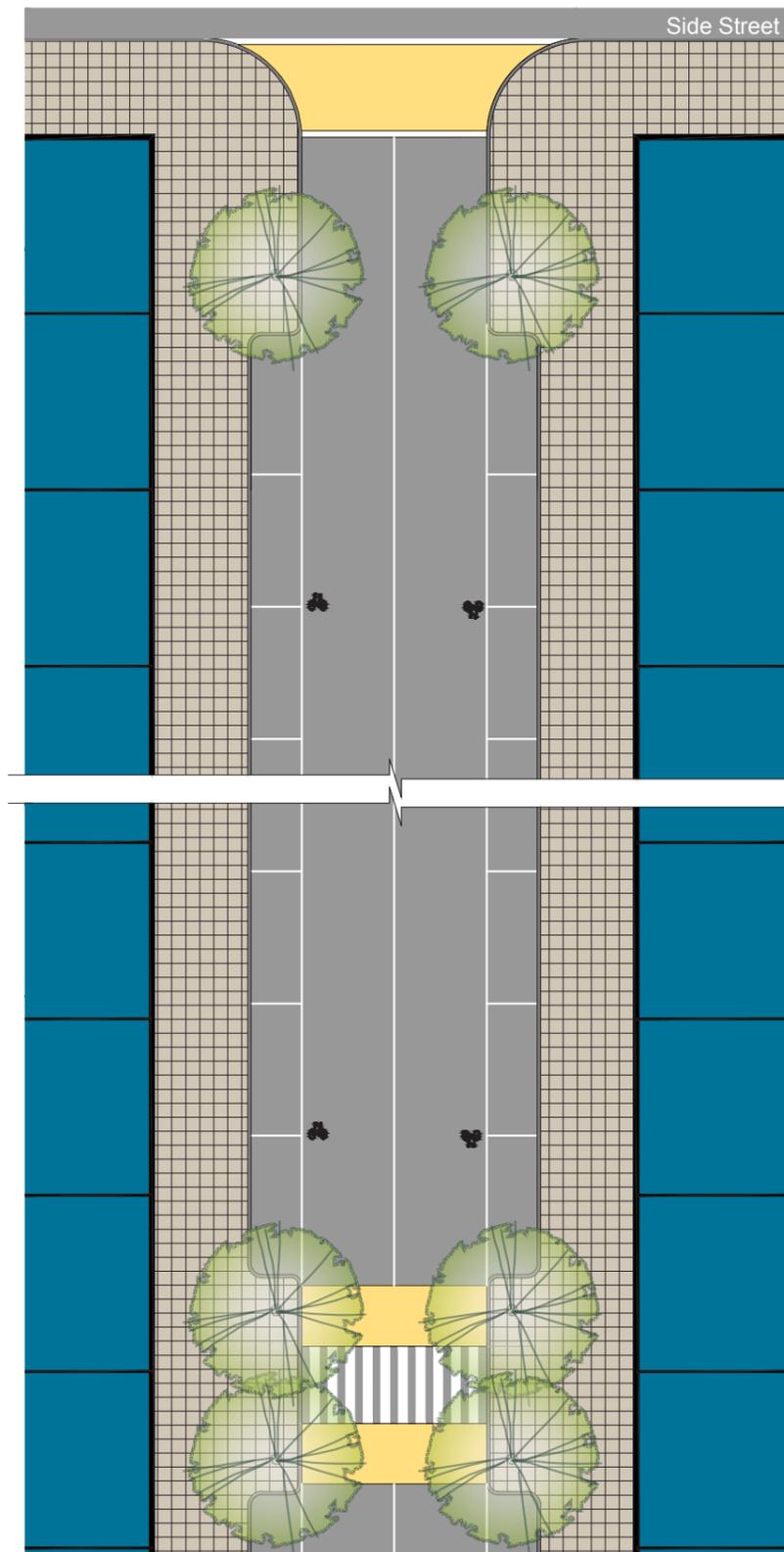
Figure 4: Access Street Level 2 20 m

NOTE:

Access streets providing a rural interface along the western boundary of the precinct may

- Provide 3.2 metres of planted nature strip on the westernmost side of the Cross Section as an alternative to the 4.7 metres of nature strip / pedestrian path
- Exclude 2.3 metres of parking bay on the westernmost side of this cross section

Access streets providing a rural interface along the western boundary of the precinct must have regard to requirements and guidelines



An undivided connector road through the Local Town Centre (LTC) must have a cross section containing a parking lane of 2.3m, a bicycle lane of 1.7m and a traffic lane of 3.5m for each direction of travel (as in "Undivided Connector Road - A" of the *Public Transport Guidelines for Land Use and Development 2008*), unless otherwise approved in writing by the Director of Public Transport.

The Director may approve an alternative cross section providing a parking lane of not less than 2.3m and a shared bicycle/traffic lane of not less than 4.2m for each direction of travel (as in "Undivided Connector Road - B" of the Guidelines). This option is shown here.

A request to construct an alternative cross section may be made where a main street Local Town Centre (LTC) with retail and commercial development on both sides of the connector road is proposed and:

1. a bus service is not expected to utilise that segment of the LTC connector (e.g. an alternative route is proposed); or
2. a bus service is expected to utilise that segment of the LTC connector and:

- pedestrian accessibility and safety is the primary transport objective,
- there will be no prejudicial impact on public transport services,
- the connector does not form part of the Principal Public Transport Network,
- the connector is expected to carry three (3) services or less per hour each way under current bus service provision standards,
- the posted speed limit is proposed to be 40km/h or lower,
- the length of the "Undivided Connector Road - B" section is less than 250m and
- there is no proposal to locate a use which would generate significant volumes of bicycle traffic such as a school, community facility, sporting facility or place of assembly, in or adjacent to the LTC and a nearby alternative cycling route is available.

Plan View

Note:

- Final design of LTC main street will occur as part of LTC urban design framework
- A design speed environment of 40km/h should be provided

Figure 5: Main Street / Connector for Local Town Centre 20-24m

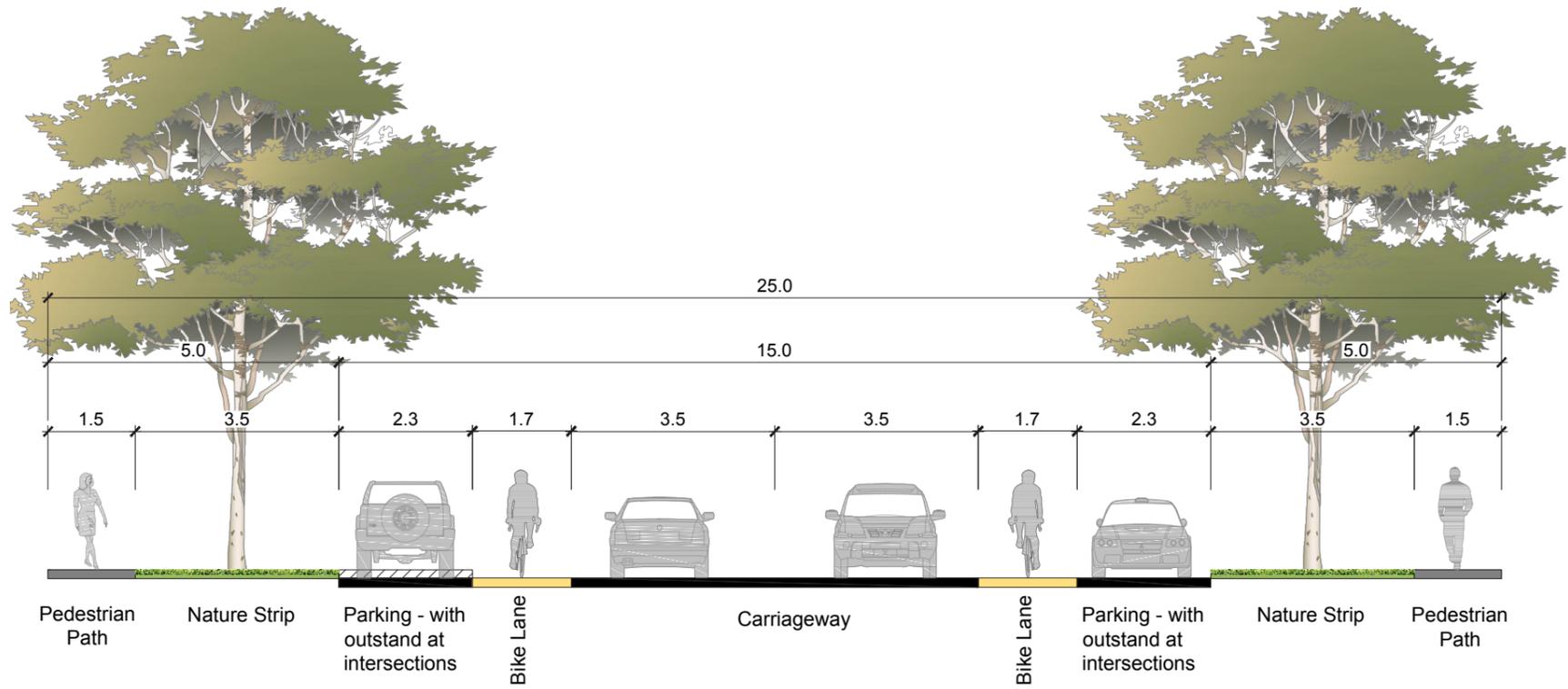
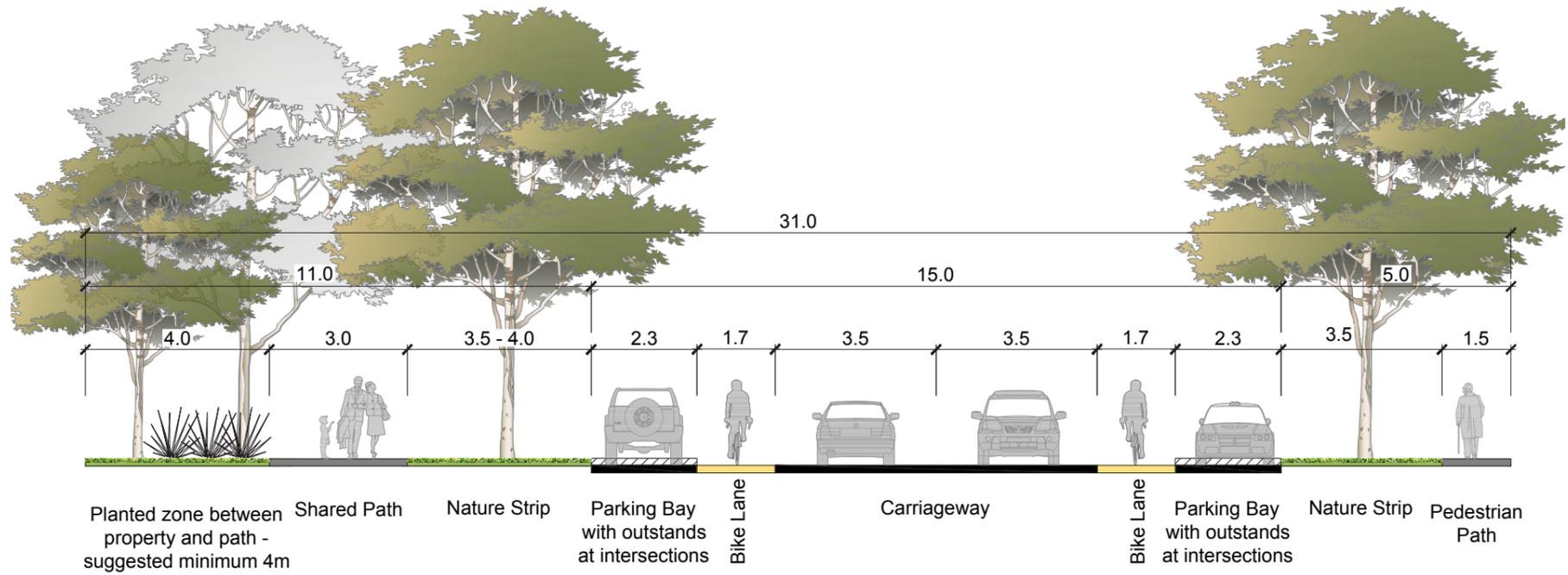
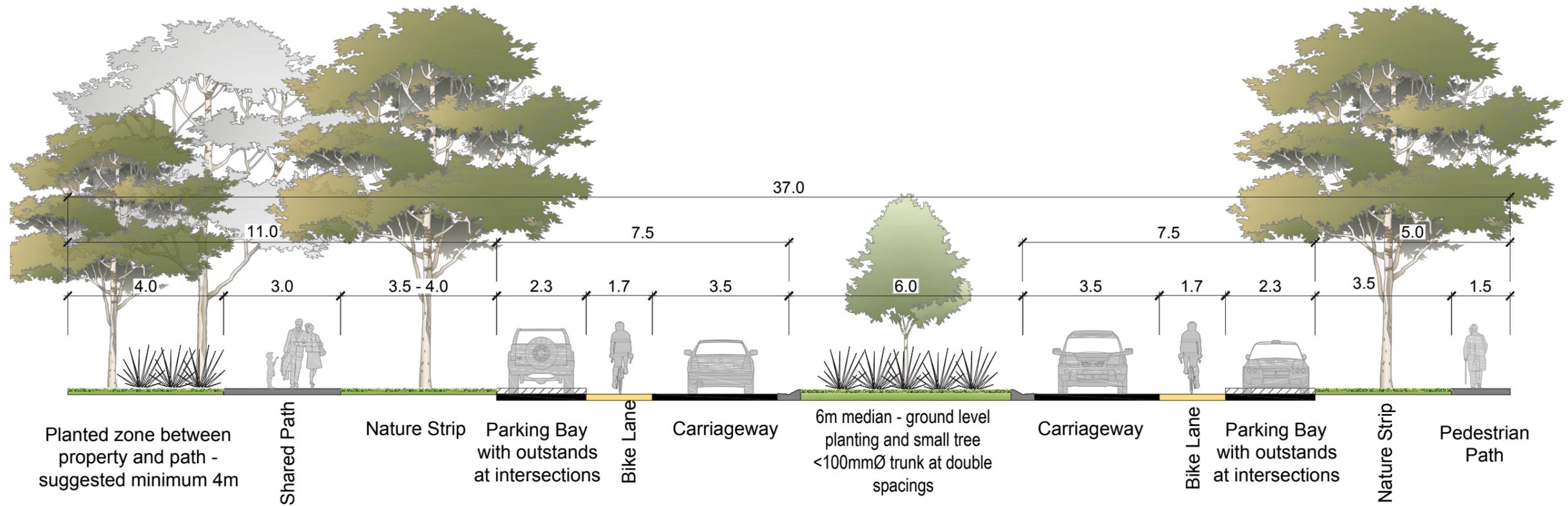


Figure 6: Connector Street - Residential 25m



Note
Shared landscaped trails to be used along targeted strategic streets, connecting key destinations and activities. Where they are used, a minimum appropriate offset from property boundaries, to allow for sufficient sight-lines, is required. Measures to reduce the frequency and number of vehicle crossings, and the frequency of street intersection should also occur along these trails.

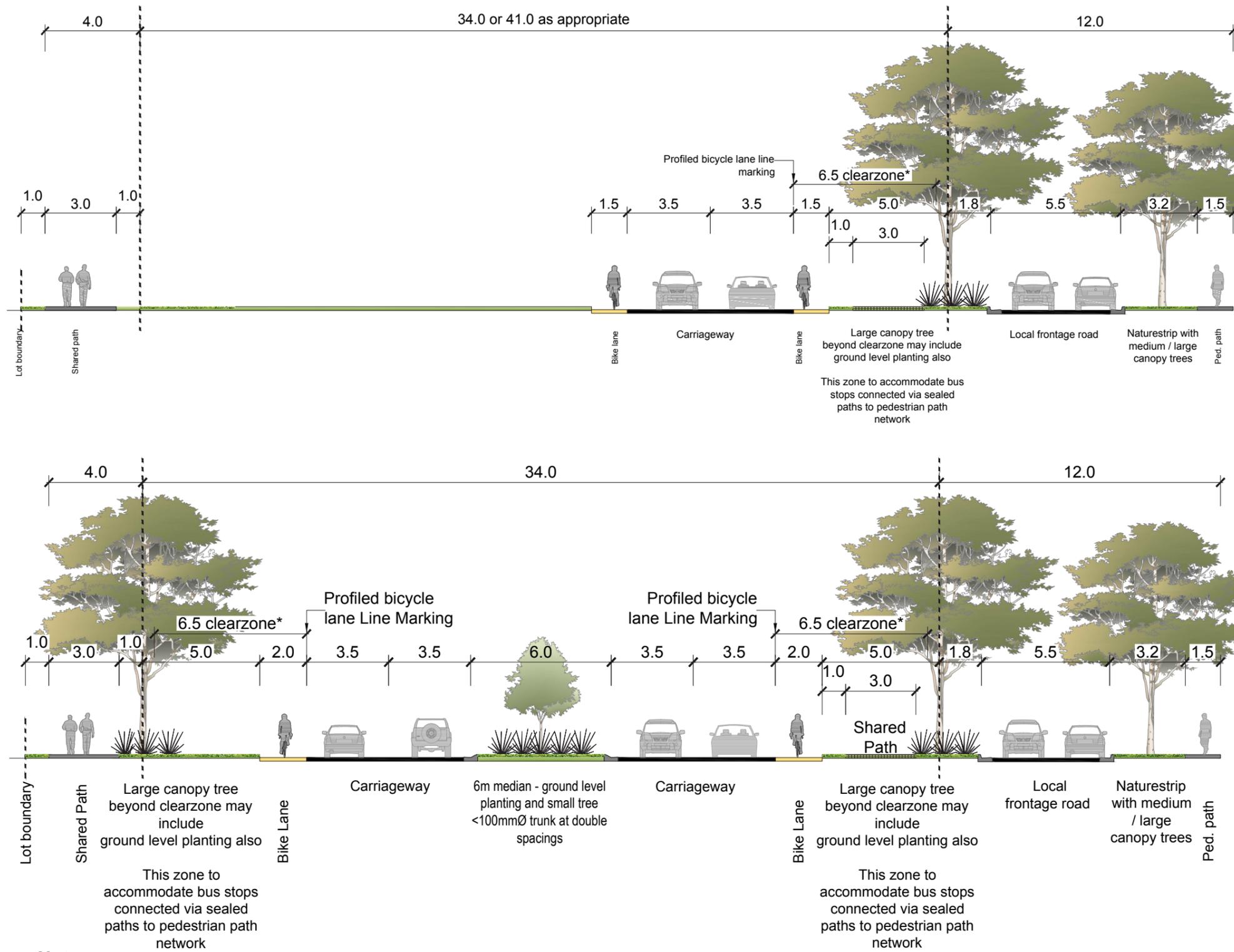
Figure 7: Connector Street - Residential with Shared Landscape Trail 31m



Note

Shared landscaped trails to be used along targetted strategic streets, connecting key destinations and activities. Where they are used, a minimum appropriate offset from property boundaries, to allow for sufficient sight-lines, is required. Measures to reduce the frequency and number of vehicle crossings, and the frequency of street intersection should also occur along these trails.

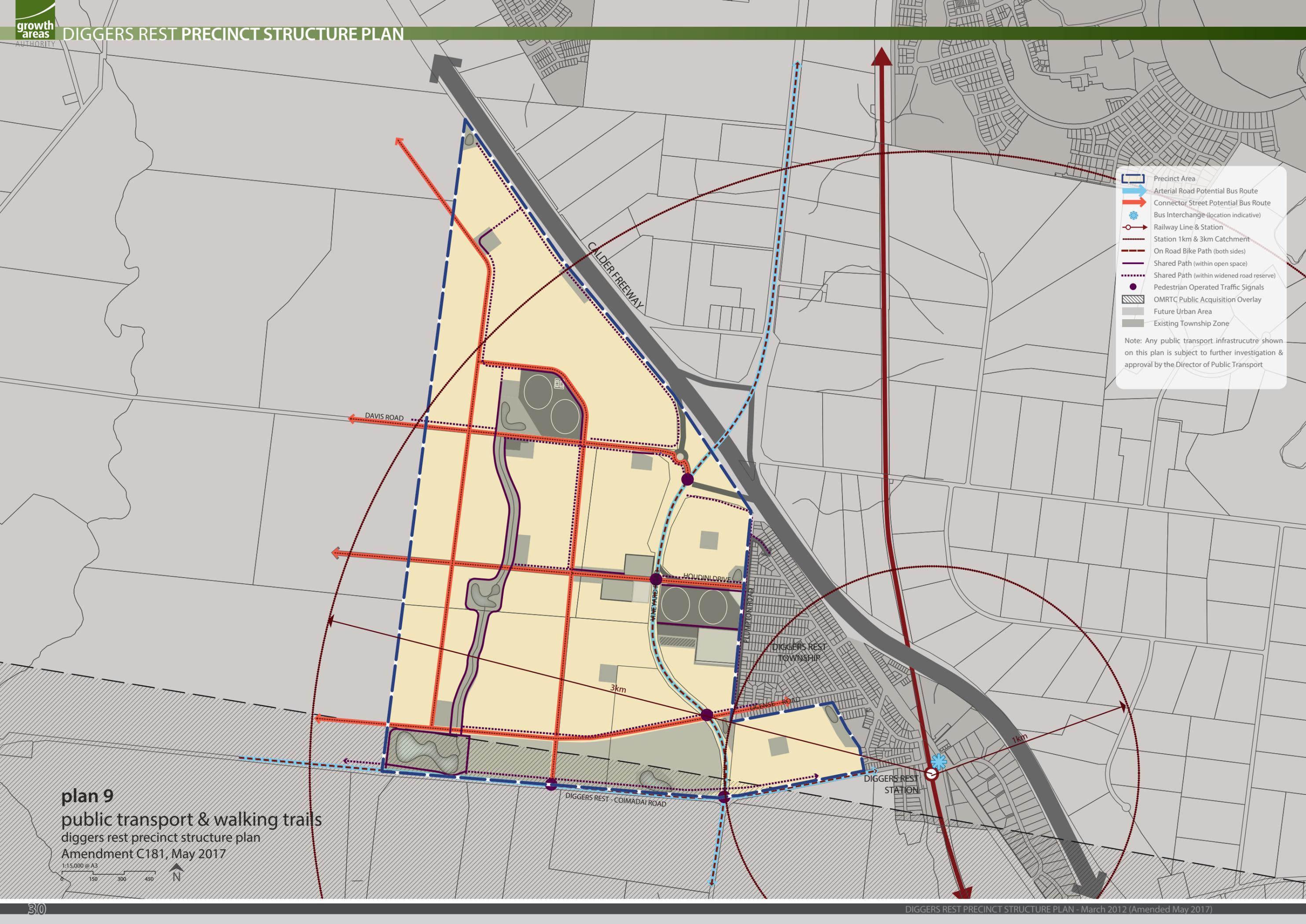
Figure 8: Residential Employment Divider with Shared Landscape Trail 37m



Note

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

Figure 9: Initial Road Construction 34m (above) and Ultimate 4 Lane Secondary Arterial 34m (below)



- Precinct Area
- Arterial Road Potential Bus Route
- Connector Street Potential Bus Route
- Bus Interchange (location indicative)
- Railway Line & Station
- Station 1km & 3km Catchment
- On Road Bike Path (both sides)
- Shared Path (within open space)
- Shared Path (within widened road reserve)
- Pedestrian Operated Traffic Signals
- OMRTC Public Acquisition Overlay
- Future Urban Area
- Existing Township Zone

Note: Any public transport infrastructure shown on this plan is subject to further investigation & approval by the Director of Public Transport

plan 9
 public transport & walking trails
 diggers rest precinct structure plan
 Amendment C181, May 2017



REQUIREMENTS

TRANSPORT: WALKING & CYCLING	
R65	Walking and cycling networks, including pedestrian and local road bridges across the linear waterway, must be constructed by development proponents as part of subdivision works.
R66	Pedestrian paths must be shown on both sides of connector and access streets.
R67	Pedestrian and cycle crossing points must be provided at all intersections and on key desire lines.
R68	Cycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and activity centres.

GUIDELINES

TRANSPORT: WALKING & CYCLING	
G39	Location of pedestrian and cycle paths should be located to provide for passive surveillance.
G40	Cycle connections should be designed to allow for the safe and convenient transition between on-road and off-road networks.

3.5 WATER AND UTILITIES

REQUIREMENTS

WATER	
R69	Final design of the linear waterway and all drainage retarding basins must be approved by both the Responsible Authority and Melbourne Water.
R70	Development must be in accordance with the Development Services Scheme prepared by Melbourne Water for the precinct.
R71	Storm water conveyance must be designed to the satisfaction of Council and in accordance with the Development Services Scheme prepared by Melbourne Water for the precinct.
R72	Drainage systems must provide for a suitable buffer from urban development and contain ephemeral water bodies to enable the replication of natural flows and provide habitat for local species.
R73	Development must conform to the relevant policies and strategies being implemented by Council, Melbourne Water and the water retail authority, including any approved Integrated Water Management Plan.

GUIDELINES

WATER	
G41	Corridors and buffers along waterways should be designed and constructed to protect water quality and public health and safety.
G42	Integrated water management systems should be designed to maximise habitat values for local flora and fauna species.
G43	Development should exceed best practice environmental standards for stormwater treatment prior to discharge into receiving waters.
G44	Development should maintain water flow regimes (flow intensity, duration etc) at pre-development levels.
G45	Water infrastructure (beyond the allotment boundary) should be provided by development to enable the potential reduction in portable water consumption of no less than 50% of personal consumption use as defined in the Central Region Sustainable Water Strategy.

REQUIREMENTS

UTILITIES	
R74	All lots must be provided with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications to the satisfaction of the relevant authority.
R75	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground.
R76	New substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding neighbouring and to minimise amenity impacts.
R77	All dwellings and businesses must have access to the broadband network.
R78	If required, the pump station within the precinct, as shown on Plan 5 as Open Space 21, must be designed to the satisfaction of the water authority.

GUIDELINES

UTILITIES	
G46	Electricity substations should be located outside of key view lines and screened with vegetation.
G47	The design of subdivision electricity infrastructure must consider the practicality of removing any existing above ground electricity lines by re-routing lines underground through the subdivision.
G48	The Water Sewerage Pump Station shown on Plan 5 as Open Space 21 should be designed to minimise visual impacts on the surrounding residential development.

3.6 PRECINCT INFRASTRUCTURE AND DEVELOPMENT STAGING

The Precinct Infrastructure Plan (PIP) at Table 4 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
- Capital works projects by Council, State government agencies and non-government organizations.

REQUIREMENTS

INFRASTRUCTURE DELIVERY	
R79	<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"> • Connector roads and local streets • Local bus stop infrastructure • Landscaping of all existing and future roads and local streets • Intersection works and traffic management measures along arterial roads, connector streets, and local streets • Council approved fencing and landscaping (where required) along arterial roads • Local pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within local parks (except those included in the Development Contributions Plan) • Bicycle parking facilities in convenient locations at key destinations such as parks and activity centres • Basic improvements to local parks / open space including levelling, grassing, tree planting and local paths consistent with the Councils required construction standards • Local drainage systems and associated pedestrian bridges • Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Drainage Scheme), electricity, gas, and telecommunications.
LAND BUDGET	
R80	<p>The detailed land budget included in Section 2.3 clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process unless the Responsible Authority agrees to a variation.</p>
PROVISION OF PASSIVE OPEN SPACE	
R81	<p>Passive open space must be provided in accordance with Clause 52.01. If a property has equal to or less than the percentage nominated in Clause 52.01 this land must be provided to the Responsible Authority at no cost. If a property has less than the percentage nominated in Clause 52.01, the land owner must make up the balance by way of a cash in lieu payment. The cash in lieu rate per net developable hectare is revised annually in accordance with the Diggers Rest Development Contributions Plan.</p> <p>Where the amount of passive open space nominated on a property exceeds the percentage nominated in Clause 52.01 the Responsible Authority must negotiate with the land owner to agree on the value of the amount of land in excess of 3.04% of NDA.</p>

GUIDELINES

DEVELOPMENT STAGING	
G49	<p>Staging will be determined largely by the development proposals on land within the precinct and the availability of infrastructure services. Within this context, the following should be achieved:</p> <ul style="list-style-type: none"> • Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/cycling paths • Access to each new lot must be via a sealed road.

Amended by C181 **Table 4: Precinct Infrastructure Plan**

PROJECT CATEGORY	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	"TIMING S=2012-16 M=2016-21 L=2021+"	INCLUDED IN DIGGERS REST DEVELOPMENT CONTRIBUTIONS PLAN?
TRANSPORT					
Road	Vineyard Road	Construction of duplication and triplication of Vineyard Road	VicRoads	L	No
Road	Vineyard Road: Pedestrian Signals	Construction of pedestrian operated signals on Vineyard Road	Melton City Council	S-M	Yes
Road	Diggers Rest Township: Road Upgrade Works	Road upgrade works within existing Diggers Rest Township	Melton City Council	S-M	Yes
Intersection	Vineyard Road and Davis Road: Intersection (ultimate layout)	Construction of signalised 4-way intersection (ultimate layout)	VicRoads	L	No
Intersection	Vineyard Road and Houdini Drive: Intersection (interim layout)	Construction of signalised 4-way intersection (interim layout)	Melton City Council	S	Yes
Intersection	Vineyard Road and Houdini Drive: Intersection (ultimate layout)	Construction of signalised 4-way intersection (ultimate layout)	VicRoads	L	No
Intersection	Vineyard Road and License Road: Intersection (interim layout)	Construction of roundabout (interim layout)	Melton City Council	S-M	Yes
Intersection	Vineyard Road and License Road: Intersection (ultimate layout)	Construction of signalised 4-way intersection (ultimate layout)	VicRoads	L	No
Intersection	Vineyard Road and Diggers Rest-Coimadai Road: Intersection (interim layout)	Construction of signalised 4-way intersection (interim layout)	Melton City Council	S-M	Yes
Intersection	Vineyard Road and Diggers Rest-Coimadai Road: Intersection (ultimate layout)	Construction of signalised 4-way intersection (ultimate layout)	VicRoads	L	No
Intersection	Diggers Rest-Coimadai Road and North South Connector: Intersection (interim layout)	Construction of roundabout (interim layout)	Melton City Council	S-M	Yes
Intersection	Diggers Rest-Coimadai Road and North South Connector: Intersection (ultimate layout)	Construction of signalised 4-way intersection (ultimate layout)	VicRoads	L	No
Intersection	Davis Road and Northbound On-ramp: Intersection (ultimate layout)	Construction of roundabout (ultimate layout)	Melton City Council	S-M	Yes
PUBLIC TRANSPORT					
Bus	Diggers Rest Bus Services	Progressive extension of local bus services to service the precinct	Department of Transport	S-L	No
Bus	Bus Stops	Provision of bus stops to be delivered with local street system as part of subdivision construction approvals	Melton City Council	S-L	No

PROJECT CATEGORY	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	"TIMING S=2012-16 M=2016-21 L=2021+"	INCLUDED IN DIGGERS REST DEVELOPMENT CONTRIBUTIONS PLAN?
COMMUNITY SERVICES					
Community Centre	Multi-purpose Community Centre (Local Town Centre)	Purchase of land (0.8 hectares) and construction of all components of a Level 2 multi-purpose community centre, including kindergarten, Maternal Child Health and meeting spaces	Melton City Council	S-M	Yes
OPEN SPACE					
Active	Davis Road Community Hub: Land Purchase	Purchase of 8.00 hectares of land for active open space required for AR01 and AR02	Melton City Council	S-M	Yes
Active	Northern Playing Fields (Davis Road Community Hub): Construction	Active open space reserve. Construction of 2 playing services (AFL/cricket/soccer), 2 netball courts, 50 car spaces, landscaping and related infrastructure	Melton City Council	M-L	Yes
Active	Northern Pavilion (Davis Road Community Hub): Construction	Construction of pavilion to serve Northern Playing Fields (including all buildings works)	Melton City Council	M-L	Yes
Active	Diggers Rest Community Hub: Land Purchase	Purchase of 1.00 hectares of additional land for active open space	Melton City Council	S-M	Yes
Active	Central Pavilion (Diggers Rest Community Hub): Construction	Construction of new pavilion to serve both ovals at Diggers Rest Recreation Reserve and Diggers Rest Tennis Club (including all building works)	Melton City Council	M-L	Yes
Active	Indoor Active Recreation: Land Purchase	Purchase of 1.00 hectare of land for indoor active recreation facility required for OS02	Melton City Council	S-M	Yes
Active	Diggers Rest Recreation Reserve (Diggers Rest Community Hub): Construction	Upgrade of active open space reserve, including works associated with playing surfaces, car parking, landscaping and related infrastructure	Melton City Council	M-L	Yes
Active	Diggers Rest Tennis Club (Diggers Rest Community Hub): Construction	Construction of 2 additional tennis courts at Diggers Rest Tennis Club	Melton City Council	M-L	Yes
Active	Diggers Rest Bowling Club (Stan Payne Reserve): Upgrade	Facility upgrade works, including synthetic playing surface and lighting	Melton City Council	S-M	Yes
Passive	Linear Waterway	Earthworks, drainage works, landscape construction	Melbourne Water	S-L	No
Passive	Linear Waterway	Trail development and passive park development works	Melton City Council	S-L	No
Passive	Local Passive Parks	Earthworks, drainage works, landscape construction, trail development and passive park development works	Melton City Council	S-M	No
Passive	Local Drainage Retarding Basins	Earthworks, drainage works, landscape construction, trail development and passive park development works	Melton City Council	S-L	No

4.0 APPENDIX

4.1 LOCAL TOWN CENTRE GUIDELINES

APPENDIX A

PRINCIPLES

LOCAL TOWN CENTRES	
<p>Principle 1</p> <p>Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.</p>	<ul style="list-style-type: none"> • Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people. • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km²) of residential development. • Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.
<p>Principle 2</p> <p>Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.</p>	<ul style="list-style-type: none"> • Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade. • Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers. • Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.
<p>Principle 3</p> <p>Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.</p>	<ul style="list-style-type: none"> • Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.
<p>Principle 4</p> <p>Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.</p>	<ul style="list-style-type: none"> • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan. • The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities. • The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns. • The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment. • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan. • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm. • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre. • Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre. • Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level. • Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities. • Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.
<p>Principle 5</p> <p>Focus on a public space as the centre of community life.</p>	<ul style="list-style-type: none"> • A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option. • The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space. • The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment. • The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. • The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre. • The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.

<p>Principle 6</p> <p>Integrate local employment and service opportunities in a business friendly environment.</p>	<ul style="list-style-type: none"> • A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities. • A range of options and locations for office based businesses should be provided within the Local Town Centre. • Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre. • Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process.
<p>Principle 7</p> <p>Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.</p>	<ul style="list-style-type: none"> • Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre. • The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.
<p>Principle 8</p> <p>Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.</p>	<ul style="list-style-type: none"> • The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • The main street should be designed to comply with the relevant cross sections found within the Precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre. • Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces. • The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • All public spaces should respond appropriately to the design for mobility access principles.

Principle 9

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

- Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.
- The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.
- The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.
- Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.
- The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.
- The built form should define the main street and be aligned with the property boundary.
- Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.
- Corner sites, where the main street meets an intersecting and/or arterial road should:
 - Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;
 - Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);
 - Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and
 - Not be developed for standard single storey fast food outcomes.
- Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
- The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.
- Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).
- Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.
- The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
- Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.
- Retail and commercial buildings within the Local Town Centre should generally be built to the property line.
- Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.
- Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
- Urban art should be incorporated into the design of the public realm.
- Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.
- Wrapping of car parking edges with built form, to improve street interface, should be maximised.
- Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.
- Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.
- Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.
- Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

Principle 10

Promote localisation, sustainability and adaptability.

- The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.
- The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
 - Investigating the use of energy efficient design and construction methods for all buildings;
 - Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse;
 - Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;
 - Including options for shade and shelter through a combination of landscape and built form treatments;
 - Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;
 - Promoting passive solar orientation in the configuration and distribution of built form and public spaces;
 - Grouping waste collection points to maximise opportunities for recycling and reuse;
 - Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and
 - Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
- Encourage building design which can be adapted to accommodate a variety of uses over time.
- Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.



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