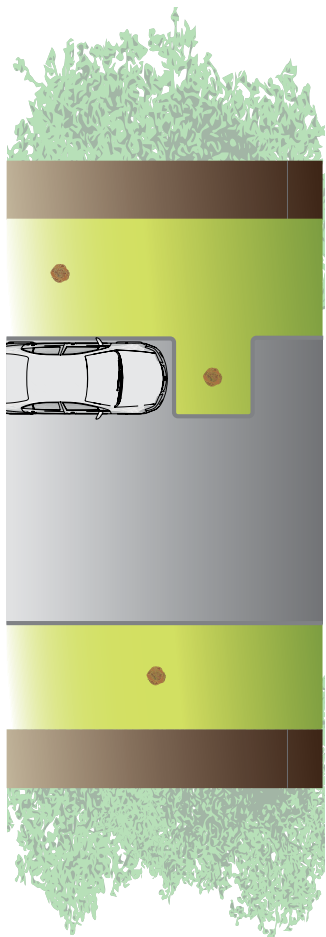
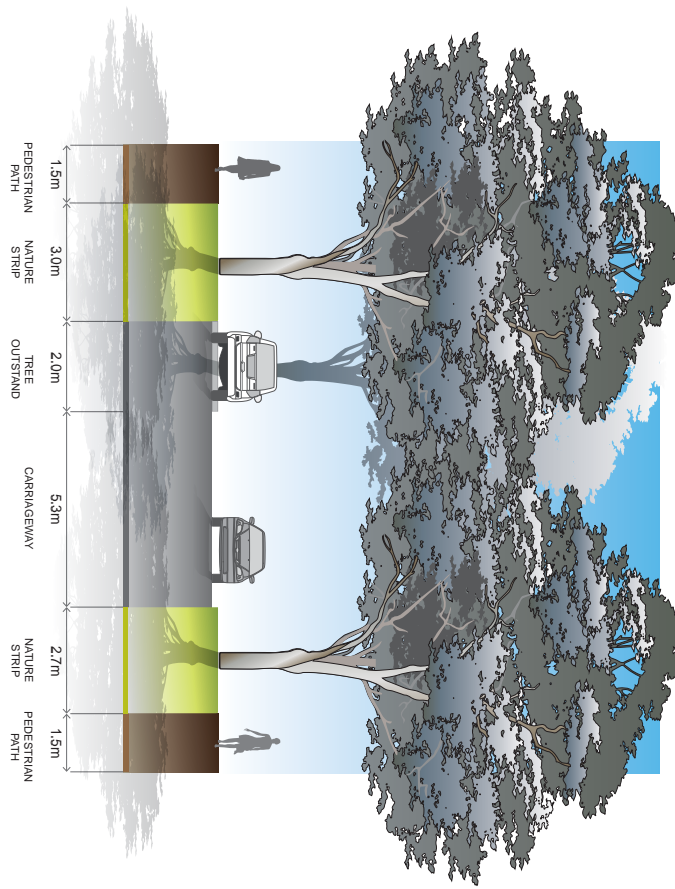


NOTES:

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

## Local Access Level 1 (16m) Variation

### Varying naturestrip widths / meandering carriageway



NOTES:

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

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

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

### ATTRACTING INVESTMENT & SUPPORTING THE COMMUNITY

#### Principle 1

Create a focal point for a diverse range of uses within the town centre that are fully integrated and connected.

#### Principle 2

Create a quality and vibrant mixed use town centre that acts as a business and entertainment focal point and economic hubs of the region it serves.

- Include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, bulky goods retailing and display based retailing
- Provide a range of regional services to the catchment that the town centre serves such as education, health, employment, aged care and civic services
- Attract higher order government, community, civic, education and health services and investment
- Attract leisure, recreation, art and cultural uses and investment
- Provide a range of social and entertainment services such as cafes, restaurants, bars, taverns, hotels, performance venues and regional entertainment facilities
- Encourage local employment and business investment
- Encourage the establishment of serviced apartments and visitor accommodation
- Create a flexible framework that will cater for future growth, expansion and the changing trends for service delivery and investment.

### FOSTERING EMPLOYMENT

#### Principle 3

Integrate employment and service opportunities in a business-friendly environment.

#### Principle 4

Support and promote nearby employment and industrial areas within the region.

- Cater for a substantial amount of employment opportunities including a progressive range of office premises, small scale office/warehouse spaces and office/showroom spaces
- Support and promote nearby employment and industrial areas within the region
- Attract a range of small, medium and large businesses to provide employment opportunities in high quality built form locations, locations with amenity, transport options and infrastructure and an active and vibrant town centre
- Foster the growth of small scale local businesses offering services and products to the local and metropolitan markets
- Create an attractive place to conduct business for workers, clients, customers and suppliers
- Encourage the development of work-from-home and office/living opportunities.

### CONNECTING THE REGION

#### Principle 5

Design the town centre to be pedestrian-friendly and accessible by all transit modes including public transport, while enabling private vehicle access.

#### Principle 6

Create a town centre that is well served by multiple transport routes and located at a major transit stop.

#### Principle 7

Locate the town centre in proximity to arterial roads and intersections.

- Provide the town centre with direct access to the arterial road network
- Ensure the town centre is well serviced by multiple transport modes and routes and promote their use
- Support and do not detract from the network of existing and proposed town centres within the region
- Provide strong connections to, from and within the town centre to promote walking and cycling
- Facilitate the safe and efficient operation at bus services (including bus priority access to any proposed interchange and proposed principal public transport network along Greigs Road and Rockbank Road)
- Provide strong connections to Rockbank Railway Station through the creation of strong and safe pedestrian and cycle connections through the town centre and surrounding residential neighbourhoods.

## CREATING VALUED DESTINATIONS

### Principle 8

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

### Principle 9

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

### Principle 10

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

### Principle 11

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

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

## DELIVERING HOUSING OPTIONS

### Principle 12

Include a range of medium and high density housing and other forms of residential uses within and around the town centre.

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

## RESPECTING THE ENVIRONMENT

### Principle 13

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

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

## PROMOTING SUSTAINABILITY & ADAPTABILITY

### Principle 14

Create a town centre that promotes regional specialisation and differentiation.

### Principle 15

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

- Promote the localisation and regionalisation of services into the centre that will contribute to a reduction of travel distance to access local services and less dependence on the car
- Design the town centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques
- Ensure the town centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

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

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

## Appendix E: Local convenience centre key design principles

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

PRINCIPLES	GUIDELINES
<p><b>Principle 4</b></p> <p>Create a sense of place with high quality engaging urban design.</p>	<ul style="list-style-type: none"> <li>• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the local convenience centre location and its surrounds</li> <li>• The local convenience centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities</li> <li>• The design of each building should contribute to a cohesive and legible character for the local convenience centre as a whole</li> <li>• Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures</li> <li>• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection</li> <li>• The built form should define the primary street frontage and be aligned with the property boundary</li> <li>• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the local convenience centre</li> <li>• Materials and design elements should be compatible with the environment and landscape character of the broader precinct</li> <li>• If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm</li> <li>• Supermarkets with a frontage to the primary street frontage should use clear glazing to allow view lines into the store from the street (planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing)</li> <li>• Secondary access to a supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the primary street frontage</li> <li>• The design and siting of supermarkets should provide an appropriate response to the entire public domain; this includes but is not limited to car parking areas, predominantly routes and streets</li> <li>• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street</li> <li>• Retail and commercial buildings within the local convenience centre should generally be built to the property line</li> <li>• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather</li> <li>• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design</li> <li>• Urban art should be incorporated into the design of the public realm</li> <li>• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the local convenience centre</li> <li>• Wrapping of car parking edges with built form, to improve street interface, should be maximised</li> <li>• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares</li> <li>• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre</li> <li>• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas</li> <li>• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.</li> </ul>



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



## Appendix F: Service placement guidelines

### Standard street cross sections

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

### Non-standard street cross sections

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

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

#### TABLE NOTES

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

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

### General principles for service placement

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

## Appendix G: Open space delivery guidelines

### PASSIVE RECREATION PARK

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

#### LOCAL PARK

(MELTON CITY COUNCIL: LOCAL OPEN SPACE)

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

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

(MELTON CITY COUNCIL: NEIGHBOURHOOD OPEN SPACE)

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

### MUNICIPAL PARK (5 HECTARES OR GREATER)

(MELTON CITY COUNCIL: DISTRICT OPEN SPACE)

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

### REGIONAL PARK

(MELTON CITY COUNCIL: REGIONAL OPEN SPACE)

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

## LINEAR PARK

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

### NEIGHBOURHOOD

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

### DISTRICT

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

### MUNICIPAL

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

## REGIONAL

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

## TOWN SQUARE / URBAN PARK / STATION PLAZA

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

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

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

## CREDITED OPEN SPACE

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

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