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Rockbank Major Town Centre **DRAFT** Urban Design Framework



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for **Melton City Council**

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01 INTRODUCTION

1.1 Purpose of Document

This is the Urban Design Framework (UDF) for Rockbank Major Town Centre (MTC) as identified in the Rockbank PSP.

The purpose of the UDF is to set out an integrated vision for the Rockbank Major Town Centre and guide its use and development. The aim of the UDF is to provide certainty in the guidance of future development within the UDF area to both Council and landowners. The document will focus on establishing and quantifying key principles and objectives rather than focusing on specific design measures and treatments.

The goals of the UDF are:

- Establish a clear and integrated vision for the Rockbank Major Town Centre
- Guide the use and development of the area through objectives and planning and design requirements and guidelines.
- Establish an implementation program of statutory and strategic initiatives.
- Include internal and external consultation with landowners, occupiers (businesses) relevant stakeholders, Council staff, Councillors and the wider community.

1.2 How to use this document

The Rockbank Major Town Centre UDF is arranged into 4 chapters.

Chapter 1 Introduction will include the overall vision for the UDF area in addition outlining the Strategic Principles. The vision and principles have provided a key set of criteria for the design of the town centre. The vision has been referenced in the UDF (chapter 2) and the subsequent design requirements and guidelines (chapter 3)

Chapter 2 Urban Design Framework is organised by broad themes to describe the future of the UDF area. These themes are:

- Urban Structure
- Land Use
- Movement and access
- Public Realm and Community
- Built Form, Massing and Density
- Sustainability and landscape

The themes provide additional detail and guidance for the town centre, extending the vision and strategic principles into the urban structure.

Chapter 3 Design Guidelines will provide additional detail regarding expectations to specific details around the town centre. The guidelines are arranged into two groups - those that must be met and those that should be met.

Chapter 4 Implementation and Staging will outline an indicative staging strategy, the key development drivers and an outline of development land contributions.

1.3 Context

The Rockbank MTC UDF has been developed after the completion of a Gap Analysis which identified at any outstanding issues for the site, and a detailed Background Report, which looked at the specific issues and constraints relevant to the site.

Specialist economic, transport and retail consultants provided input into the Background Report, which have provided recommendations regarding the road network, pedestrian movement, retail and commercial locations and preferred residential precincts.

1.4 Vision

The Rockbank Major Town Centre will be focused around an urban plaza and a High Street that will be closely connected to the Rockbank Station. The Rockbank Train Station will connect residents to employment and education beyond Rockbank, while the Town Centre will be a local centre for residents. The existing Serbian Church will be warmly embraced by the new Town Centre and new sporting facilities and a childcare centre will add depth to the area's community facilities.

The High Street will provide a destinational retail component, while also catering for local residents' every day convenience. The streets will be walkable and bikeable, and footpaths will be designed to encourage urban life and vibrancy. Commuters will be able to cycle safely to and from the Town Centre and end-of-trip amenities will be provided.

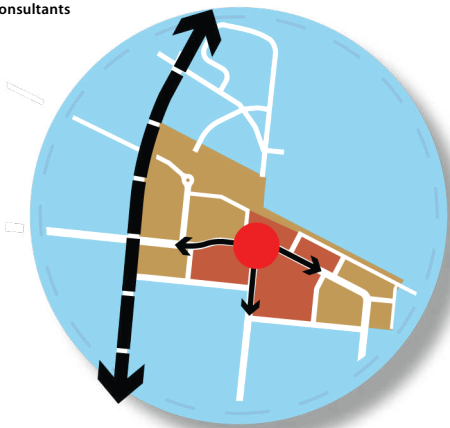
The Rockbank MTC will have its own sense of place and localness through the use of a local palette of materials, and retention of key local artefacts, such as dry stone walls and the existing Church. Medium density living and the pedestrian activity it will bring will support streetlife. The Rockbank Major Town Centre will be an intimate but functional town centre nestled in the heart of the rapidly expanding Western Growth Corridor.

1.5 Strategic Principles

There are several themes that provide a structure to articulate and guide the development of the Rockbank Major Town Centre. These are broken up into strategic goals that will shape the town centre.

While these are broad and flexible, specific requirements and recommendations related to each of these are detailed further in Chapter 3: Design Guidelines.

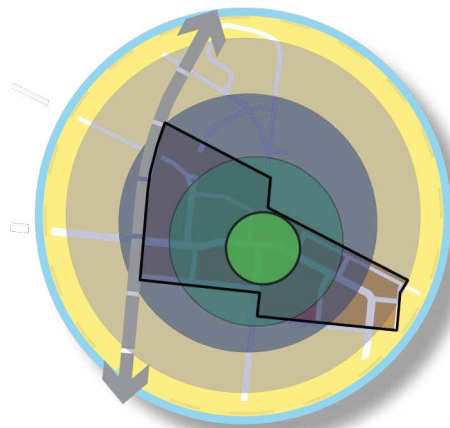
The goals set up the aspirations and tone of the town centre for which applications for development can be assessed against, allowing for a rigorous and transparent design process which is simple to use.



Urban Structure

Principle 1

Centrally located between the station precinct and the core retail area, the heart of the Rockbank Activity Centre is the Rockbank Plaza. It is the space that connects the town and provides the public spine through which the movement of the centre is directed. Seamless transitions will connect residents to the neighbourhoods beyond.



Land Use

Principle 2

The mix of uses allow for a vibrant Town Centre that will include speciality retail in addition to anchor retail, childcare facilities, places of worship, and sports and recreation facilities all nestled in an urban setting that includes leafy parks, vibrant plazas and lively footpaths.



Movement and Access

Principle 3

Walking in the Town Centre will be the highest priority transport mode while driving a privately owned vehicle will be the lowest. The streets are designed to reflect this emphasis, and pedestrians and cyclists will find it safe and easy to navigate the Town Centre, promoting healthy lifestyles and active transport modes.

Principle 4

The Rockbank Station is a key focus and as such access to the station by foot, by scooter, by bike, by bus and by car will be seamless. The station precinct will accommodate end of trip facilities so that public transport becomes a viable option for commuters requiring bike storage and self-maintenance facilities.

Principle 5

Minimise conflicts between vehicles and pedestrians and cyclists. This can be achieved by limited access points for vehicles in the primary pedestrian areas, while providing suitable movement solutions through and around the centre.



Public Realm, Community and Landscape

Principle 6

Rockbank Town Centre will be its own place; it's features unique to Rockbank and different to other places. The Serbian Church building will feature in the new Rockbank Town Centre and it provides an immediate point of difference to other activity centres.

Principle 7

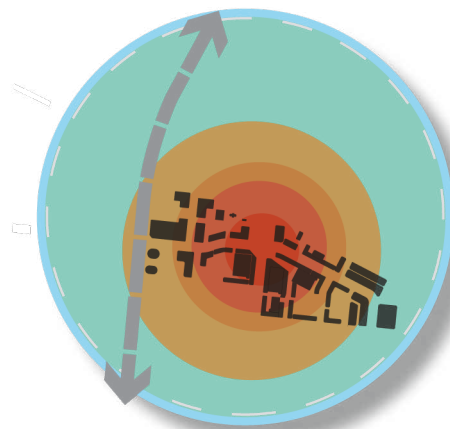
High quality public spaces are a key focus of the activity centre. These spaces will allow people to linger, and not feel leveraged in a retail or commercial sense to spend money. Parks, plazas and footpaths will be designed to enable social interaction and lively urban environments.

Principle 8

Civic buildings, which provide essential services to the growing community of Rockbank are a key asset to be located on important sites within the activity centre, providing close links to public transport.

Principle 9

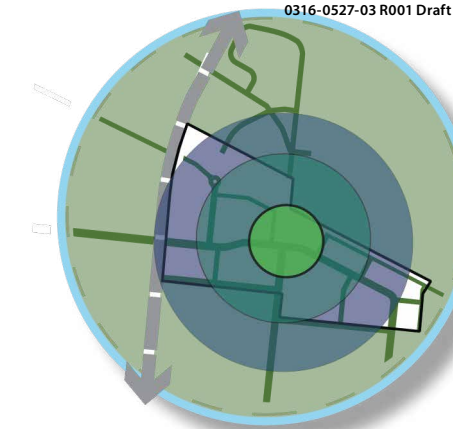
The street trees and planted areas in the Town Centre will reflect and augment the landscape of the Western Plains. The vegetation of the new Town Centre will take cues from what exists rather than bringing a completely new aesthetic.



Built Form, Massing and Density

Principle 10

The built form will be contemporary, visually interesting and high quality. It will draw on the best components of local architectural character. It will embrace and frame the streets and public spaces within the Town Centre.



Sustainability and Environment

Principle 11

Quality existing vegetation will be retained to add character to the Town Centre and to maintain habitat where possible, contribute to and enhance biodiversity and habitat connections.

Principle 12

Buildings will be energy efficient and incorporate solar orientation and reduce reliance on fossil fuels for heating, cooling and lighting.

Principle 13

Water will be collected, cleansed, infiltrated, and where possible harvested and used to support the landscapes and the people of Rockbank.

Principle 14

Civic buildings to aim for the highest possible Green Star Rating (through urban cooling, green infrastructure etc)

02 URBAN DESIGN FRAMEWORK

2.1 Framework Plan

The Rockbank Framework Plan represents the composition of the significant organising elements within the site, and how they are placed together in order to form a legible and coherent place for people to spend time.

The Framework Plan responds to a number of significant site constraints, including:

- At grade train line
- Changing nature of the surrounding arterial road network
- Limited existing vegetation of topographical elements

The structure of the Rockbank Major Town Centre is one that addresses some critical organising elements such as:

- Existing train station (with future upgrade) and car parking requirements
- Existing Leakes Road connections and future Rockbank Road connections.
- Retail requirements
- Community facilities requirements
- Higher density housing requirements
- Public realm requirements

The Framework Plan presents a considered and logical structure to the Rockbank Town Centre, in a flexible arrangement that can adjust to future application needs.

The over-arching design principles and core structure which drive the design are the critical elements that should be retained and referred to when considering any future development applications.



Fig. 1 Rockbank Urban Design Framework Plan

2.2 Urban Structure

The structure of the Rockbank MTC consolidates the key retail core together along Leakes Road, providing a central space for destination and convenient shopping, while allowing the peripheral uses to blend in with either the surrounding medium density residential development, or engage with similar large scale sites adjacent to Rockbank Road.

The urban structure of the Rockbank major activity centre is anchored by the existing train station in the north-west corner, detached from the retail core. This allows for an appropriate separation of uses to occur between the pedestrian oriented and slower retail core, and the high turnover train station and bus interchange. The station precinct will provide for high volumes of commuters at various peak times, car parking, and bus services as per PTV requirements. The station will be split between the northern and southern side of the railway line. Shared path connections to the west and east provide commuters access to the station from all directions.

Linking the retail core and the station area is the civic precinct. This precinct allows for connections to people using train and bus services, while also provide activity and a passive surveillance element for people walking through the site.

The civic component includes the urban plaza, which acts as the central outdoor community space. This area is critical to the success of the centre as a place for people, where spending money is not required to be engaged. The urban plaza provides an additional node of activity linking the retail and station precincts, is also designed to facilitate artistic and cultural experiences and events.

The eastern periphery includes higher density residential components, which link in with the surrounding denser residential areas outside of the activity centre, and provide a catchment of accessible dwellings to critical services and retail uses.

Included in and around the retail core are opportunities for office and commercial uses to be located in a high activity area, which can include a diverse range of uses and users, adding to the cosmopolitan mix of people visiting the centre.

Adjacent Rockbank Road is an area identified as having a medical facility or allied health centre, providing opportunity for holistic medical services, with proximity to the retail centre. Additional services in a similar vein are suitable for this area, creating a character different to the civic area, and different to the retail core.



Fig. 2 Urban Structure

2.3 Rockbank PSP and Organising Elements

The Rockbank PSP is the guiding document for the Rockbank Major Town Centre. It identifies the urban structure of the greater Rockbank area, and the role and purpose of the MTC.

Included in the Rockbank PSP is a concept plan to assist in guiding the future vision for the Major Town Centre, prior to the full Urban Design Framework being completed.

Included in the Rockbank PSP were number of diagrams which helped to relay the preferred vision for the site.

The design of the Rockbank Major Activity centre has progressed since the Rockbank PSP, however the general principles still apply.

Outlined in the following pages is a response to the organising elements detailed within the Rockbank PSP, and details around how changes to the structural elements have been addressed and incorporated to enhance the key place making elements with the centre.

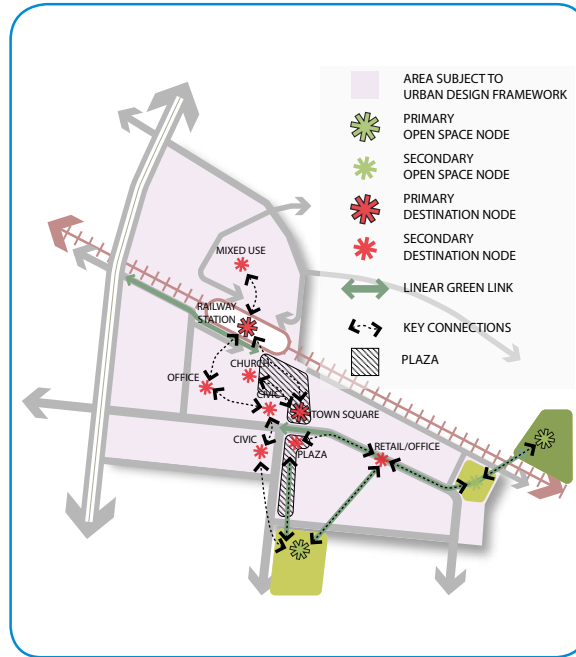


Fig. 3 Rockbank PSP Open Space and Placemaking

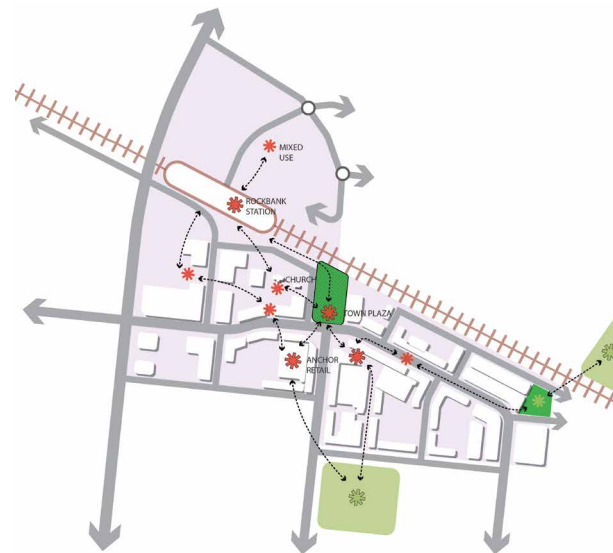


Fig. 4 Rockbank UDF Open Space and Placemaking

Open Space and Place making

Providing connections to open spaces and key public realm locations is a key focus of both the organising elements within the Rockbank PSP and the Rockbank UDF.

Key spaces such as ‘people’ streets, shared zones, the station plaza, and retail courts providing connections to the local and further afield open space networks is a critical element of enabling a growing community to connect in a healthy manner.

Many of the key elements within the Rockbank PSP are retained, such as:

- Develop a hierarchy of public open spaces allowing for a range of activities to occur within the MTC
- Integrate local parks in the open space hierarchy
- Ensure the public realm is designed to reflect the environmental and cultural heritage of the area and its location in the Western Volcanic Plains and proximity to Mt Cottrell
- Create strong pedestrian and cycle links within the town centre and the surrounding residential areas, which incorporates landscape elements to encourage people to walk and cycle to the centre
- Ensure the design, built form and massing reflects the long term role as a key destination in a metropolitan growth area.

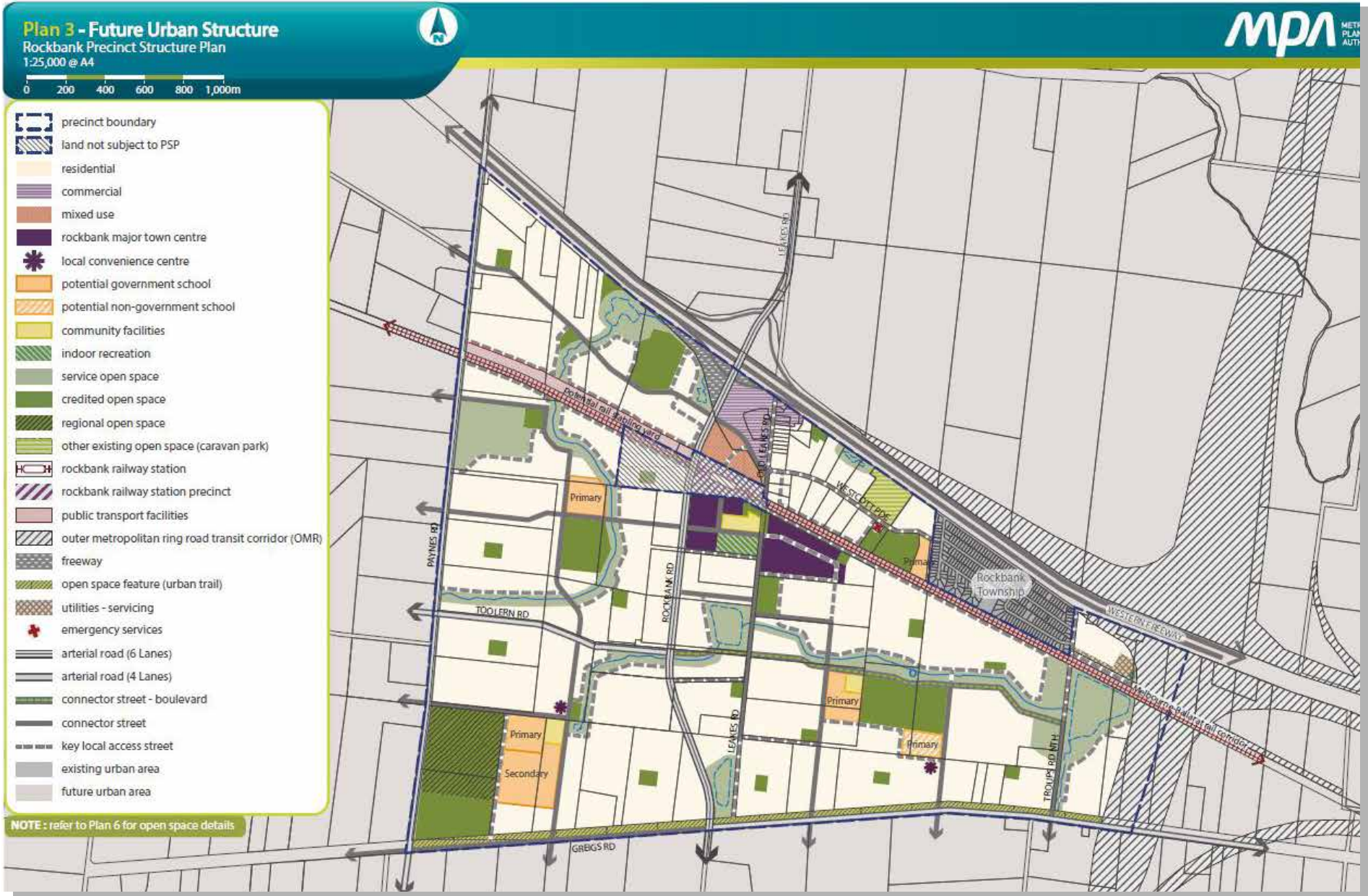


Fig. 5 Rockbank PSP

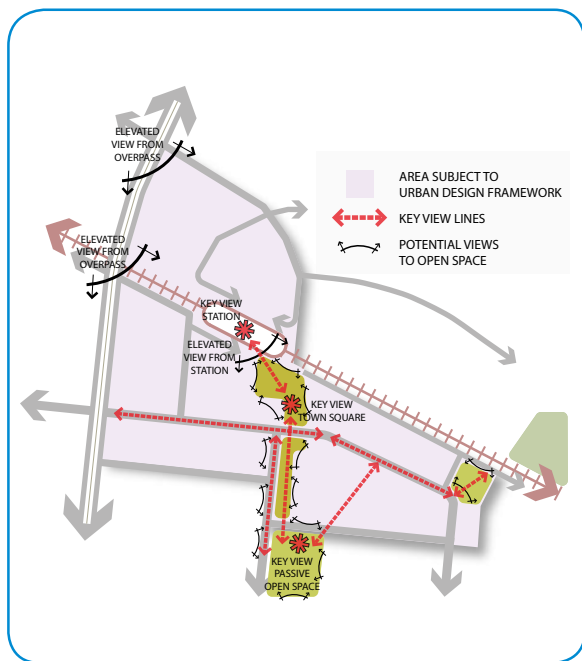


Fig. 6 Rockbank PSP Views and Vistas

Views and Vistas

Retaining view lines to the existing local landmarks, and future key built form and retail destinations is a key element within the Rockbank PSP, as well as in this UDF.

Providing clear direction to and from important private and civic buildings. Long views along Leakes Road through to Mt. Cottrell are also to be retained.

Other features include the addition of a potential future pedestrian overpass at the termination of the plaza - connecting pedestrians across the railway line. This will feature as a gateway element for and iconic place making structure.

Additionally, any pedestrian streets/malls/climate controlled pedestrian spaces linking retail elements should not exist in isolation of the greater activity centre, and should:

- Set up views to and from key landmarks or buildings from pedestrian entrances
- Include clear lines of sight to exits and public areas
- Provide direct access to public realm and open spaces
- Ensure that key views are not framed by inactive built form
- Enhance the connections to and from the train station.

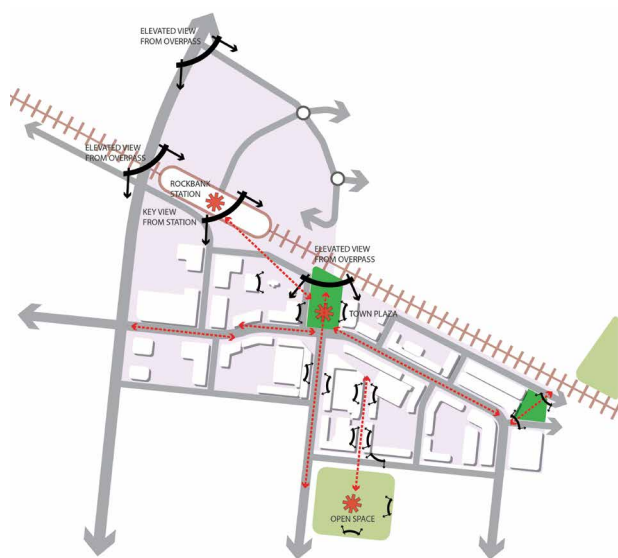


Fig. 7 Rockbank UDF Views and Vistas

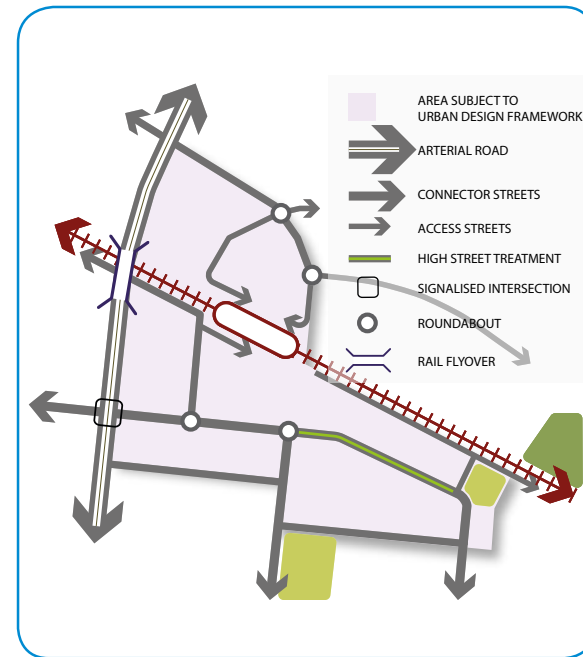


Fig. 8 Rockbank PSP Road Network

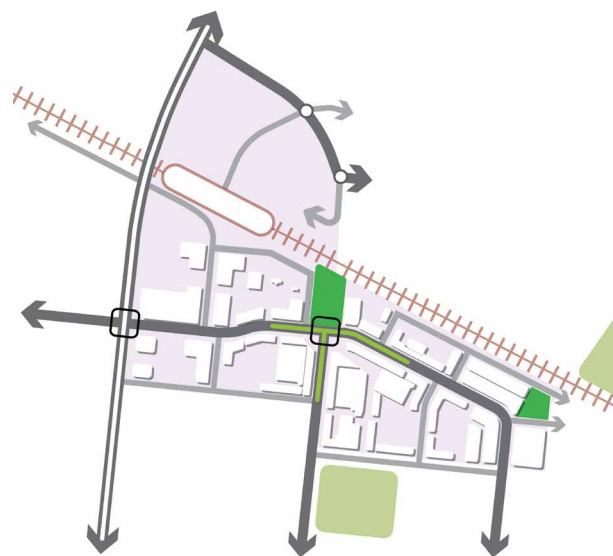


Fig. 9 Rockbank UDF Road Network

Road Network

The road network as proposed within the PSP has not been significantly altered in this version of the UDF.

The only significant change is the inclusion of a road to the western side of the town plaza, and a north-south connection linking the train station to the surrounding residential interface to the south of the UDF area.

Other changes in the movement network show the main retail 'strip' in the PSP Concept Plan, which no longer exists in such a long length, being reduced to the core retail function of the town centre.

This reduction in length contributes significantly to creating a more consolidated, walkable and usable retail and commercial environment. Crucial to this is the incorporation of Movement and Place principles which redirect vehicle/pedestrian interactions away from the main shopping environment. This locates access to car parks and other such places away from the main pedestrian thoroughfares, reducing the chance of conflict and enhances the pedestrian role of the centre.

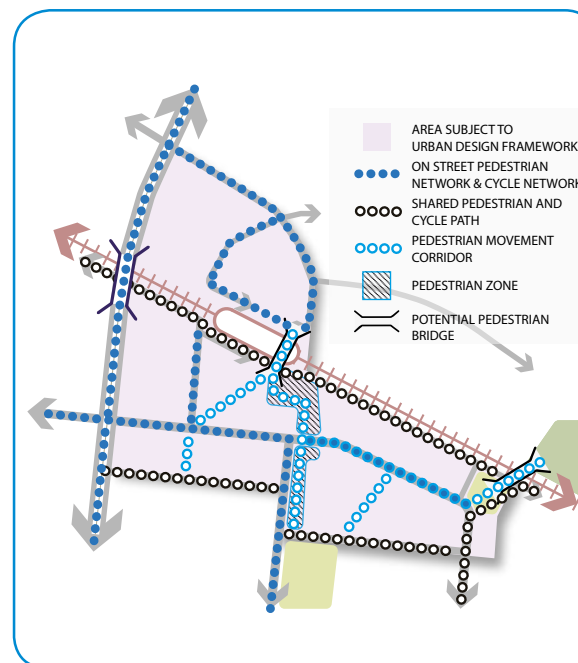


Fig. 10 Rockbank PSP Road Network

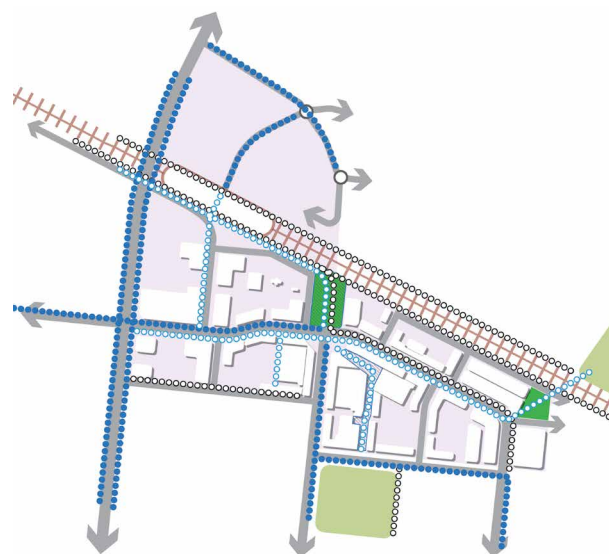


Fig. 11 Rockbank UDF Road Network

Pedestrian and Cycle Network

Pedestrian and cycle movement is a key consideration of this Major Town Centre. Pedestrian connection over the railway line for pedestrians has moved approximately 150m west, due to the location of the Rockbank Station overpass changing. This has adjusted the preferred pedestrian route through to the primary retail activity core.

While this connection has always been considered a part of the train station, now that it has moved further away from the core activity area, an additional crossing over the railway line may be required. An at grade pedestrian crossing is to be constructed as part of the Rockbank Station upgrade - however once the Rockbank Road overpass is complete and the train line quadruplicated and electrified, that crossing is planned to be removed.

There will be a need to advocate for an additional pedestrian/cycle overpass along the Leakes Road alignment to facilitate increased levels of pedestrian movement over the railway line.

Other updates which have affected the planned movement of the town centre include approved subdivision plans showing the location of the surrounding shared path networks, and the requirement of the UDF to link in with them.

Generally, the movement and access of pedestrians and cyclists in the same as in the PSP Concept Plan.

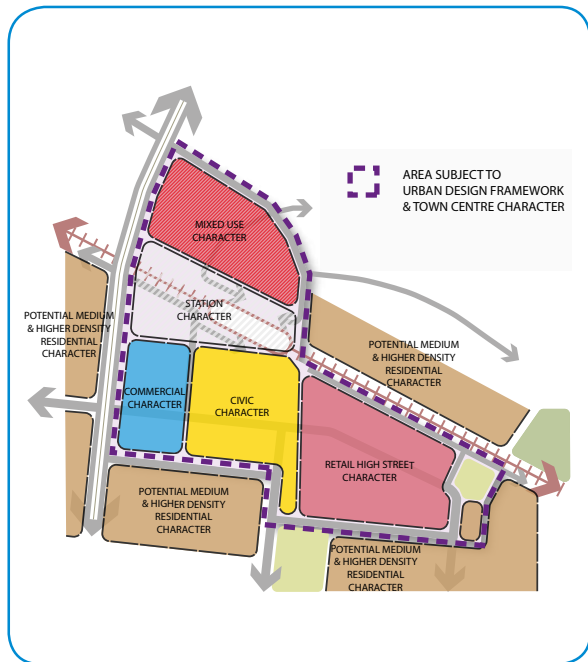


Fig. 12 Rockbank PSP Character Precincts

Character Precincts

The character of the major activity centre has changed from its original intent as a main street retail environment into one that supports a potentially semi-enclosed shopping and retail environment, with the inclusion of a portion of street based retail activation around Leakes Road. The original intent of a 'main street' was shown as too long, and dispersed the retail offering over an excessive length which compromised viability as a walkable centre.

The change of this character has had flow on effects for the remaining character areas, and required a shuffling of uses to achieve a synergy that reflected the new retail composition. By grouping the civic/community character of the northern side of the east-west main street, we allowed for a cluster of activation to occur in the retail core, facilitating a longer activation period due to the mix of uses which could potentially exist in that environment.

This allowed for the larger, bulkier civic buildings to not detract from the vibrant and active edges of the retail and commercial uses, but still anchor a corner of the town centre as a destinational use.

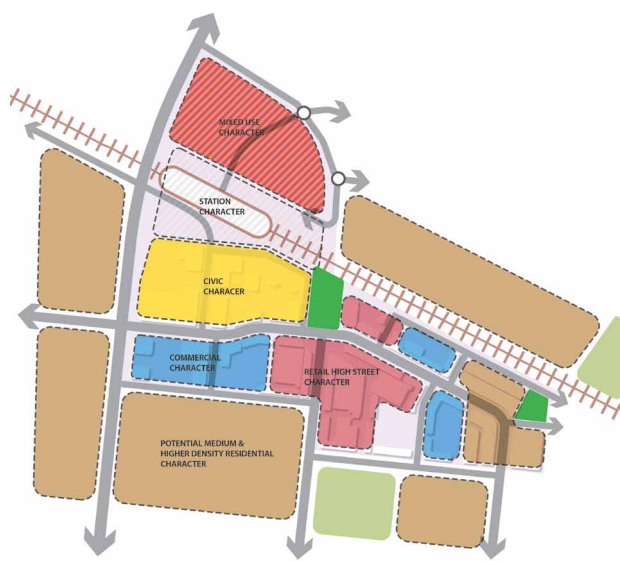


Fig. 13 Rockbank UDF Character Precincts

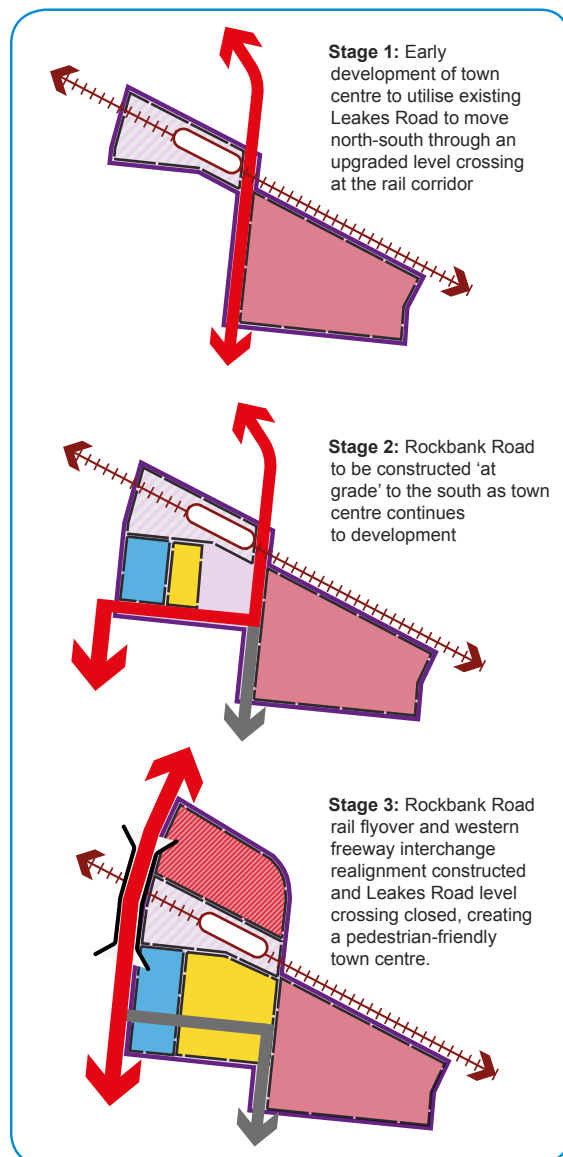


Fig. 14 Rockbank PSP Staging Plan

Staging

Staging is a key element of the Rockbank Major Town Centre, as the road hierarchy, transport modes, retail and civic frontages change as the centre develops.

Generally the staging shown in the Rockbank PSP is still correct, however a more nuanced approach will be the on ground realisation of this diagram, with some additional detail between the stages indicatively shown.

The development of the overall centre is subject to market conditions, and the staging may accelerate or reduce in speed depending on larger economic factors. In addition, early delivery key road infrastructure and community facilities may increase the attractiveness of development, or a lack of commitment may reduce the overall desire to progress development within the Rockbank MTC.

The vision for some of the key elements are subject to future funding agreements outside of the scope of this UDF, which may inadvertently render the staging plan redundant if the overpass was to be funded and constructed in the short term.

It is important that any development on the ground addresses the interim nature of the movement network on their site, without compromising the ultimate road configuration and the vision of the entire town centre.

2.4 Land Use

The Rockbank Major Town Centre is zoned Urban Growth Zone Schedule 7, which applies the Commercial 1 Zone to the land within the UDF boundary.

This applied zone allows for a range of uses to occur without a permit. Uses which are acceptable within the Rockbank UDF include:

- Supermarkets / shops / show rooms / discount department stores / cafes / restaurants / bars and clubs
- Offices / local service industry / child care / medical services / health and beauty / higher order and long life learning / community services
- Ground floor office / upper level residential / upper level office / ground floor retail / medium and high density residential
- Emergency service / health facilities / place of assembly
- Private education facilities
- Retirement living / Small office home office / student accommodation / serviced apartments / hotels

Retail

The retail cap for the Rockbank UDF is 30,000m² of shop, which allows for other uses to permeate through the centre. The retail cap is distributed throughout the centre, however once the 30,000m² cap has been met, a permit is required to develop any additional retail floor space within the UDF. While this additional floors pace may be approved in the future with adequate needs justification, it is not being considered as part of this framework plan.

The location of the retail area is relative to the urban structure, which should reinforce the larger retail precinct and enhance the pedestrian experience.

Community Facilities

The Rockbank PSP and DCP identify the requirement for two dedicated Council facilities to be included in the Rockbank UDF. The purchase of land has been identified as part of the DCP for a 1.5ha Level 3 Community multi-purpose facility and a 2.0ha Indoor Recreation facility. The land allocation for both facilities includes built form, car parking and landscaping, however they are subject to the delivery agent (Council delivery or a Works in Kind arrangement with a developer).

The existing St. Petka Serbian Orthodox Church will remain once the Rockbank centre has developed, and will provide an existing and continuing public service to the area. The church has several community buildings that currently house small community groups and outreach programs, and looks to continue that role into the future.

The Church aims to contribute their own community facilities in conjunction with what is required in the PSP, which potentially may include child care services, aged care, medical facilities, and other multi-use community spaces.

Residential

The Rockbank PSP and Urban Design Concept Plan identifies higher density residential as a key component of the Rockbank UDF. The UDF explores further the desired locations for higher density housing within the centre. Preferred locations include a dedicated residential pocket adjacent to the retail core, interfacing appropriately with the surrounding medium density environment.

Other locations include shop top and SOHO housing models, forming a transition from the dedicated retail and commercial space into more contemporary working arrangements. These 'above ground floor' locations would enhance the active nature of the street below, provide high quality and high amenity living outcomes, providing a range of dwelling types to suit a variety of residents.

Upper level residential accommodation across the Rockbank Town Centre is a positive outcome and should be supported. The range of uses proposed in the MTC do not pose any significant amenity conflicts with upper level residential uses.

Where upper level residential is proposed, clearly defined access arrangements for pedestrian entrance ways, and safe access to private car parking, and private open space/amenity will form key criteria when assessing applications.



Fig. 15 Land Use

Office

The provision of office space within the Rockbank UDF area is preferred to be adjacent to the core retail component of the UDF, with the opportunity for ground floor retail and first level office facilities preferred.

This can also be included above ground floor along the main retail areas, along with adjacencies to the location of community facilities.

Medical

There is opportunity for a medical centre to be located within the UDF in a central location. This would allow for a medical facility to be located in proximity to Council community facilities, the Rockbank Train Station and the core retail precinct with the activity centre.

Proximity to other land uses is an important factor in locating medical centres, in order to facilitate social interaction either side of appointments, as much as facilitating access to the centre.

Large Format Retail

The PSP and supporting economic analysis by Essential Economics (which can be found as an appendix to the Rockbank Background Report) suggests that up to 10,000m² of large format retail could also be included within the retail catchment area of the Rockbank Major Town Centre.

This type of use is colloquially known as “bulky goods”; however recently there has been a market shift resulting in similar larger format tenants operating on smaller floor-plates.

Typically a large format precinct includes a range of similar stores that operate together forming a variant on a ‘homemaker centre’, and provide goods which typically required transport by a vehicle once purchased, or service industry based around drive in services such as petrol stations and fast food.

Any of these land uses would need to consider the amenity impact on the higher density residential surrounding the area, the adjacent community facilities along with the resultant traffic implications, and the overall aesthetic they provide on the approach to the centre.

Large format retail is not proposed to occur within the core retail precinct, and could be located in peripheral sites such as along Rockbank Road, or along the railway line. Any large format retail would need to respond to strict built form guidelines in order to mitigate any potential negative amenity outcomes.

Mixed Use

Mixed Use areas have been located nearby to the main retail core, in order to support the main retail function of the centre. These areas can provide peripheral services that support and enhance the overall mix of uses that generate activity in a town centre.

Uses which are supported in being located within the town centre include:

- Gyms
- Health and Beauty
- Childcare
- Bookstore
- Restaurants and Bars
- Convenience Store
- Post Office
- Newsagent
- SOHO
- Residential (limited dwellings)
- Office (limited space)
- Serviced Accommodation

The range of uses acceptable in a Mixed Use area can be significant, however a broad range of smaller tenancies will allow a Mixed Use precinct to thrive, as opposed to a homogenous approach to use allocation.

The Rockbank PSP calculates the approximate area of different uses within the Rockbank MTC UDF area, and the approximate employment creation they may generate.

Below, Table 1 compares the Rockbank PSP table, and what is proposed within the Rockbank UDF.

Table. 1 Rockbank PSP and UDF Anticipated Employment Creation Guide

Land Use	Employment Measure	Jobs per Employment Measure	Anticipated Quantity of Land Use: Rockbank PSP	Anticipated Quantity of Jobs: Rockbank PSP	Anticipated Quantity of Land Use: Rockbank UDF	Anticipated Quantity of Jobs: Rockbank UDF
Child Care Centre	Jobs per 100 places	15	1	30	1	30
Medical Centre	Jobs per practitioner	9	1	9	1	9
Retail	Jobs per 30m ² floor space	1	30,000	1,000	30,000	1,000
Office / Commercial	Jobs per 20m ² floor space	1	7,500	375	7,500	375
Large Format Retail	Jobs per 80m ² floor space	1	0	0	10,000	125
Total				1414		1539

2.5 Movement and Access

Transport planning has for many years been based on the idea of predicting future demand and providing infrastructure to meet that demand. However, this approach fails to address the nature of demand, whether it can be managed, what other modes could be used to satisfy that demand, and the amenity impacts on town centres with ever increasing traffic volumes and wider roads to meet the predicted demand. To try and overcome such transport planning shortcomings the introduction of how we consider and support people spending time at a location is being adopted (i.e. a place), but balanced against movement requirements to access it.

This emerging movement and place approach has been considered and applied as part of the Rockbank UDF, in that a clear and logical movement network to access the town centre has been developed, along with a core that prioritises pedestrians, forcing vehicles to travel at slow speeds within it and make it unattractive for vehicles to travel through it. Some of the key design measures supporting the movement and place approaches application with Rockbank include:

- Development of a central plaza area with reflective road cross-sections (more vehicle movement orientated road cross-sections provided outside the central plaza area)
- Pedestrian crossing facilities that prioritise pedestrians over vehicles
- In lane bus stops
- Minimise the number of property and car park access points in the central plaza area
- Traffic calming measures, including tactile pavement, speed tables, narrow lanes and mixed bicycle facilities

These elements of movement and place have also been considered in setting up the ultimate road configuration and access points from the initial stages in the development of the activity centre. As outlined in Figure 5, the staging and timing of the Rockbank Major Town Centre is complex due to changing road hierarchies over time, the creation of new roads, access over the Ballarat-Melbourne Railway line, and changes in the connection to Greigs Road and Leakes Road. The future Outer Metropolitan Ring Road located approximately 1.5km east of the Major Town Centre will ultimately contribute to the overall connectivity of the centre within the surrounding higher order road network, however no works are expected to begin before 2030. As such, a pedestrian core with limited vehicle access and attractiveness for through movements is key to the creation of place and long-term success of this centre.

The Rockbank MTC UDF provides a staged approach to movement and place which addresses these larger road movement changes, while providing for appropriate pedestrian and vehicles interactions in the ultimate development scenario. While the stage approach shown in one way it may develop, ultimately the development will be driven by market forces and the timing and delivery of certain elements may change.

2.5.1 Network Changes and Staging

The movement and flow of vehicles, public transport, pedestrians and cyclists will change dramatically over the life of the Rockbank activity centre.

Primarily this is due to the ultimate truncation of Leakes Road as the main connection between the Western Freeway to the north, and Greigs Road to the south. This will be replaced by a new road and railway/road freeway overpass on the west of the activity centre boundary, Rockbank Road. While timeframes for the construction of Rockbank Road overpass are not yet established, the requirement will be dependent upon traffic volumes exceeding 7,000vpd, which would trigger the requirement for arterial road access.

While Leakes Road exists as the current road and access through the UDF, the ultimate road hierarchy shift will change the nature of the retail, commercial land civic space and buildings as this occurs.

Development will need to address the interim nature of the movement network on their site, along with the ultimate road configuration.

Another important change to the Rockbank Major Town Centre is the potential future electrification and track quadruplication of the railway line from Deer Park through to Melton. This will change the current nature of the railway from one of intermittent peak hour service, to a metropolitan style railway station. This change will see rail transport patronage increase over time, and more connecting bus services required to feed in and out of the activity centre.

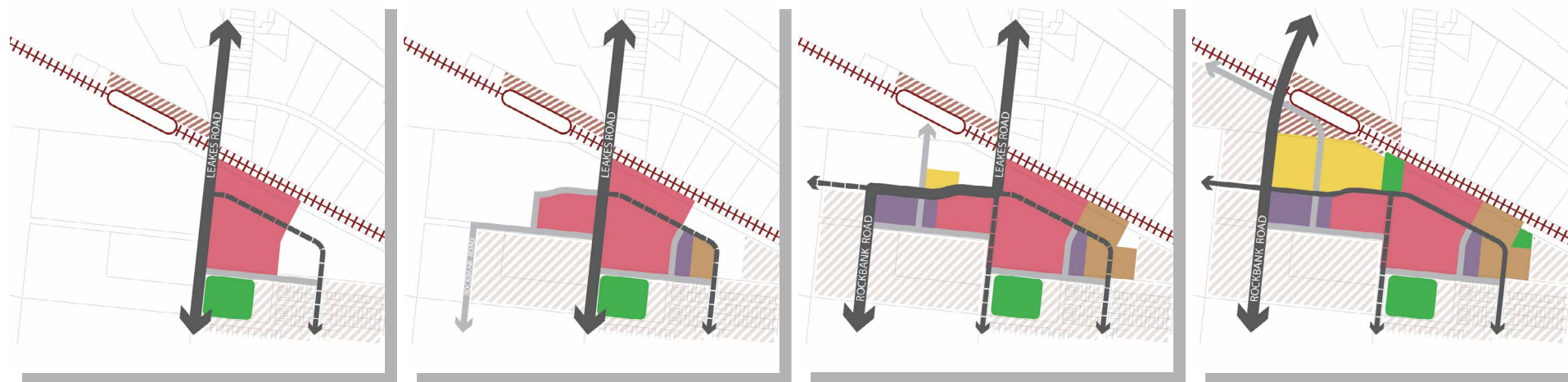


Fig. 16 Potential Movement Network Staging Over Time

Stage 1

- Existing Leakes Road provides access across Railway Line and to Western Freeway, and beyond
- Stage 1 of retail development occurs
- Nearby subdivision will increase the residential catchment around the first stages of the retail
- Upgraded Rockbank Railway Station (northern side) provides pedestrian activity and connection along Leakes Road to the north and south
- Pedestrian access from Leakes Road north of the rail line, and shared path access provided south of the rail line
- Pedestrian and cycle access to the station will be difficult as no east-west crossing is provided on Leakes Road to access ped/shared path connection

Stage 2

- Further residential development will facilitate more retail growth
- Rockbank Road to be partially constructed as residential development to the south west occurs
- Interim traffic management of a four way intersection required (may be incorporated into ultimate) at main street intersection with Leakes Road
- Pedestrian access from train station easier due to 4 way intersection management allowing pedestrian crossing of Leakes Road and Main Street

Stage 3

- Further residential development facilitates the construction of the Rockbank Road/Main Street signalised intersection
- More vehicle usage along Leakes Road as residential development increases
- Leakes Road will no longer connect to Greigs Road when the southern extension of Rockbank Road is complete
- Leakes Road will reduce in vehicle priority and traffic volume
- Potential for road connection into the southern side of the Rockbank Train Station
- East-West pedestrian movement enhanced via the main street extension and signalised intersection

Stage 4

- Rockbank Road Overpass connects the Western Freeway through to Griegs Road
- Rockbank Road is the only arterial connection within the Rockbank PSP
- Electrification of the railway line occurs along with southern station car park and Rockbank Road Overpass
- Traffic to the activity centre will be destinational, for the purposes of:
 - Shopping,
 - Train Station (pick up/drop off),
 - Access to community facilities,
 - Social interaction.
- Smaller business opportunities will develop as the traffic slows,
- Ultimate pedestrian movement facilitated

2.5.2 Vehicles

Due to significant road network changes in the future, the vehicle movements within and around the Rockbank activity centre will dramatically change, as will the emphasis on vehicle and pedestrian movement as time progresses and development commences.

Initially, the centre will be a car dominated environment, as pedestrian connectivity to the train station will be limited while Leakes Road still operates as a major road. This inhibits pedestrian movement, and encourages additional vehicle movements in order to avoid an unpleasant pedestrian experience.

Ultimately, when Rockbank Road is constructed and traffic movements along Leakes Road reduces, vehicles will be coming into the activity centre to park at the retail core, arrive at an office, drop someone off at the train station, or will be continuing through on their journey elsewhere. This will facilitate better pedestrian movement and connectivity.

As Rockbank Road will be the ultimate arterial road moving traffic over the railway line, the vehicle movement through the centre will eventually be largely destinational and not acting predominantly as a through road as it will in the interim.

While all roads will be vehicle roads, some have different levels of priority and access, and different interaction with pedestrians and cyclists. The main street environment is designed as a low speed environment where vehicles and cyclists will share the road pavement.

2.5.3 Car Parking

A key principle of an activity centre is to facilitate easy and convenient movement to key destinations such as shopping centres, community facilities and public transport hubs, without compromising on the pedestrian experience and opportunity for street based retail and street-life.

Key to protecting the pedestrian environment and public realm lies with restricting the number and location of vehicle cross overs which impede on the public realm and can impact on pedestrian safety.

Car parking is a critical piece of the puzzle in a greenfield major activity centre, with existing regional V/Line train station parking requirement, and future car parking requirements of a metropolitan train station demanding greater car access from users and ultimately additional car parking.

In addition to station parking (largely occupied during business hours), the large portion of car parking that is included with the council indoor sports facility (largely occupied on the weekends and after business hours) may have synergies in sharing car parking access. Some form of agreement between Council and PTV in the future would need to be considered in order to achieve this outcome

While car parking is an important issue to consider, it should not be the defining element of a major activity centre. As such, limited access points into car parks which are co-located to allow parking to cater for multiple trips to nearby shops and businesses are central to the design of the UDF.

Car parking will traditionally be screened from view through sleeved retail and office offerings, and dense landscaping where interface issues with other uses occur. Some view lines into car parks will occur, however they will be carefully managed through landscaping and street tree planting as much as possible.

Whilst a high level of car parking is desired around train stations, shopping centres and community facilities, the slow introduction of electric vehicles, the car-share economy, driverless cars and increased bus transport options may reduce the need for current levels of car parking.

This presents the opportunity for car parking to be retrofitted with other businesses and buildings if some additional parking is provided (decked or basement in the future), or if demand for car parking spaces are no longer as high in the future as they are now.



Fig. 17 Movement and Access - Vehicles and Car Parking

2.5.4 Public Transport

Public transport is a critical piece of infrastructure for the success of an activity centre. Rockbank MTC is serviced by an existing V/Line service, which will provide immediate impact on the town centre.

The bus network will work in the interim and ultimate scenarios by providing connectivity to the retail heart of the centre as well as connectivity to the Rockbank Train Station (northern and southern car parks and bus bays), interchange area, and the surrounding residential area.

The ultimate network configuration will have priority access via a slip lane along Rockbank Road overpass, allowing easy access northbound into the Rockbank railway station to the south of the train line, as well as signalised intersection providing access to the northern train station car park.

The bus network will provide access to the key community facilities and retail opportunities within the site.

The existing train station is planned to be upgraded to an electrified service in the future, which will also include the construction of an additional carpark and bus interchange bays south of the railway line. When this occurs, the connectivity of the train station precinct will help to foster the connectedness of the local residents, as well as fostering more accessible retail and community facilities.

2.5.5 Pedestrians and cyclists

Pedestrian access is a priority of the Rockbank MTC with enhanced pedestrian connectivity to open space, retail areas, community facilities, and the street based network into the surrounding residential streets.

All connector level roads include a shared path or on road cycle lane which allows for the commuter style cyclist to travel in a safe environment.

The pedestrian network is developed by providing efficient and safe linkages through and between the key areas of the centre. Activated street edges providing for passive surveillance enable a safer street, with adequate lighting surrounding the train station making pedestrian movement at night time more accessible.

In addition, the location of evening activated uses, such as the indoor sports stadium in proximity to the station, allow for additional 'eyes on the street' facilitating a sense of safety and comfort associated with an activity centre.

A Strategic Cycling Corridor has been identified along the southern side of the railway line between Melton and Sunshine. This shared linear path will provide additional extended pedestrian and cycle paths connecting further to the east, and west into Toolern and Melton. Access provided under Rockbank Road overpass for pedestrians and cyclists also assist in enhancing this connectivity, with appropriate lighting increasing safety as well.

At the terminating intersection of Leakes Road, the road network slows deliberately, allowing for safe and slow on road-shared cycle zones with vehicles. This can be achieved through different pavement textures and narrow street pavement, as well as traffic signals, pedestrian refuges and central medians assisting in slowing down traffic. The deliberate slowing will place an emphasis on the pedestrian priority of the area, and allow the town park to be a truly pedestrian space.

Pedestrian movement through the town park will be connect with the on road shared bike lanes, the Strategic Cycling Corridor, and the connection into the Rockbank Station precinct. This will be a safe area that provides appropriate lighting for a large public spaces, night time activation, and retail/restaurant activation which will increase awareness and pedestrian safety in the park.

The staged nature of the activity centre (as discussed in chapter 2.3.1) provides a developing network of pedestrian and cycle paths, which will evolve over time. The ultimate build out of the Rockbank MTC will provide for a connected centre, linking pedestrians with shops, transport opportunities and open space networks.

A key strategy is to ensure that a range of connections are available while the centre is still developing. These connections will allow for a positive pedestrian experience in the infancy of the project, while being planned for in the ultimate outcome, limiting any sacrificial works required.

These interim solutions can include:

- Shared paths and footpaths delivered prior to roads
- Temporary spaces for bicycle parking and storage
- Temporary market space in a car park, prior to delivery of the town plaza (located on Leakes Road)

Pedestrian movement along Leakes Road and across the railway line will be initially supported by a dedicated at grade level crossing for pedestrians, however it is understood that once Leakes Road is truncated and Rockbank Road is constructed that the dedicated pedestrian crossing will be removed. The Rockbank MTC UDF advocates for retention of this crossing, or a suitable replacement included as part of the PTV electrification and quadruplication works.

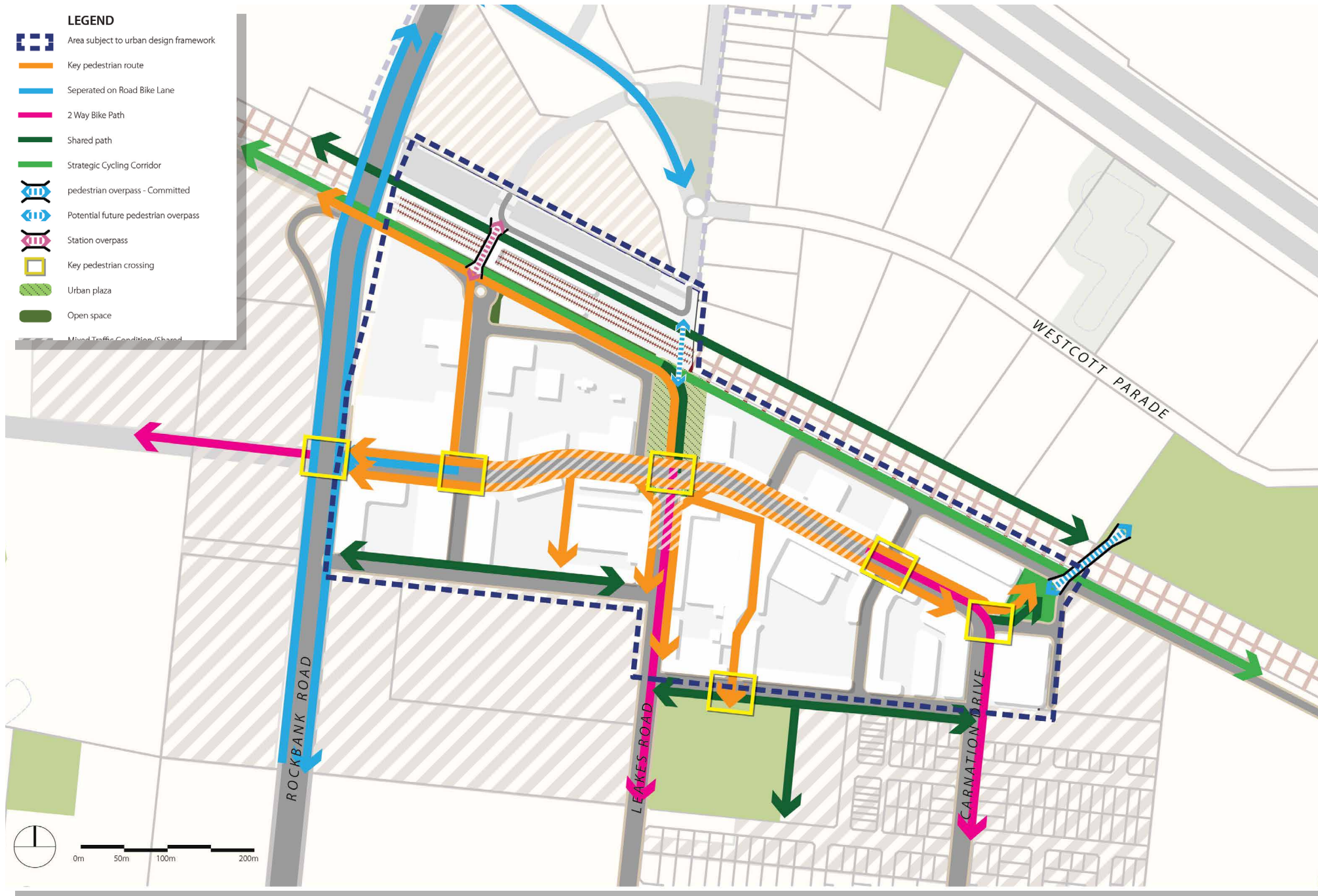


Fig. 18 Movement and Access - Pedestrian and Cyclists

2.5.6 Street Cross-Sections

The following pages provide a summary of the key streets within the Rockbank Major Town Centre, and what typical treatments are expected in order to facilitate the connected nature of the town centre for all modes of transport.

Typically, these street cross sections can be modified, as long as the design intent and the role that street plays in the hierarchy of the centre is not diminished or reduced in any way.

In addition to functioning as streets with different purposes, all streets must be designed to allow for underground services to be installed as required for relevant authorities.

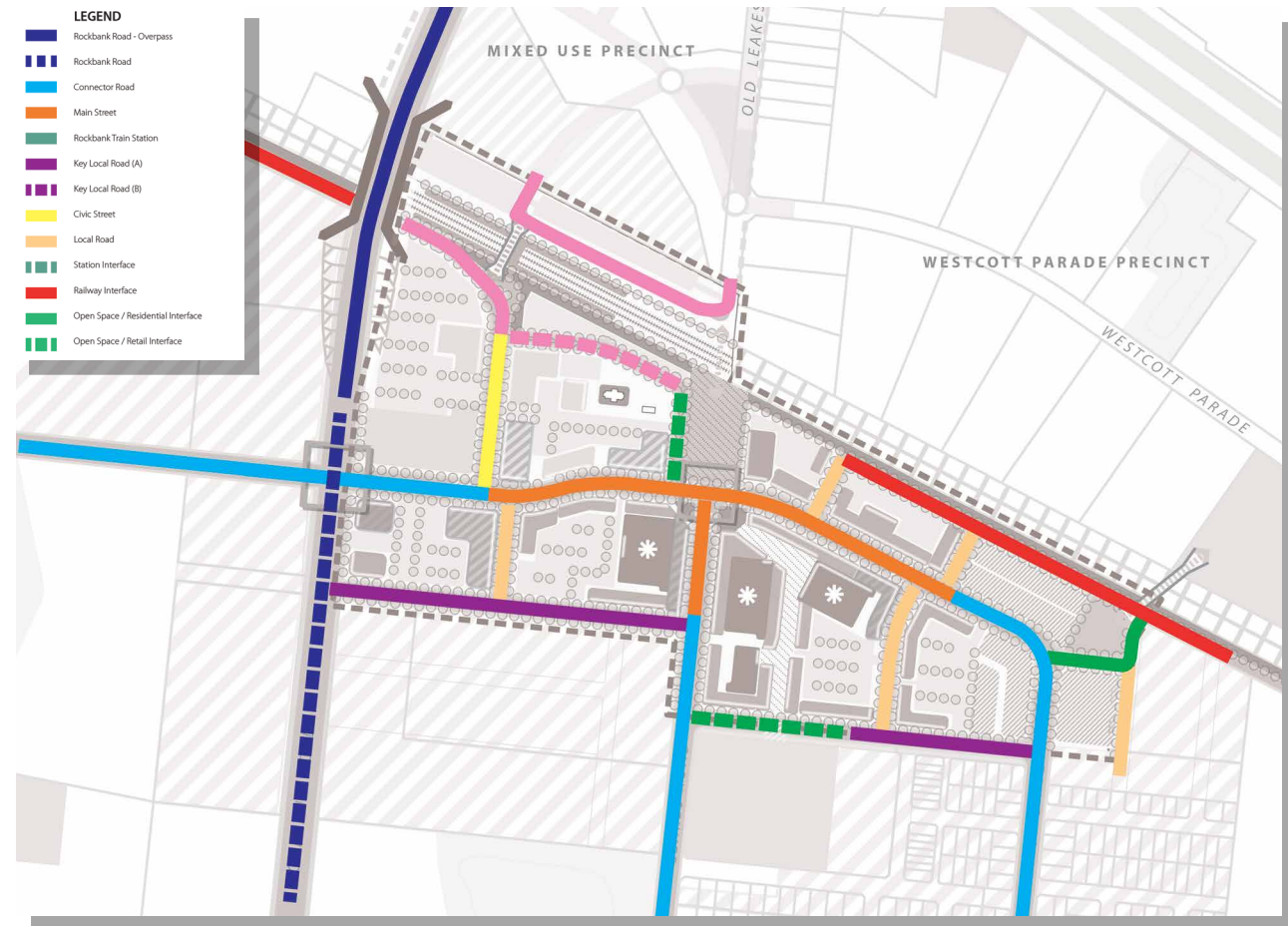
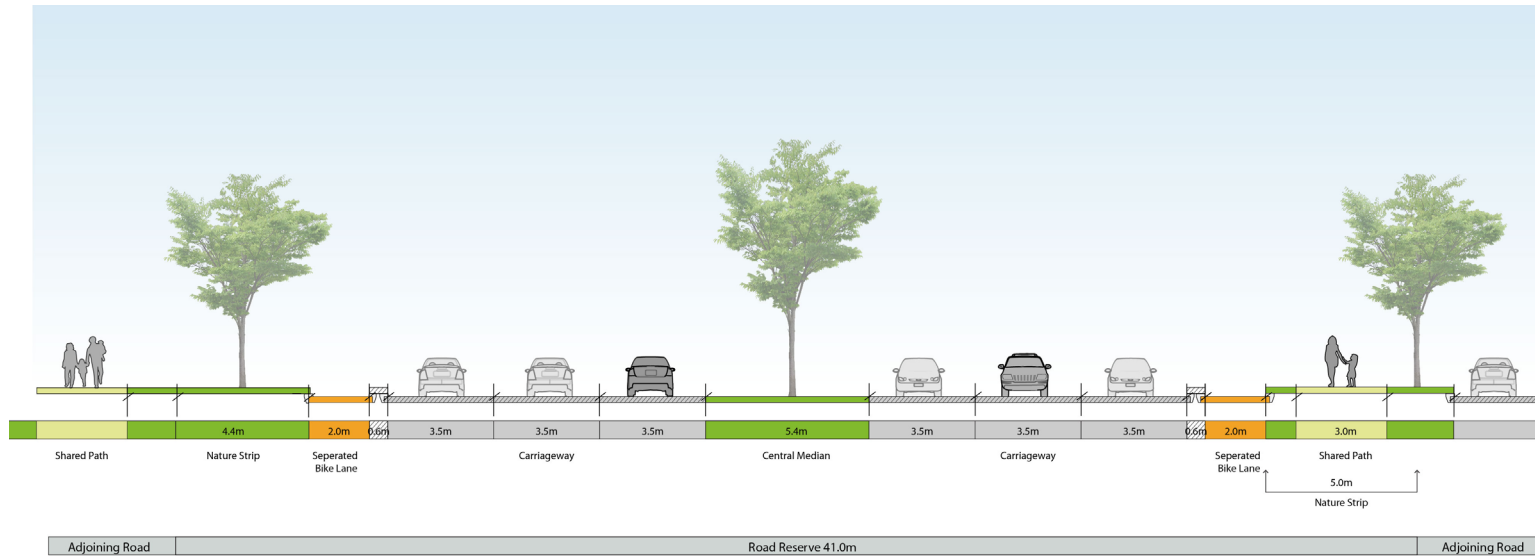
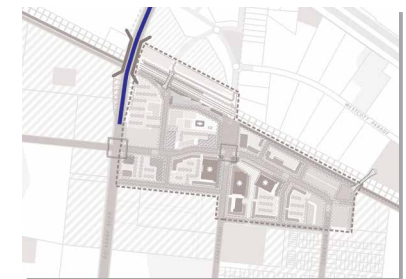
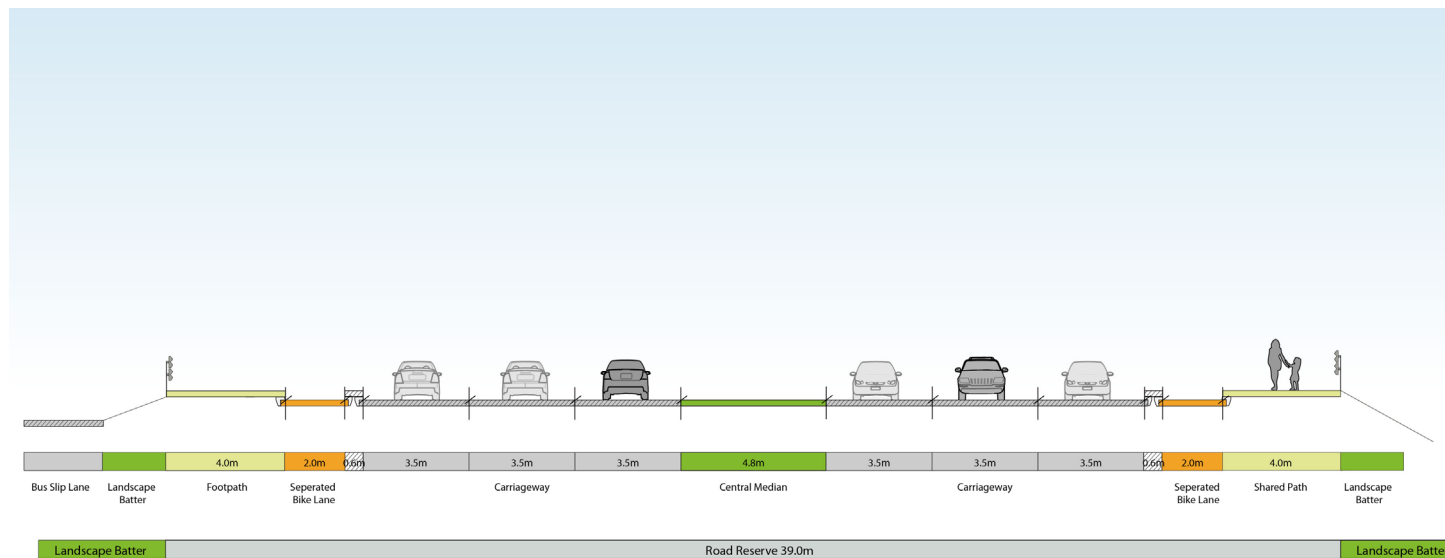


Fig. 19 Different Cross Section Locations



NOTE: The Rockbank Road cross-section is derived from the one provided in Rockbank PSP

Fig. 20 Rockbank Road



NOTE: No cross-section for the Rockbank Road overpass is shown on the PSP. This is an indicative cross section, and subject to further detailed engineering design.

Fig. 21 Rockbank Road - Overpass (batter)

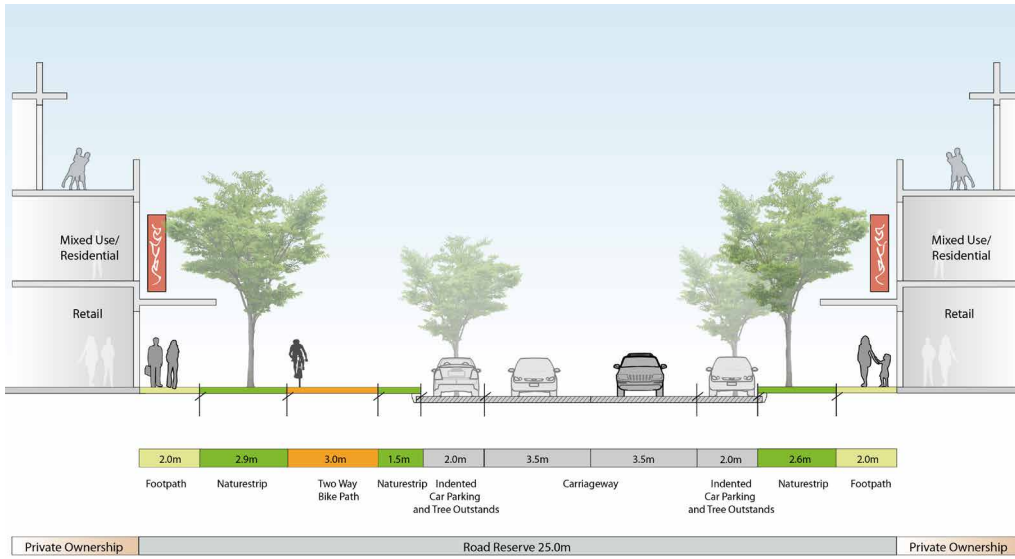


Fig. 22 Connector Road



NOTE: The Connector Road section is derived from the one included in Rockbank PSP

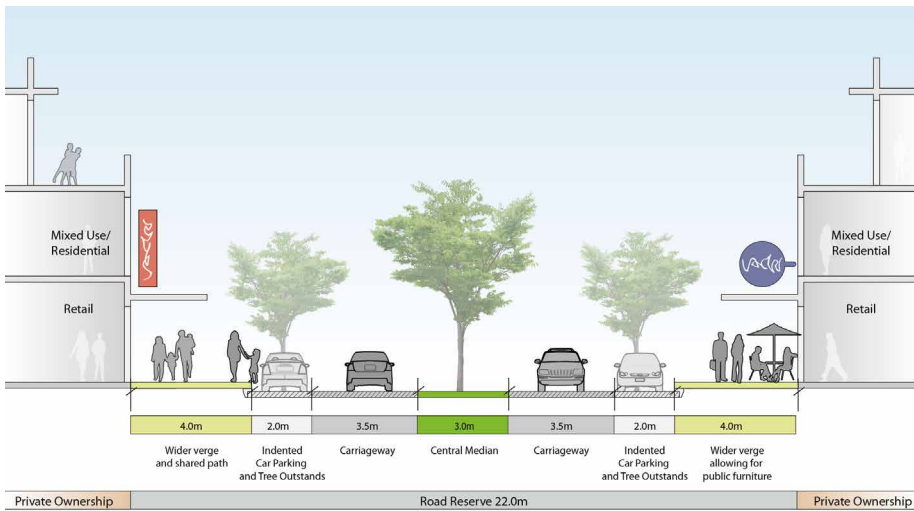


Fig. 23 Main Street



NOTE: The Main Street section is derived from the one included in Rockbank PSP

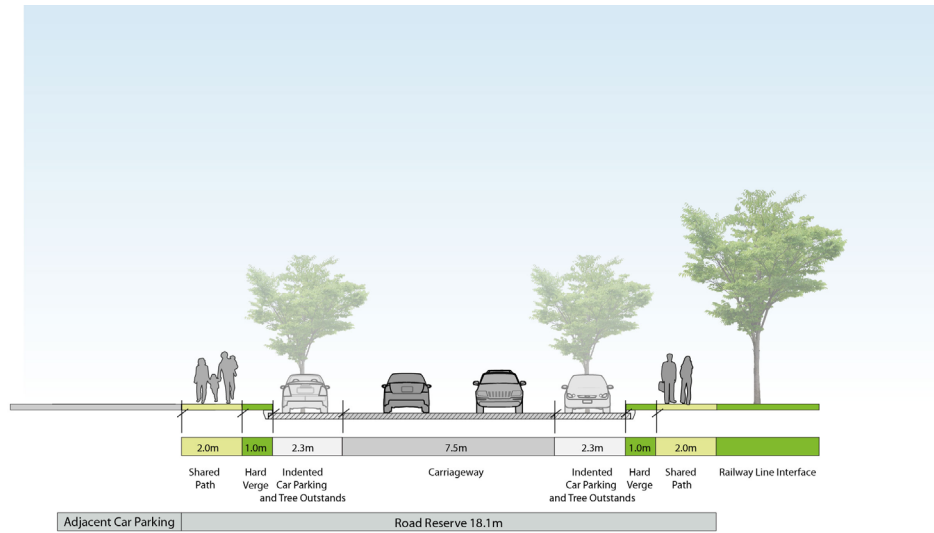


Fig. 24 Rockbank Train Station

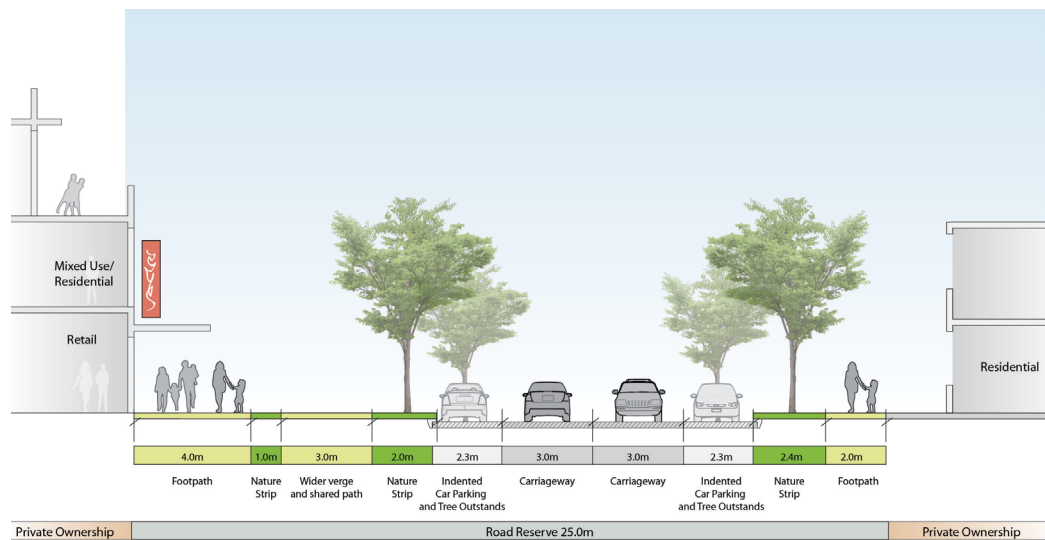


Fig. 25 Key Local Road A

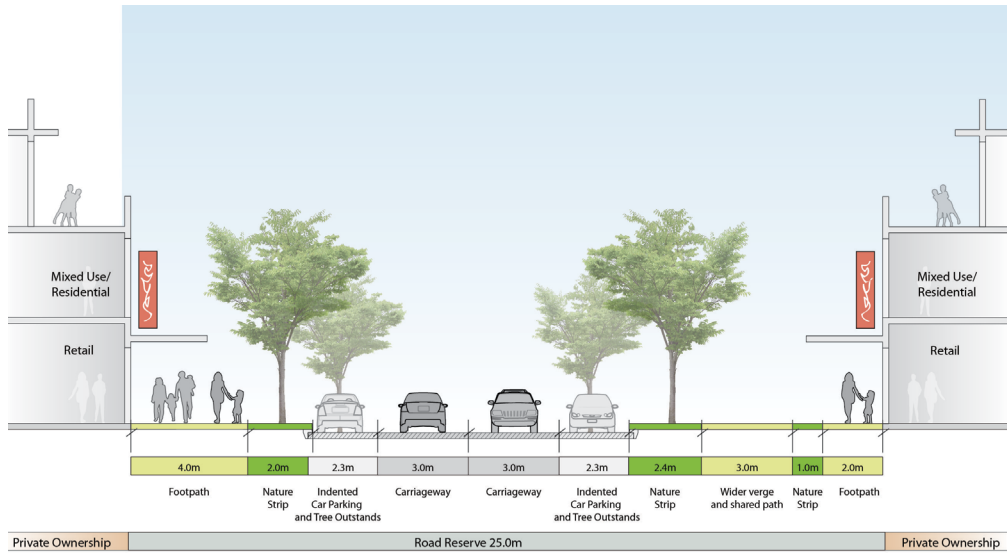


Fig. 26 Key Local Road B

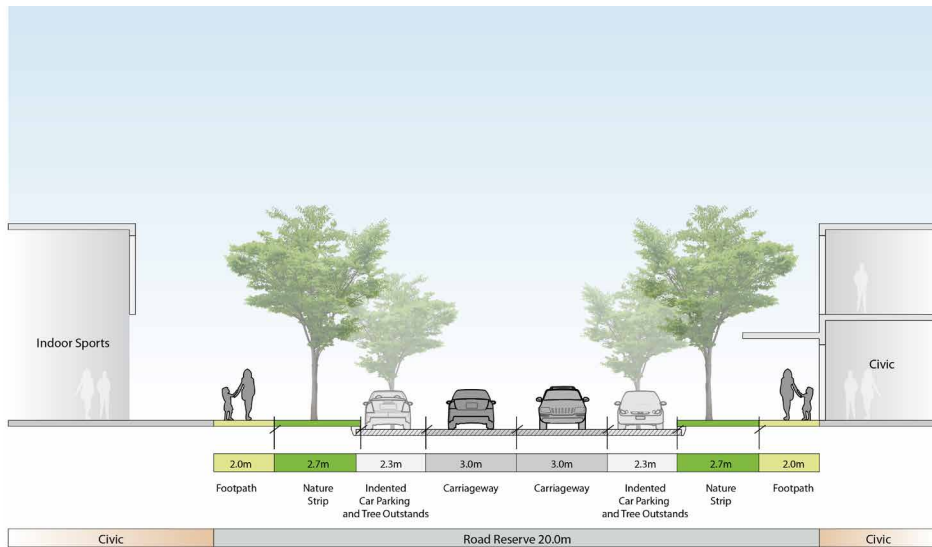


Fig. 27 Civic Street



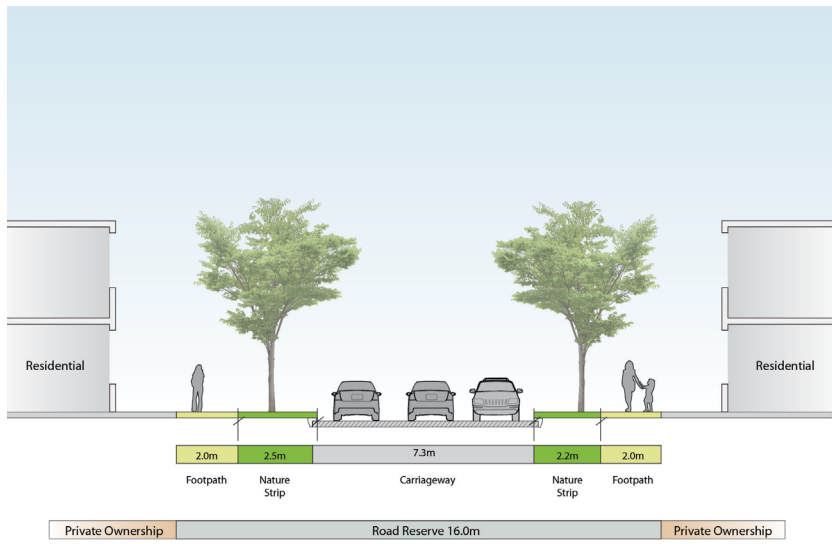


Fig. 28 Local Road

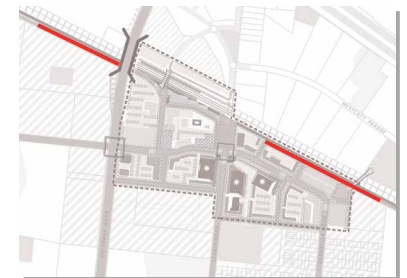
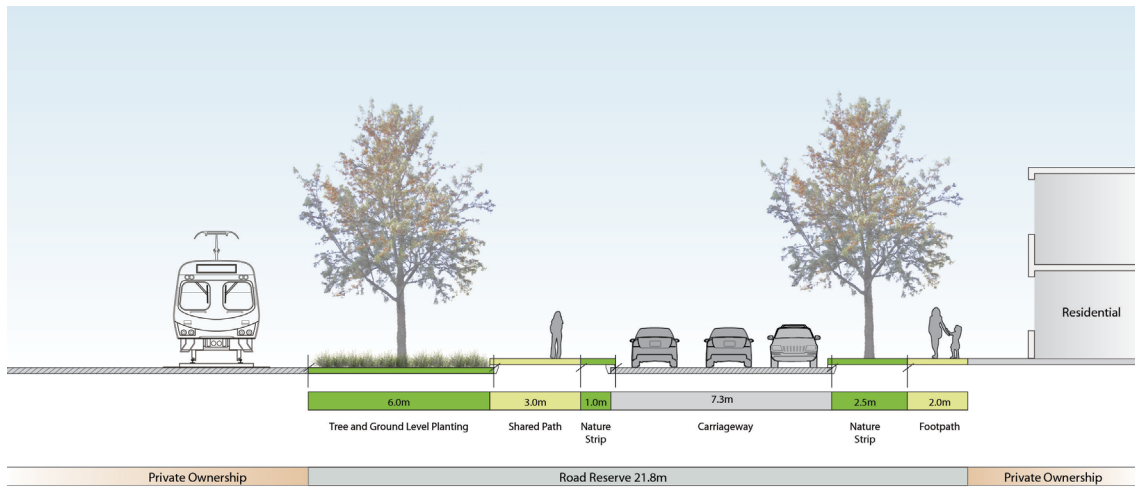


Fig. 29 Railway Interface

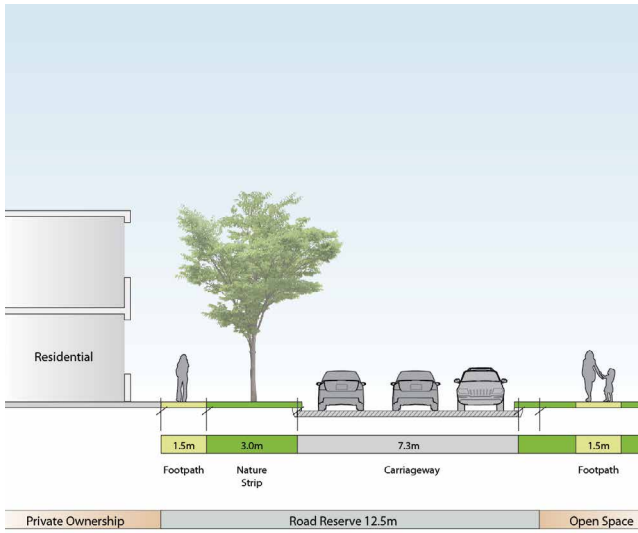


Fig. 30 Open Space - Residential Interface

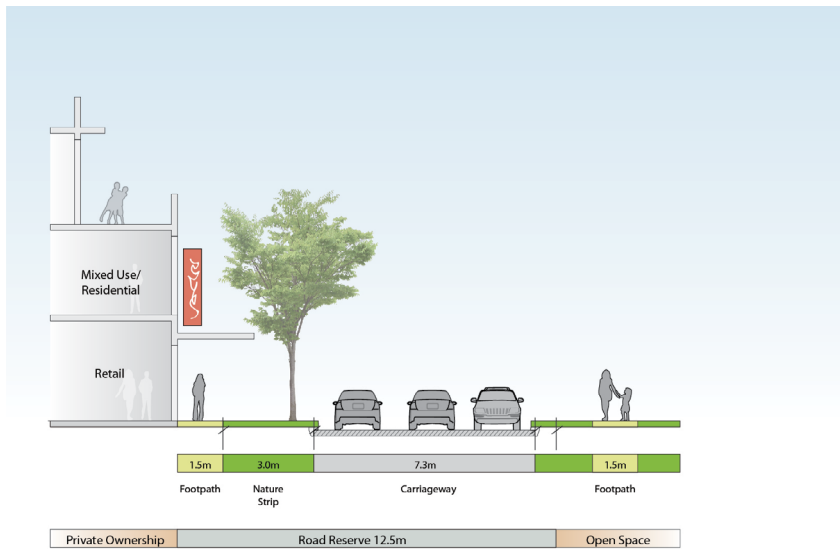


Fig. 31 Open Space - Retail/Commercial Interface

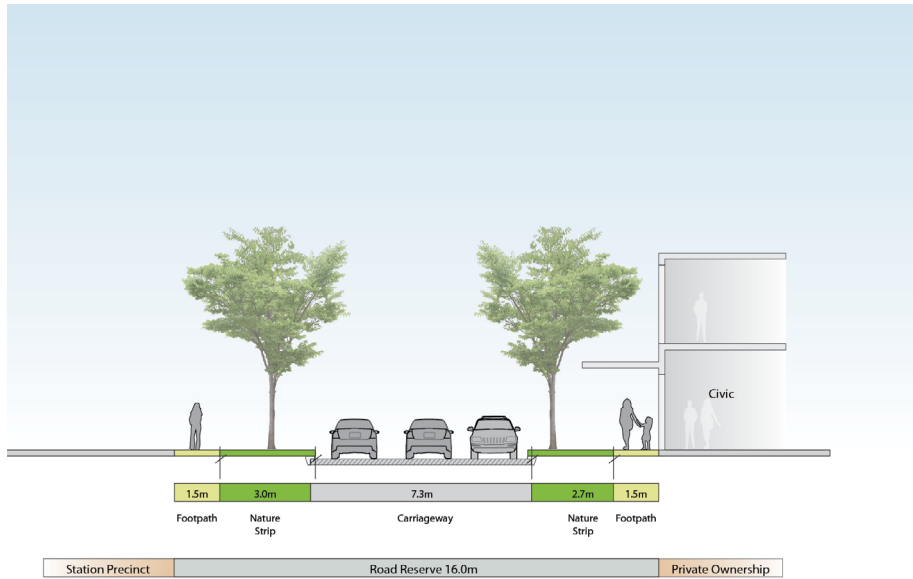


Fig. 32 Station Interface



2.6 Public Realm, Community and Landscape

2.6.1 Parks and squares

Spaces that are truly public and not being leveraged for commercial or retail gain are required in and around major activity centres and on key sites that cater for a high volume of pedestrian traffic. Additionally, urban plazas which link pedestrian movements and key destinations, such as Rockbank Railway Station and the core retail precinct, allow for transient spaces which can facilitate a number of -social interactions. These spaces can facilitate public art, events, experiences and celebrations, contributing to a sense of community. In addition, the park within the medium density precinct on the eastern edge of the development provides amenity for the residents, and additional appeal to medium density living, in addition to providing a nodal link to Ian Cowie Reserve.

Once linked through appropriate signage, wayfinding, and pedestrian access (pedestrian path or shared path), they will form a part of a broader and more accessible open space network which caters for multiple open space requirements and the needs of the users. The broader connections to adjacent local parks and established pathways can provide a sense of connection into the existing network.

The design of these spaces urban plazas, passive open space, or pedestrian oriented streets need to comply with the relevant Crime Prevention Through Environmental Design (CPTED) standards. These standards provide guidance for designing public spaces that limit the opportunity for malicious behaviour to occur, my reducing places where people can hide, maintaining visibility to all spaces where possible, incorporating appropriate lighting, and limiting the planting of vegetation that may obscure views.

Town Park

The Town Park, located at the centre of the MTC provides a civic space for residents and shoppers to congregate, gather, and relax. Located at the junction of three key destinations in Rockbank, the train station, the retail core, and the community facility, the town park is well located to service a broad catchment of user groups. The park is sized to provide enough space for people to engage in activities, or find some individual respite. The park is intentionally located at the main intersection of the town centre, connecting onto the southern side of the street, marking a public realm entrance to the retail core

The size of the town park is guided by the Rockbank PSP and DCP. Due to the future truncation of Leakes Road, the non-functioning portion of the road reserve will serve as a future portion of the Town Park. The size of the park as identified in the Rockbank DCP is 7000m². The land allocation is split between Leakes Road (the portion no longer required), the landowner immediately to the east, and the landowner immediately to the west. Delivery of the town park will be negotiated by Council as development applications adjacent the park are submitted.

The park will contain a range of soft and hard surfaces to facilitate the high pedestrian use it will support, while allowing for cooler, natural elements as well. The final design should have regard to future uses including:

- Farmers Markets
- Children's Events and Activities
- Pop-Up Events
- High pedestrian traffic to and from the station, retail core and community services
- Public events and temporary displays

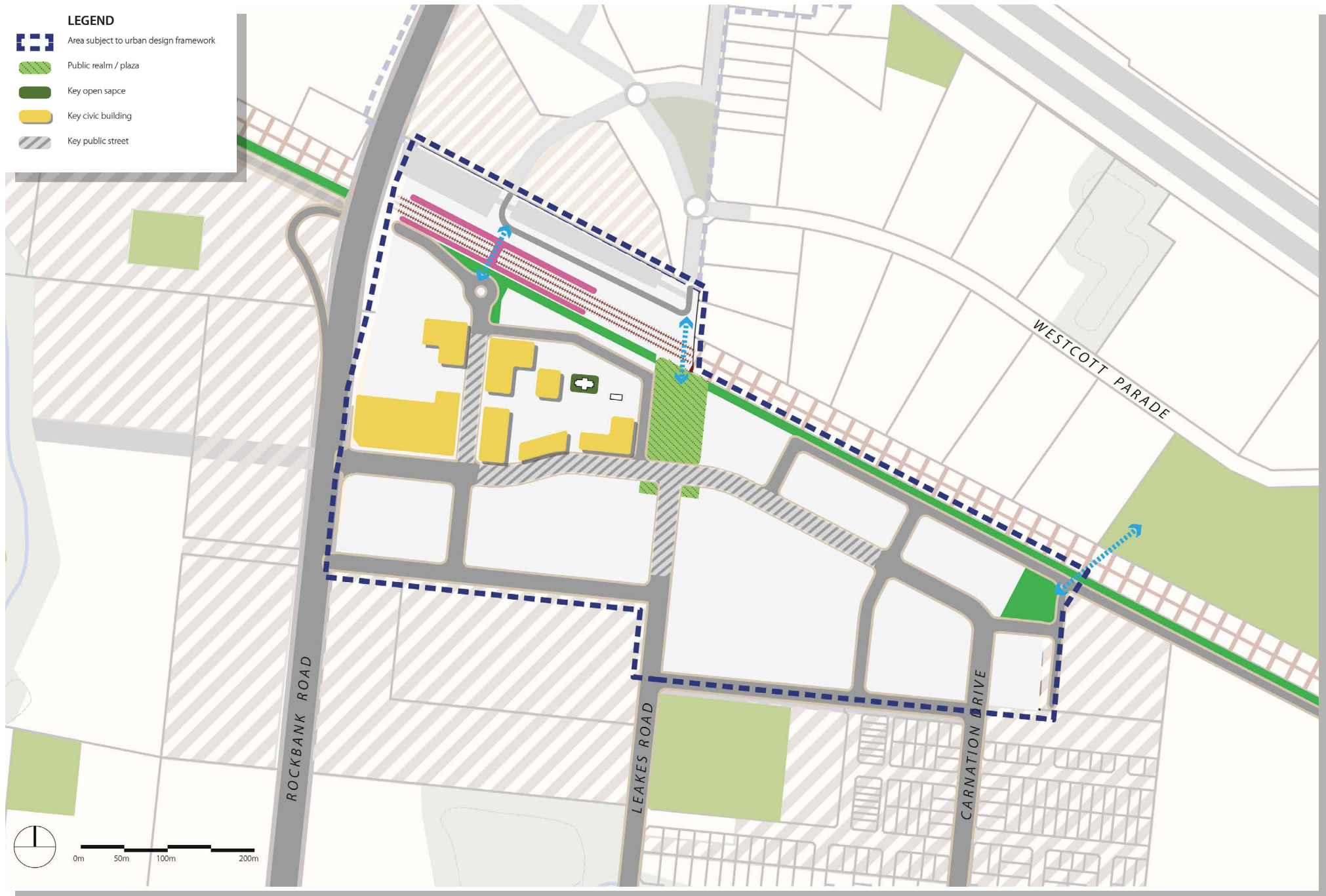


Fig. 33 Public Realm, Community and Landscape

2.6.2 Pedestrian focused streets

While most streets have pedestrian elements (footpaths), pedestrian 'focused' streets provide an additional element to the non-vehicle user, such as wider verges, wider footpaths, the inclusion of a shared path, additional street furniture, additional lighting, and in some key locations pedestrian priority over the pavement may be suitable. Due to the current nature of car priority and bus movements, these streets cannot be located everywhere, however the key outcome should be finding which are the preferred pedestrian priority areas, and enhancing them where appropriate.

The main east-west street will have a number of shared zones and pedestrian priority locations, as this will become an extension of the linear shared trail along the length of the railway line connecting through to Melton. The intent of the main street is for a low speed, shared cycle and vehicle area, which will in turn make the pedestrian traffic on the footpath feel safer and accessible.

It is important that these streets are not provided only in the final stage of the town centres development, but are included as part of the interim stages in order to promote pedestrian movement and active participation within the streetscape.

2.6.3 Community amenity and facilities

Community facilities within the Rockbank MTC will evolve and grow in conjunction with an increasing population in the surrounding area.

Community facilities are large items which require significant investment and potentially long lead times before delivery. In the interim, there may be capacity or opportunity for a smaller portion of the community facility to lease a space in the retail centre, until the land is acquired or developed for the Level 3 multi-purpose community facility in the future. This can provide the community with a 'face' to the activity centre until such a time as the full centre is built.

This larger facility will ultimately include a number of community meeting rooms, a library, and other ancillary Council facilities in order to facilitate the growing nature of Rockbank community.

In addition to the community facility, a significant indoor sports and recreation centre, which typically would include indoor sports such as basketball, netball, soccer, and opportunities for other hard court indoor sports, is proposed for the Rockbank MTC. This will provide for the growing recreation and sporting needs of the nearby residents. As this is a typically large facility, with little 'activation on the street' from a built form perspective, the location of the building against the overpass batter is a way to minimise the least active edges of the building, while allowing the 'front door' and active edge to face the street.

There are potential opportunities to coordinate additional community facility delivery with the St. Petka Church, which currently provides community facilities to the broader region. The Church has indicated some interest in providing additional facilities that can benefit the growing Rockbank catchment.

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2.7 Built Form, Massing, Density and Interfaces

2.7.1 Built Form and Massing

Built form and the massing should facilitate a dense urban environment reflective of a major town centre, while also allowing for visual breaks and landscape elements within the urban environment. The built form should denote a contemporary style with similarly styled, modern roof line. The centre should also reflect the pastoral history of the site - the combination of the two represented in material selection and architectural detailing.

There are a smaller number of key sites which are considered gateways to the centre. These include terminating view lines adjacent the Leakes Road and railway crossing, the entrance to the centre from Rockbank Road at the signalised intersection, and the approach from Leakes Road to the south and the views across the town park to the major activity centre. These sites are located where upper level uses are encouraged, as they either provide a key terminating from along a key route, or are located in proximity to central services and transport nodes.

Some buildings are located in key locations that are not considered gateways, but require a built form response with architectural merit to signify the important role they play in the centre. Their function is to act as visual wayfinding pieces, and provide an important contribution to the public realm. These key sites do not have to be the same scale as a gateway site, however will require more detailing and articulation on the human scale due to their high traffic location.

2.7.2 Density

Residential density within the town centre is primarily located in the eastern portion of the site, connecting into the surrounding medium density residential network. In key locations within the retail and commercial area of the town centre, shop top housing or SOHO opportunities above ground floor are encouraged in order to achieve a higher residential mix into the centre.

The PSP requires a minimum residential density of 30 dwellings per hectare, which is required in the dedicated residential precinct to the east of the town centre. Any shop top or SOHO housing in the remainder of the centre is encouraged to complement the surrounding mix of land uses.

2.7.3 Interfaces

Interfaces with key barriers or sensitive uses are critical to ensure that any negative amenity outcomes are avoided, and that the UDF facilitates safe and accessible environments for people to use.

Some key interfaces which need to be managed include:

- Indoor Sports interface with the Rockbank overpass batter
- Retail back of house adjacent the railway line
- Shared path connection under the Rockbank Road overpass
- Loading bays
- Large car parks

These areas are typically difficult to manage, due to their limited visibility or use during a day, they may provide locations for forms of anti-social behaviour and may be potentially unsafe in the evening.

Mitigating efforts to avoid these outcomes include:

- Providing view lines from road access into these areas
- Provide a level of landscape investment and quality
- Provide adequate lighting to enhance perceptions of safety
- Adhere to CPTED guidelines

Key interfaces which should be enhanced and incorporate a high amenity outcome include:

- Interfaces with open spaces
- Interfaces with higher density residential area
- Interfaces with key pedestrian and cycle routes

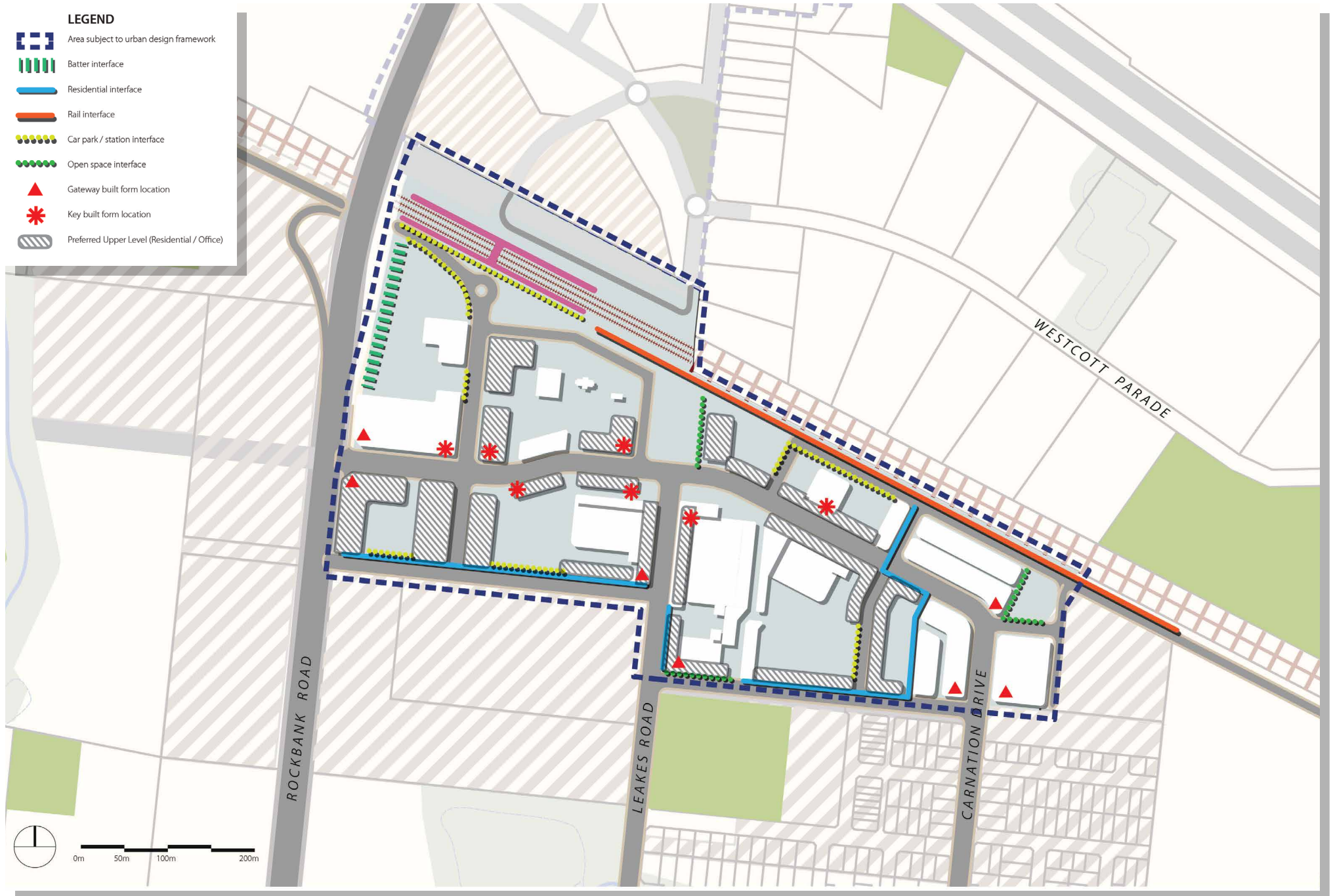


Fig. 34 Built Form, Massing, Density and Interfaces

2.8 Sustainability and Environment

Appropriate and site specific landscape solutions should be implemented that meet the overall vision for the centre. The below initiatives will assist in reducing the urban heat island affect in the urban areas of the centre, increasing the level of comfort and usability of the centre for extended periods of time.

Engagement with water sensitive urban design and water harvest, capture and re-use should be considered a way to passively irrigate any vegetation, in a way that lowers maintenance requirements for Council. Nearby buildings can catch and recycle water, re-distribute grey water, increase rooftop thermal mass and insulation by including vegetated rooftops and other similar initiatives.

The reduction of reflective materials in and around the MTC can also reduce the amount of heat reflected and directed into pedestrian environments, which can lower the amount of heating/cooling requirements of nearby buildings. Combined with broad canopy trees incorporated into the main pedestrian and cycle areas of the centre, energy usage related to heating and cooling can be reduced.

Cycling lanes should also include shade trees along their length in order to improve the cycling experience.

Other urban plazas and parks need to be a mix of hardscapes and softscapes in a way that facilitates timely movement of pedestrians to the train station at peak times, and enables adequate urban breaks which allow diverse wildlife to find shelter within the urban environment.

Water sensitive urban design (WSUD) initiatives are to be included within key streetscapes, which will assist with future:

- Tree watering and maintenance
- Large storm water inundation events
- Long term reduction of the urban heat island affect
- Increased health and canopy of street trees
- Further protect and shelter the local wildlife and promote urban habitats for flora and fauna.

Other ESD (ecologically sustainable development) principles which could be incorporated into the buildings and build form are:

- Rainwater harvesting from rooftops and awnings
- Water tank installation to capture and re-use water
- Providing recycled/rainwater to flush toilets or irrigate any urban greening
- Site building appropriately to take advantage of sunlight and
- Provide openings to buildings away from direct sunlight and string winds



Fig. 35 Sustainability and Environment

03 DESIGN GUIDELINES

These design guidelines must be addressed in any planning or development application lodged with Council. Appropriate responses must demonstrate whether the design meets or achieves the Requirements and Guidelines where relevant to their application.

Where requirements are listed, they must be adhered to when developing the land. The general principle of the requirement is shown in the corresponding plan in Chapter 2 - however, some scope for solutions different to those shown are the plan are allowed as long as the requirement is met.

Where guidelines are listed, they are intended to be discretionary guides for the development of the land. The intention is to allow flexibility for a development application to be creative, without resulting in poor performance outcomes. Any development application should provide a response to the guidelines in order to show if they are meeting the guidelines, or proposing a different, but complimentary outcome.

These requirements and guidelines should be read in conjunction with the Urban Design Guidelines for Victoria, and the Rockbank PSP and DCP for further detail around Major Town Centre design elements.

3.1 Land Use

Requirements

- R1** A mix of retail services throughout the Town Centre must be provided, including supermarkets, speciality retail, mini majors, large format and display based retail.
- R2** A range of social and entertainment services including cafes, restaurants, bars, taverns, hotels, performance venues and entertainment facilities must be incorporated into the Town Centre
- R3** A range of medium [and high density] housing options within and in close proximity to the Town Centre must be provided as either stand alone buildings or as above ground level residential development.
- R4** A fine-grain mixed use environment with a range of tenancy opportunities must exist along the ground floor of High Street and Leakes Road, specifically at the T-intersection of Leakes Road and High Street to encourage a number of different businesses and an engaging street frontage.
- R5** Anchor retail components (larger than 1,000m²) must be located behind speciality retail, restaurants and entertainment uses on the street.
- R6** Similar land uses must co-exist in the same environment without being detrimental to different neighbouring uses.
- R7** Uses which facilitate different times of activation must be encouraged in order to facilitate passive community surveillance and a safe environment
- R8** Land use precincts must be considered with any development application

Guidelines

- G1** Shop-top housing options throughout the Town Centre should be included.
- G2** Office and commercial on the upper floors throughout the Town Centre should be included in areas identified on the UDF plan.
- G3** Community facilities should be planned and designed to be flexible and have the capacity to meet the changing needs of the community and provide for a range of uses.
- G4** Serviced apartments and visitor accommodation should be included in certain locations aligned with the land use precincts
- G5** Work-from-home and office/living opportunities should be located in key locations which support similar land uses
- G6** Retirement living/aged care/assisted care in close proximity to Town Centre should be located in key locations which support similar land uses

3.2 Movement and Access

3.2.1 Pedestrian and Cycle

Requirements

- R9** Pedestrian and cyclist access from surrounding neighbourhoods to the Town Centre must be safe, and easily accessible.
- R10** Pedestrian and cyclist access to the station must be safe, and easily accessible.
- R11** Safe, accessible and convenient pedestrian and cycle crossing points must be provided at all intersections, key destinations, on desire lines and locations of high amenity.
- R12** Pedestrian scaled lighting must be included along all major pedestrian and cyclist routes
- R13** Pedestrian priority zones must cater for waves of activation in conjunction with train arrivals and departures, and frequent bus services.
- R14** Pedestrian footpaths must be provided along all streets.



Fig. 36 Shared cycle ways

- R15** Pedestrian movement must be provided priority at key intersections and crossings in the town centre
- R16** Crossing facilities at each intersection (signalised and unsignalised) within the Town Centre must prioritise pedestrians utilising zebra crossings and/or wombat crossings on all legs of an intersection.
- R17** Pedestrian footpaths must incorporate shade trees to provide both visual amenity and climate protection
- R18** Separated bicycle facilities must be in place along Rockbank Road.
- R19** Bicycles must be accommodated in mixed traffic conditions on Leakes Road and High Street where the speed limit will be 30km/hour or less.
- R20** End-of-trip cycle facilities must be provided with community facilities. These are recommended to be provided as public facilities and not solely relied on to be provided as part of private development.
- R21** Bicycle parking must be provided at entry points to the Town Centre and be located in areas of weather protection, passive surveillance and lighting.
- R22** The transition between off-road shared path and on street bicycle facilities must be safe and legible.
- R23** Bicycle priority at intersections must be demarcated with strong and consistent visual and physical clues and supportive directional and associated road signed
- R24** Off road bicycle paths must be designed for cyclists to travel up to 30km/hour

Guidelines

- G7** Early delivery of pedestrian and cycle connections to surrounding residential neighbourhoods should be considered
- G8** Easy access of shared path and networks to encourage utilisation of these transport methods should be considered
- G9** Integrated bicycle parking in street furniture and street art should be considered
- G10** Electric bike charging locations and storage should be considered
- G11** Pedestrian connection across railway line at Leakes Road should be retained after truncation/electrification, or replaced if necessary with overpass



Fig. 37 Bicycle parking

3.2.2 Public Transport

Requirements

R25 Rockbank Train Station must be accessible to all users of all abilities

R26 Bicycle storage and self-maintenance hubs must be included within the train station precinct to facilitate sustainable transport connections (maintenance hubs includes a small kit of tools to adjust bicycles, allen keys, tyre pumps, etc).

R27 The bus network must provide a high level of coverage throughout the Rockbank PSP, i.e. 95% of residents and jobs within 400m of a bus route at the early stages of development in order to engender sustainable travel behaviour for new residents

R28 Bus route must provide access to both sides of the train line, and into the surrounding residential network

R29 The transport hub must have direct road connections easily accessible to buses.

R30 The transport hub must prioritise bus movement to achieve a high level of service to users, and help prioritise connecting bus use

R31 Vehicle drop off/pick up activities must be located in the adjacent civic street in order to maintain traffic motion along main street.

R32 Car parking within the train station must be accessible to all, with the opportunity for future decked car parking considered

R33 Bus interchanges must include weather protection shelter for passengers while waiting for services

R34 Priority movement at signalised intersections for buses must be considered

R35 Feeder bus services must operate in the interim until the large bus network is established.

R36 Train and bus timetabling must be synchronised where possible

R37 Train station entrance must include adequate lighting and opportunities for passive surveillance to ensure customer safety

R38 Train station must provide a safe shared path connection from the east and the west

Guidelines

G12 Bus parking and pick up south of the railway line should not conflict with adjoining land uses

G13 Small retail opportunity should occur within the station precinct

G14 High quality landscaping should be a feature of the train station precinct, including opportunities for public art within and surrounding the station precinct



Fig. 38 Weather protected bus interchange

3.2.3 Vehicles

Requirements

R39 Carparks must be located away from the main street, and behind built form elements

R40 Appropriate car park signage must be utilised, including smart parking technology (i.e. dynamic signage, apps etc.)

R41 On-street parallel parking must be present on all Town Centre streets.

R42 Car parks access must be limited from High Street or Leakes Road (near the intersection of High Street and Leakes Road)

R43 Loading and deliveries must be located away from the fronts of buildings and away from high streets. They will be located to rear of buildings or on side streets.

R44 Loading docks must be screened or sleeved.

R45 High Street will be a 30km/hour environment to accommodate the safe carriage of cyclists and pedestrians.

R46 Carparks must provide safe pedestrian passage for people leaving and returning to vehicles.

R47 Carparks that are located adjacent to the street and not behind a building must be separated by an appropriate landscape buffer in order to screen the carpark from the street.

R48 Accessible parking spaces must be included across the Town Centre.

R49 Carparks must include water sensitive urban design by collecting and cleansing stormwater in rain gardens across the carpark.

R50 Canopy trees must be incorporated into every 8th parking space in carparks.

R51 Large car parking areas must consider future redevelopment options if less parking is required

Guidelines

G15 Parking efficiency should be achieved by sharing carparks to reduce the overall number of car parking spaces. Liaison between land owners, developers and operators is encouraged.

G16 The Rockbank Road/rail overpass batter should be sensitively designed to consider aesthetics, views and context.

G17 Structured carparking decks should be considered, provided they are sleeved with active uses. Alternatively, attractive facades including high levels of architectural detail or vegetation will be considered.

G18 On-street loading docks should be located at the end of blocks and be the length of 2 parallel parking spaces. Adjacent awnings should be carefully accommodated.



Fig. 40 WSUD example

G19 Linear planted areas between rows of car parking spaces that also perform a storm water management function should be considered.

G20 Investigations between shared parking spaces between the train station and civic facilities should be considered

G21 Design should allow for conversion to other potential future use.

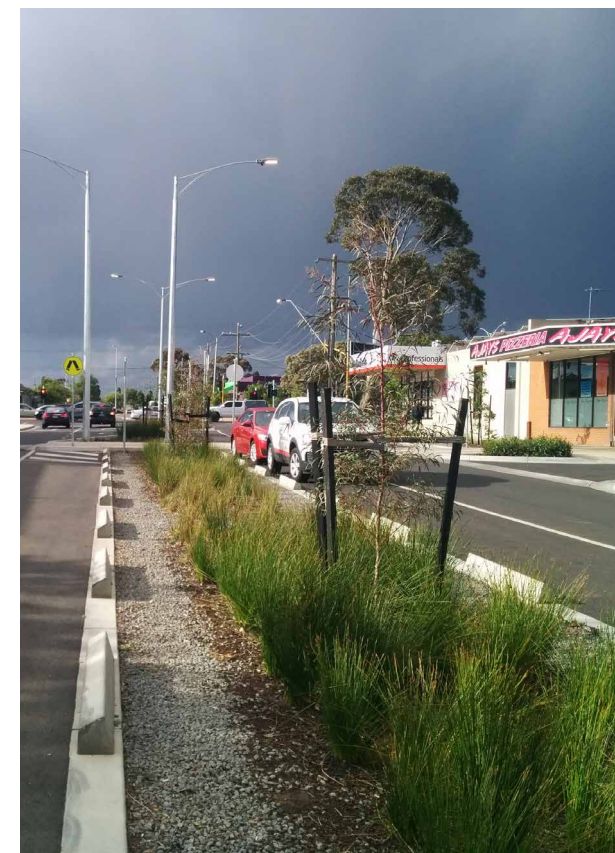


Fig. 39 WSUD Example

3.3 Public Realm, Community and Landscape

3.3.1 Public Spaces and Pedestrian Connections Requirements

R52 Central Plaza is the key public open space in the Town Centre and must be designed to accommodate passive recreational activities, market gardens, performances, and high volumes of commuter pedestrian traffic

R53 Eastern Park must be designed to be a predominantly green space to accommodate nearby medium density residents

R54 Park design must appropriately respond to area-specific climate conditions including prevailing winds and aspect.

R55 Appropriate tree species selection must be considered in order to provide shade /sun control in key public locations. Appropriate species selection will contribute to urban cooling, allowing for respite in high heat weather, creating cool refuge places to escape excessive heat. Tree selection must be consistent with Council strategies.

R56 Appropriate landscaping must proximate to the climate, available water, maintenance regime and intensity of use must be considered

R57 Fencing must be low-scale and visually permeable, guide movement and access and designed with materials that complement the park setting.

R58 Pedestrian scaled lighting must be included in all parks and key public spaces.

R59 Public spaces must be framed by a variety of active uses at different times of the day and week.

R60 Reference to the heritage drystone walls must be included in the materials palette for the Town Centre to anchor the centre in its context. This must be consistent with Council policy.

R61 Design of open spaces around the existing Serbian Church must respect existing access to the Church.

R62 Natural light to and adequate space around the Church must be considered

Guidelines

G22 Local parks should cater for a broad range of users by providing a mix of spaces and planting to support both structured and unstructured recreational activities and play opportunities for all ages and abilities.

G23 Existing quality vegetation including native species and mature trees should be protected and enhanced.

G24 CPTED principles should be considered as part of any park design

G25 Skate friendly pieces should be considered in key locations, with skate deterrents in other locations

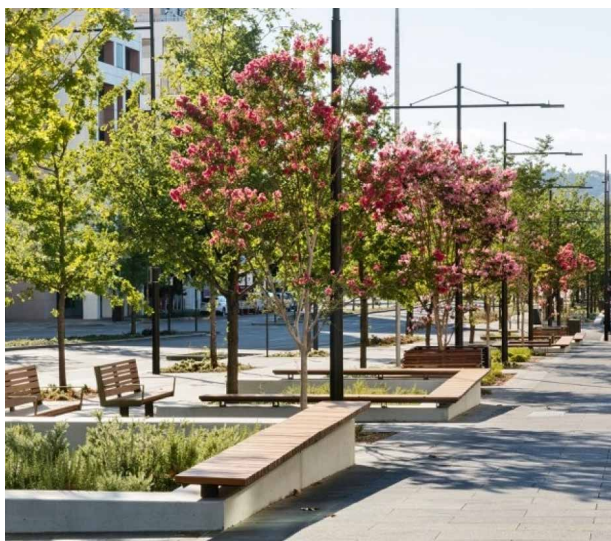


Fig. 41 Public realm seating nodes



Fig. 42 High quality laneway and small streets

G26 Arts and cultural experience, engagements should be encouraged and the inclusion of public street art.

G27 Where car parking is located on the periphery of the Town Centre, a landscape buffer should screen the parking from the surrounding residential context.

G28 Vegetation used to screen/reduce the impact of back of house retail and loading bays should be considered.

G29 A mix of hard and soft-scaping is encourage along the main street should be considered

G30 Appropriate pedestrian connections allow movement throughout the activity centre in all directions should be considered

G31 Appropriate seating nodes for a range of users in key locations should be considered

G32 The broader open space network, and what elements are needed to compliment them should be considered



Fig. 43 Shared and low speed environment

3.3.2 Public Realm Character

Requirements

R63 T materiality and form must meet the desired vision for the centre

R64 Hardscape material choices must respect and complement the history of the site

R65 A limited range of hardscape elements must be introduced across the activity centre

R66 Consistent paving and streetscape furniture must be considered

R67 Appropriate transition between uses must be considered

Guidelines

G33 The design should respond to the prevailing material palette

G34 Retail premises on ground level should interact with the surrounding street

G35 Where interfaces with public spaces occur, alfresco dining or outdoor engagement should be considered

G36 Visual permeability between the private and public realm within the main street should occur

G37 Office and commercial uses at ground floor should not utilise excessive window coverings

G38 Consideration of 30% tree canopy coverage of the car parking area within the Station precinct should be included



Fig. 44 Street life

3.3.3 Streets and Street Life

Requirements

R68 Streets must be 'active streets'. Preference will be given to businesses who wish to operate extended hours and utilise a portion of the footpath space outside the premises.

R69 Car parking and service areas must be located to the rear of the building while the street front must accommodate active uses, high levels of fenestration and primary entrances.

R70 While internal or climate controlled shopping streets will be considered, they must not detract from the 'public' street life.

R71 High Street and the northern segment of Leakes Road must be active streets lined with shops, restaurants/cafes with their primary entrance facing the street. Leakes Road must remain a safe, well-lit, walkable street and be a viable option to any internal 'streets' in other parts of the Town Centre.

R72 Street trees are an integral part of every footpath in the Town Centre. Tree selection must be consistent with Council guidelines which includes species selection, size, spacing and maintenance requirements.

R73 All footpaths within the Town Centre must be visually attractive and functional. They include quality paving materials, street trees and planted areas, furnishings such as benches, bike racks and rubbish bins and street lights which are timeless in design, have a long life cycle, and are durable in design.

R74 Appropriate wayfinding must be included throughout the activity centre, in a single considered approach, which adheres to best practice legibility and accessibility standards.

R75 Multi-purpose spaces must be incorporated into any design, allowing for the temporary use of spaces

G39 Diverse uses should be considered around the town centre

G40 Opportunities for public art and street art should be considered and are encouraged within the public realm

G41 A legible street network is should consider a clear hierarchy of streets, with land use intensity located at key addresses



Fig. 45 Wayfinding

3.3.4 Safety and Security

Requirements

R76 Built form and uses on high traffic streets must include active frontages for passive surveillance

R77 Uses in key locations must have on street alfresco dining to foster 'passive surveillance.'

R78 Appropriate lighting must be included on all streets and public spaces within the town centre

R79 CPTED principles must be followed

R80 Landscaping must be designed in a way that adheres to CPTED principles

R81 A variety of uses that operate at different times must be located adjacent to key public realm locations in order to facilitate active streets and a sense of safety

R82 Clear movement networks and safe pedestrian environments must be included where possible



Fig. 46 Raised pedestrian crossings

Guidelines

- G42** Ensure well lit and active streets connect the train station and key public realm sites
- G43** Provide appropriate lighting at key intersections for pedestrian and cyclist safety during the evening
- G44** Allow for extended operating hours to facilitate opportunities for safe refuge and emergency access



Fig. 47 Market square

3.3.5 Landscape and WSUD

Requirements

- R83** Applications must include soft and hard-scape elements which complement the built form and encourage pedestrian activity
- R84** Landscaped areas must provide for multiple uses, including traditional pedestrian traffic, and temporary pop up stalls
- R85** Landscape design must incorporate defensive design elements to protect against unwanted vehicles mounting the verge, embedded within seating, level changes, and raised planting elements
- R86** Shade structures along with canopy trees must be included in order to limit the urban heat island affect
- R87** Water sensitive urban design must be included throughout the town centre, including tree water pits, urban swales, water re-use, and recycling initiatives
- R88** Street tree planting must provide canopy cover for shade in addition to retail awnings
- R89** Street tree species must meet Council guidelines regarding species, size and maintenance requirements

Guidelines

- G45** Water sensitive design and re-use should be managed in conjunction with built form elements and water harvesting
- G46** Permeable paving solutions should be investigated for the car parking locations.
- G47** Central car parking swales should be incorporated
- G48** Stormwater harvesting should be investigated as a way to reduce watering costs of open spaces
- G49** Underground tanks to provide rainwater irrigation to open spaces will be considered



Fig. 48 Pop-up activities

3.4 Built Form, Massing and Density



Fig. 51 Medium density built form engaging with adjacent park



Fig. 50 High quality built form

3.4.1 Address, Setbacks and Form

Requirements

- R90** Retail uses must be designed to address the street and public spaces and include all primary entrances. Blank walls on these frontages are not acceptable.
- R91** Building accommodating retail uses must be built to the street boundary with zero setbacks
- R92** Corner buildings must have an entrance on both streets
- R93** Corner buildings must provide a sense of arrival and scale
- R94** Residential buildings must address the street and include ample fenestration on all levels and the primary entrance to the home. Ground floor apartments must all have individual street facing entrances.
- R95** Residential buildings must not include street facing garages - rear access or basement/undercroft parking is acceptable.
- R96** If town houses are proposed, front fencing (if any) must be low and must not exceed 1.2m high.
- R97** Fencing must be visually light in form, and material
- R98** Front landscaping must compliment the urban quality of the surrounding environment
- R99** Setbacks from the street must allow for built form relief on the street edge

Guidelines

- G50** A mix of roof forms which are symbolic or contain real activities including a mix of parapet and traditional pitched roofs are encouraged.
- G51** Rooftop space that is used as viable and occupiable space is encouraged to be utilised
- G52** Feature buildings are encouraged at the corner of Leakes Road and High Street and at the corner of Rockbank Road and High Street.
- G53** Modern built form is encouraged, with articulation, interest and fine grain detail required
- G54** Consistent form is required, but a mix of treatments throughout the centre is encouraged
- G55** Vegetated rooftop space is encouraged
- G56** Vegetated walls/facades are encouraged



Fig. 49 Active ground floor and above ground residential

3.4.2 Proportion and Scale

Requirements

R100 Corner buildings throughout the Town Centre must be taller and more elaborate while the mid-block buildings or portion of the building will be the least visually dominant.

R101 Upper floor forms must reinforce the geometry and alignment of the general street form as well as give a sense of enclosure and definition to the public realm.

R102 Individual tenancies must be articulated within the larger built form environment, showing variance between tenancies

Guidelines

G57 The width of fine-grain tenancies along High Street and the northern segment of Leakes Road should be varied in order to encourage various uses.

G58 Built form should be proportionate to the street width and access locations



Fig. 52 Medium density park interface

3.4.3 Facades and Entrances

Requirements

R103 Large format retail must not present long facades to the street or parks and must be sleeved by other fine grain tenancies.

R104 The facades along High Street and the northern segment of Leakes Road must be defined by a rhythm of shopfronts which present as small grained scale, broken by regular tenancy dividing panels either in masonry or carrying graphics and signage.

R105 Street level façades of retail tenancies must be 70% glazed to 2m above ground, with steel, aluminium or timber framing.

R106 Verandahs and canopies must be incorporated within the built form of the town centre

R107 Breaks between buildings along the retail street edge must only exist to provide a link to a carpark or anchor tenant behind the building or provide a pedestrian connection to another destination within the block. Clear glazed windows along the sides of the building are essential.

R108 Facades along Rockbank Road must be high quality, with blank walls unacceptable. The main entranceway should be from Rockbank Road with a secondary entrance from the car parks or main street.

R109 The community facilities along High Street and Station Street must include 60% glazing and quality façade detail. The main entrance must be from High Street with secondary entrance only from rear carparks.

R110 The community facility on the corner of Rockbank Road and High Street need not provide a building entrance from Rockbank Road but must not present Rockbank Road with a blank wall. 60% glazing and quality façade detail is essential.

R111 The facades along High street and the northern segment of Leakes Road must accommodate continuous weather protection to encourage movement along streets in all weather conditions.

Guidelines

G59 Entries to major destinations should be distinguished from standard adjacent shopfronts by decorative fenestration details including handles, graphics and signage, material, additional height, lighting.

G60 Facades above street level should be predominantly masonry which could include a mix of natural stone and timber cladding

G61 Development on corner sites should include windows on both sites to create sightlines through the building.

G62 Facades must articulate a 3D built form element, and not present as a 2D plane

G63 Facades should wrap around the exposed side of buildings, and present as a continuous material element



Fig. 53 High quality medium density residential

3.4.4 Interfaces and Transitions

Requirements

R112 The interface with the railway line must include a landscape buffer and shared path to continue pedestrian and cycle connectivity

R113 The transition between the retail and commercial interface with the railway line and the conventional residential interface with the railway line must provide a continued vehicular and pedestrian/cycle connection. A vehicular connection is not required to the eastern side of Leakes Road.

R114 Interfaces between the 'public realm' and the station car parking must provide a clear delineation of space, either through low fence, planting, or some other low level barrier detail.

R115 Interfaces with the Rockbank Road overpass batter must include a landscaped solution, with planting to soften the batter and provide a more amenable outcome.

R116 Shared path and bus interchange connection underneath the Rockbank Road overpass must retain the 10m landscape buffer and shared path, and include lighting elements for visibility and safety.

R117 Where commercial and retail premises interface with residential uses, loading bays must be screened from view, either by landscaping, vertical elements or other built form to provide an appropriate transition.

R118 Graffiti prevention must be considered when detailing materials for fencing, screening, and sides/rears of buildings. Textured materials must be considered for these interfaces, or landscape elements to mitigate access for graffiti.

Guidelines

G64 Interface treatments should consider lighting on the built form, signage, and other public/private initiatives

G65 Integration of small retail elements within and around the town centre should be included in order to facilitate active edges and eyes on the street

G66 Transitions between incompatible uses should be mitigated appropriately by landscaping, built form elements, or noise abatement initiatives if required

G67 Clear delineation between public and private areas should be provided in a clear, but non-intrusive manner

3.4.5 Signage and Advertising

Requirements

R119 Shop signage must be integrated into the building's facade design/fenestration, above the canopy.

R120 Signage on retail uses are restricted to the ground floor. Signage will not be acceptable on the upper floors of building.

R121 Signage hanging from the canopy over the footpath is encouraged.

R122 Signage on the front of an awning/verandah must not be higher than the depth of the awning/verandah

R123 Pylon signs will not be considered except on the periphery of the Town Centre on Rockbank Road.

R124 Signage applications must meet planning scheme guidelines

R125 Advertising and signage must not cover the glazed and active edges of buildings

R126 Signage and wayfinding must be incorporated into a consistent language through the activity centre

Guidelines

G68 Shop branding and colours should not cover the entire building, as this can be constituted as signage

G69 Signage colours and sign shaped should not detract from the overall texture and materiality of the activity centre

3.4.6 Density

Requirements

R127 Achieve the required density of 30 dwellings per hectare in the residential areas as specified in the Rockbank PSP.

R128 Where residential dwellings occur above ground floor retail/commercial uses, lobby entrances must be consolidated as to not have a detrimental effect to on street activation.

R129 Residential above ground floor must provide for appropriate secure car parking locations, without having a detrimental effect on the ground level pedestrian experience.

R130 Medium density housing options must consider car parking either via private laneway, undercroft or basement car parking

Guidelines

G70 Upper level housing should include outdoor entertaining areas with access to light and ventilation

G71 Housing integrated into the main retail and commercial precinct should have safe and secure entrances

G72 The residential address should promote additional activity, and be located adjacent to compatible uses

G73 Multiple levels of office and residential uses above ground level are encouraged

G74 Future retrofitting of residential dwellings above ground floor retail and commercial uses should be considered, and factored into any staged design

G75 Housing with direct frontage to an active street can accommodate less active edges at ground level



Fig. 55 High quality materials

3.5 Sustainability and Environment

3.5.1 Energy Efficiency

Requirements

R131 Energy efficiency must be considered as part of every application

R132 Where lighting is required, energy efficiency fittings and fixtures must be included

R133 Building siting and access to sunlight must be considered and designed for, in order to reduce energy requirement for electric lighting

R134 Building energy performance must be considered in its local environment.

R135 Sustainable building materials and methods must be incorporated and investigated as part of each application

R136 Lighting models must be investigated which harness solar energy with battery packs

R137 Lighting should be directional and avoid unnecessary light spill

Guidelines

G76 Encourage sustainable transport methods by promoting walking and cycling, and access to Rockbank train station

G77 Investigate shared facilities and co-working spaces where less intense energy usage is required

G78 Material life cycle should be considered when selecting streetscape elements, including embodied energy, recycled materiality, and durability

3.5.2 Water Management

Requirements

R138 Development must comply with Section 3.7 Integrated water management and utilities of the Rockbank PSP. The requirements most relevant to an Urban Design Framework Plan are outlined below.

R139 Stormwater runoff must meet or exceed the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater

R140 Final design of water sensitive urban design features must be to the satisfaction of Melbourne Water and Melton Council

R141 WSUD interventions must be appropriate to be sympathetic to the natural landscape of Melton

R142 Any planting included as part of water management projects must contribute to and enhance the local biodiversity of the area.

Guidelines

G79 The design and layout of roads, road reserves and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths

G80 Water sensitive urban design initiatives such as rain gardens and/or locally treated stormwater for irrigation to contribute to a sustainable and green urban environment is encouraged.

G81 Harvesting water from built form and re-using or recycling for other purposes is encouraged

04 IMPLEMENTATION AND STAGING

4.1 Indicative staging strategy

Staging is critical in the strategic development and planning of an activity centre. The staging of the Rockbank activity centre will be driven by the development of the surrounding residential catchment, along with the retail and commercial components that comprise the centre.

The staging and timing of the commercial and retail are driven by market conditions, and are related to the appetite of the business developing the centre, and their short and long term goals. As the road hierarchy of the activity centre changes over time, the 'front door' of each retail, civic or commercial site will need to be considered.

Delivery of infrastructure items that are crucial to the ultimate development and the success of the major activity centre depend on developer contributions works in kind projects, and government funded works.

Rockbank Development Contributions

The infrastructure items included within the Rockbank Development Contributions Plan (DCP) related to the Rockbank MTC are listed below:

- Rockbank Road Overpass (BR-02: purchase of land only)
- Rockbank Road signalised intersection (IT-09: interim and ultimate signalised four-way intersection construction)
- Leakes Road interim level crossing upgrade (BR-06:)
- Rockbank East Pedestrian Bridge (BR-05: connecting pedestrians over the railway line to Ian Cowie Recreation Reserve)
- Delivery of Rockbank Road (as development occurs),

These items can be delivered by Council, or by a developer as part of a Works in Kind agreement. Additional works completed as part of recent MMRA Ballarat Line Upgrade include:

- Train track duplication,
- Upgrade of Rockbank Station,
- New Station car park and bus interchange (northern side)

Government Funding (Federal, State, Local)

The Rockbank DCP provides detail about key road projects, however there are a number of projects which do not provide detail around future funding arrangements.

The items listed require government strategy and funding in order for the projects to be completed.

- Rockbank Road Overpass construction (land only funded as part of the DCP)
- Electrification of Railway line (Deer Park - Melton), which will incorporate the construction of the southern portion of the Rockbank Train Station car park upgrade
- Delivery of the Rockbank Indoor Recreation Reserve (land only funded as part of the DCP)
- Delivery of the level 3 Rockbank multipurpose community facility (land only funded as part of the DCP)
- Retention of dedicated pedestrian at grade crossing of the railway line along Leakes Road - or supply of new pedestrian overpass in this location.
- Town Park - this land will be mostly occupied by Leakes Road until the Rockbank Road overpass is delivered. Some of the park will be delivered by adjacent development as it occurs, however there is no funding set aside for the delivery of the portion occupied by Leakes Road.

These items will not necessarily be staged in line with demand and catchment of the surrounding population, but may be delivered early as part of State Government funding agreements, or a negotiated deal with a developer. There is the possibility that these items may also be delivered later than expected, and this may also influence the staging of the centre.

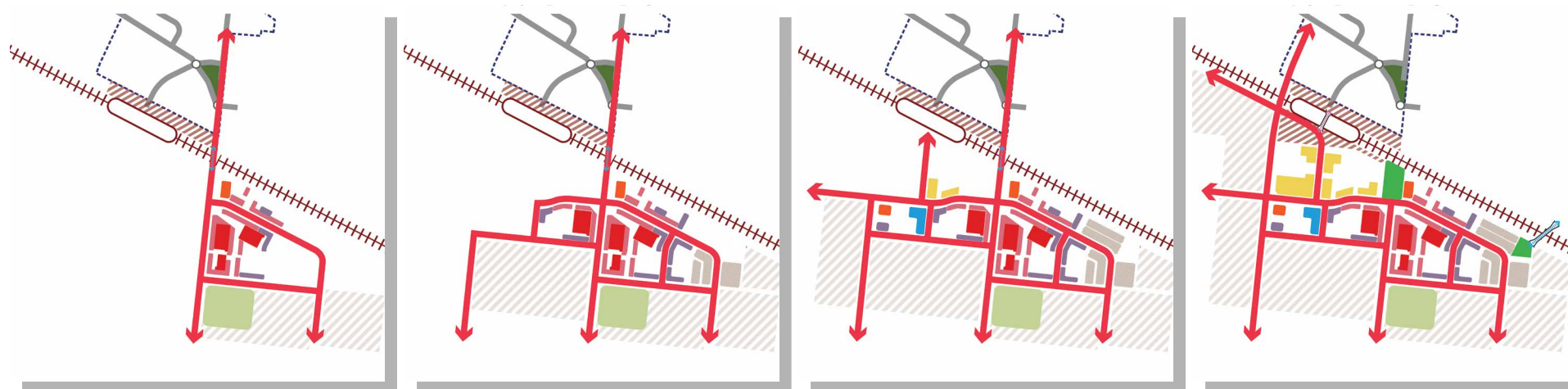


Fig. 56 Indicative Staging Plan

Stage 1

- Existing Leakes Road provides access across Railway Line and to Western Freeway, and beyond
- Existing subdivision to south and east of UDF can utilise Leakes Road as main access
- Stage 1 of retail core east of Leakes Road
- Rockbank Station upgrade (northern side) with bus interchange complete
- Difficult pedestrian access over Leakes Road
- Pedestrian crossing of Railway line at Train Station and on east side of Leakes Road

Stage 2

- Further residential development will facilitate more retail growth
- Additional residential development to the south west will construct a portion of Rockbank Road, providing preliminary connection to the ultimate network
- Interim traffic management of a four way intersection required (may be incorporated into ultimate)
- Pedestrian access from train station easier due to 4 way intersection management allowing crossing of Leakes Road

Stage 3

- Further development to the west facilitates the construction of the Rockbank Road/Main Street signalised intersection
- More vehicle usage along Leakes Road as further residential development to the south occurs
- The connection between Leakes Road and Griegs Road will truncate, when Rockbank Road and Griegs Road meet
- Leakes Road will reduce in priority
- Potential for road connection into the southern side of the Rockbank Train Station
- East-West pedestrian movement enhanced via the main street
- Potential for railway line quadruplication and electrification, increasing services frequency

Stage 4

- Rockbank Road connects fully from the Western Freeway in the north through to Griegs Road in the south
- Rockbank Road is the only arterial connection within the Rockbank PSP
- Traffic flowing through the activity centre will be destination, for the purposes of:
 - Shopping,
 - Train Station (pick up/drop off),
 - Access to community facilities,
 - Social interaction.
- Smaller business opportunities will develop as the traffic slows, and customer catchment increases
- Ultimate pedestrian movement facilitated

4.2 Key development drivers and dependencies

As development occurs within the Rockbank activity centre, development will likely outpace the construction of key community facilities and key road infrastructure items.

The larger items which may hinder or delay development from occurring in a preferred manner include:

- Council strategy regarding which facilities to implement and fund, and at what time
- Strategy and timing around the electrification of the railway line, and car parking to the south of the railway line (PTV Network Development Plan identifies approximate timing of 2026).
- Strategy and timing to construct the Rockbank Road overpass, and where funding will come from.

The potential drivers and dependencies have been outlined below on the following pages.

4.2.1 Delivery of Council Facilities

The delivery of civic facilities is an important factor of an activity centre, in order to provide a sense of community, and an adequate service provision from Council.

In addition to this outward reaching element of the civic facility, the urban structure of the Rockbank MTC UDF requires a road connection between the Rockbank Train Station and the east-west portion of the main street. This connection occurs between the two civic areas, the level 3 community facility and the indoor sports and recreation facility. As this road is bound by civic facilities, it will likely be delivered when these begin construction.

This connection is important for the overall movement network throughout the centre, especially the connection to the train station and bus interchange.

As this road is critical to the development of the UDF, it should be delivered at a similar time to the delivery of the Rockbank Road overpass and the Rockbank train station car park and railway line electrification. Once this is completed the civic facilities can be delivered either before or after the railway line electrification and Rockbank Road overpass are delivered, however the road connecting the station to the main street should be tied to the delivery of the station.

If the ultimate civic facilities are unable to be delivered until a much later date, there is the potential for a small portion of the civic requirements to be leased within a small shop front in a different location within the Rockbank MTC until the full facility can be developed, in order to provide some level of civic facility early to the existing residents.

4.2.2 Rockbank Road Overpass

The Rockbank Road overpass provides a significant change to the road hierarchy within the Rockbank PSP area. As residential development occurs within the PSP area the vehicular traffic will increase considerably. Leakes Road, as the primary connection over the railway line and onto (and over) the Western Freeway, will be the most highly utilised road, taking on the additional traffic.

As the aim of the Rockbank MTC UDF is to create a slow and pedestrian oriented retail centre, reduced vehicle through traffic will be required in order to achieve this. This desired outcome for the centre cannot ultimately occur until traffic is redirected from Leakes Road and onto Rockbank Road. Once the traffic flow has been shifted from Leakes Road to Rockbank Road, the opportunity for a slower and pedestrian friendly area can be realised.

The overpass will also need to be constructed in consideration of the Melton Railway Line electrification, to ensure suitable clearances of train infrastructure.

Once the overpass is completed, and connected in both directions, Leakes Road will truncate at the east-west main street intersection. Once this occurs, the community and pedestrian experience of the town centre can begin to thrive, due to:

- The construction of the town plaza (partially in Leakes Road reserve)
- Traffic can slow in the MTC environment
- Opportunity for market stalls and community events to occur in town plaza
- Better pedestrian and cycle experience due to reduced traffic
- More opportunity for alfresco dining with less traffic/vehicle noise

4.2.3 Railway Line Electrification

The electrification and quadruplication of the railway line between Deer Park and Melton will further allow the Rockbank MTC to develop into a truly connected centre within the metropolitan area.

Electrification of the railway line will provide up to six train services per peak hour, and three services per off peak hour (PTV Network Development Plan, 2016 Update). The PTV Network Development Plan 2016 provides an indication that these services will be available around the year 2026. This will change the way people move to and from Rockbank, and draw in additional commuters from further afield wanting to use the metro rail service.

In addition to the upgraded services, the construction of the southern portion of the Rockbank Station car park and additional three bus interchange bays, once constructed the train station precinct will alter the function of the activity centre.

Some key changes will include:

- Increase train patronage
- Increased car parking from park and ride commuters
- Increased demand of bus interchange
- Additional bicycle parking required
- Higher volume of peak hour pedestrians to and from the station, moving north and south
- More passing trade from retailers
- Increased opportunity for smaller businesses to open and capture new customers
- Bicycle and shared path usage will increase
- School peak and business peak hours differ, and will create additional activity in the area
- Civic and sporting facilities accessible to a wider range of users
- Increased hours of activation in the activity centre due to metropolitan style train services
- Increased opportunity for bars and late night venues to open
- Community facilities and healthcare available for people that are mobility impaired
- Child care centre located in walking distance from the train station with frequent services
- Increased importance on appropriate lighting design for evening commuters
- Increased importance on building design for residential areas to block out train noise and increased commuter noise

05 REVIEW

The Rockbank Major Town Centre Urban Design Framework has been prepared with regard to the latest and most up-to-date information available. However, the content of this document is subject to change as new and additional information is made available.

As such, a document such as this should be reviewed every five years in order to ensure that the information provided is up to date and still relevant. This document is being prepared with the intent that it will be utilised in a short time frame to guide development, and is reflective of current retail, commercial and residential development outcomes.

Some key changes which may impact the Rockbank UDF in the future, and may trigger the need for a formal review include:

- Deer Park - Melton railway line electrification
- Deer Park - Melton railway quadruplication
- Rockbank Station Southern car park design and bus interchanges
- Rockbank Road overpass design and batter
- Potential pedestrian overpass included at the town park over the railway line
- Future changes in retail centre hierarchy
- Future retail and commercial demand
- Autonomous vehicles, and their impact on car parking rates and requirements
- Opportunity for additional retail/commercial development in areas currently identified for car parking
- Additional residential demand within major town centres, and apartment style living
- Provision of community facilities, including any reduction or addition to what is currently proposed for the Level 3 facility

A possible alternative is that little development has occurred on the ground in that five year period. This is also an outcome that should trigger a review of the UDF, as the retail/commercial/residential markets may have shifted substantially in that period of time.

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06 APPENDIX - STATUTORY ASSESSMENT

The Rockbank PSP includes a list of requirements that are to be met in order for a UDF to be approved by the responsible authority. This list of requirements has been met and detailed throughout chapters 2 and 3 of this report. However, the specific requirements have been itemised and a comment provided for each in Table 2.

Requirement	Compliance	Comment
Relevant design guidelines prepared by the Victorian Government and Melton City Council	Yes	These have been considered.
A response to the Rockbank Major Town Centre Urban Design Framework Concept Plan (Figure 2) and the vision and organising elements set out in Figure 3, including the role and function of the town centre and how it integrates with the surrounding area	Yes	These have been considered, and a response is provided in Chapter 2 of this report.
A land use plan that identifies the appropriate location for all supported land uses and considers the relationship between these uses, including the integration of community facilities and services	Yes	These have been considered, and a response is provided in Chapter 2 of this report.
A response to Appendix D Rockbank MTC key design principles	Yes	Principles 1-15 located in Appendix D have been generally addressed throughout the Draft UDF, however we note that they overlap with key items outlined in other sections of the UDF. There is no dedicated section directly responding to Appendix D.
A response to Table 4, referencing retail, office and commercial floor space	Yes	A comparative table has been provided in response to Table 4 in the Rockbank PSP - this can be found in Chapter 2, within the Land Use section.
Bus priority lanes and signals where appropriate to access the Rockbank Railway Station	Yes	These have been considered in the Movement and Access section, and a response is provided in Chapter 2 of this report.
A land use plan that identifies a hierarchy of public spaces including local parks, pedestrian and cycle links, urban spaces and landscape nodes	Yes	These have been considered and a response is provided in the Land Use section, the Access and Movement section, the Public Realm, Community and Landscape section, and the Sustainability and Environment section.
Place making elements, character precincts and nodal destinations within the town centre including a hierarchy of public spaces that provide opportunities for social interaction and local events	Yes	These have been considered, and a response is provided in the Public Realm, Community and Landscape section.
Key views to the surrounding area and open space and the creation of vistas through the town centre to create interest in the streetscape and provide opportunities for fine-grained urban design outcomes	Yes	These have been considered, and a response is provided in the Public Realm, Community and Landscape section, along with a response to the Rockbank PSP organising elements.
Design of the interface with the Melbourne-Ballarat rail corridor, Rockbank Road and surrounding residential uses and local parks	Yes	These have been considered, and a response is provided in Chapter 2 of this report.

Table. 2 Rockbank PSP Requirement 17 and Response

Requirement	Compliance	Comment
A fine-grain road network that identifies direct connectivity within, to and from the town centre	Yes	These have been considered, and a response is provided in the Movement and Access section.
Incorporation of public transport services, including Rockbank Railway Station and bus interchange, into the design of the town centre	Yes	These have been considered, and a response is provided in the Movement and Access section.
Opportunities for higher density housing within and surrounding the town centre and its design	Yes	As a requirement of the PSP, the UDF has responded to the need for a density of 30 dwellings per hectare in the UDF - connecting into the broader medium density catchment directly outside of the UDF.
Staging and indicative development timing of the town centre	Yes	These have been considered, and a response is provided in Chapter 2 and Chapter 4 of this report looking at the indicative retail and commercial development, along with the likely infrastructure and community items that are required to be delivered.
Guidelines to positively address environmental sustainability including integrated water management and energy conservation	Yes	These have been considered, and a response is provided in the Sustainability and Environment section.
Provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the town centre	Yes	Car parking is a critical element of any town centre, and sufficient consideration has been given to it in designing the Rockbank UDF. Generally, there is enough car parking for the land uses shown, considering multi-level car parking opportunities in some locations. Car parking design is subject to change, and is best advised through the requirements and guidelines chapter. Synergies between land uses, such as the Indoor Recreation Centre and the Train Station can also reduce required car parking rates. In addition, assessing car parking on a precinct wide basis, as opposed to a landuse/ individual permit basis can provide appropriate reductions in car parking requirements.
Provision of service areas for deliveries and waste disposal including access for larger vehicles and measures to minimise the impact on the amenity of the town centre and adjoining neighbourhood.	Yes	These have been considered, and a response is provided in Chapter 3 of this report.

07 APPENDIX - GLOSSARY

Active frontage: Building frontage which contains uses that promote activity and interaction with the street. For example cafes.

Active transport: Transport requiring physical activity, typically walking and cycling.

Activity centres: Areas that provide a focus for services, employment, housing, transport and social interaction. They range in size and intensity of use from smaller neighbourhood centres to major suburban centres and larger metropolitan centres.

Affordable housing: Housing that is appropriate for the needs of a range of very low to moderate income households, and priced (whether mortgage repayments or rent) so these households are able to meet their other essential basic living costs.

Amenity: The pleasant or satisfactory aspects of a location which contribute to its overall character and the enjoyment of residents or visitors. May include access to services and well-designed public spaces.

Apartment: A dwelling located above the ceiling level or below the floor level of another dwelling and is part of a building containing two or more dwellings.

Arterial Road: A higher order road providing for moderate to high volumes at relatively higher speeds typically used for inter-suburban or inter-urban journeys, often linking to freeways. The Road Management Act 2004 includes a specific definition of arterial roads, being “a road which is declared to be an arterial road under section 14”. Declared arterial roads are managed by the State Government.

Building height: The vertical distance from natural ground level to the roof or parapet at any point.

Built form: The combination of features of a building, including its style, façade treatments, height and site coverage.

Climate change: A long-term change of the earth’s temperature and weather patterns, generally attributed directly or indirectly to human activities such as fossil fuel combustion and vegetation clearing and burning.

Climate change adaptation: Actions that prevent or minimise the adverse impacts of climate change.

Climate change mitigation: Actions that prevent or reduce emissions of greenhouse gases that contribute to climate change.

Fine-grain: an urban environment with human scale spaces, mixed uses, relatively narrow street frontages and through block links, to foster diverse activities and walkability.

Framework plan: High level coordinating plan which sets policy direction (vision) and spatial structure for a growth area, urban renewal precinct, cluster, or regional city. A

Framework Plan: Sets out the future vision for a defined area

Guides sustainable growth development over the longer term

Identifies the steps needed to manage growth

Defines key projects and infrastructure required to support growth and

Provides a more certain environment for making both public and private investment decision

Frontage: The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces.

Future urban structure: Future urban structure refers to future intended disposition of land use, build form and infrastructure.

Housing density: The number of dwellings in an urban area divided by the area of the residential land they occupy, expressed as dwellings per hectare.

Human scale: The proportional relationship of the physical environment (such as buildings, trees, roads) to human dimensions. Maintaining a human scale means that structures are not perceived as overwhelming at ground level and urban environments are highly walkable.

Infrastructure: Basic facilities and networks (e.g. buildings, roads, and utilities) needed for the functioning of a local community or broader society. Infrastructure can be provided by the private sector (local roads, childcare, shopping centres), or by Government (Kindergartens, schools, railways).

Main Street: A function of an activity centre, where vitality and activity are created by orienting uses towards the street, and ensuring that the primary address of all retail stores is the street. This would normally be a connector street rather than an arterial road.

Major activity centres: Suburban centres that provide access to a wide range of goods and services. They have different attributes and provide different functions, with some serving larger subregional catchments. Plan Melbourne identifies 121 major activity centres.

Mixed-use: encourages a mixture of different land uses, retail, commercial and residential in the same location or building. To facilitate diversity of land use, group multiple activities and provide longevity of interaction beyond the traditional 9am – 5pm.

Mixed-use precinct: A ‘mixed-use’ precinct is an area that has a variety of uses. For example: housing, commercial, a town centre and community facilities. The term mixed use can also include mixing uses between buildings (e.g. shops next to flats) or within buildings (e.g. shop on top of housing).

Open space: Land that provides outdoor recreation, leisure and/or environmental benefits and/or visual amenity.

Precinct Structure Plan (PSP): Detailed master plans for future growth corridor developments, informed by growth corridor plans. The plans identify alignments of transport routes, town centres, open space networks, densities of residential areas, and areas for industry and employment.

Public realm: Incorporates all areas freely accessible to the public, including parks, plazas, streets and laneways.

Public transport interchange: Places where people can access or change between multiple public transport routes and modes. For example, between train and bus or a multi-route bus station at a major activity centre.

Responsible authority: the decision maker on planning permit applications – usually the relevant municipal Council but in some situations, could be the VPA.

Setback: The horizontal distance from a boundary or building.

Solar access: Ability of a property, street or open space to receive sunlight.

Sustainable transport: Transport by modes other than single-occupancy cars. Includes walking, cycling, bus, tram, train and carpooling.

Urban design Framework: Urban Design Frameworks are strategic planning tools that set out an integrated design vision for the desired future development of urban places. They translate the broad aims of the planning scheme and / or Precinct Structure Plan to practical urban design action at the local level.

Walkability: The degree to which an environment supports walking as a transport mode, for instance by providing frequent, safe and attractive paths that connect common trip origins and destinations.

Water-sensitive urban design: Integrating the urban water cycle into urban design to minimise environmental damage and improve recreational and aesthetic outcomes.

Source: Glossary of terms sourced from the VPA Glossary of Commonly Used Planning Terms, which references:

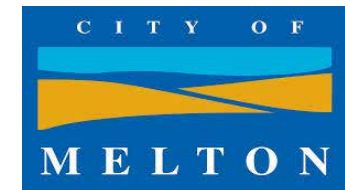
- Plan Melbourne 2017-2050
- Arden Glossary
- Clause 72 of the Victorian Planning Provisions
- PSP guidelines
- Planning Victoria Glossary
- Oxford Dictionary
- Small lot housing code,

with additional terms provided by Tract Consultants.

Rockbank Major Town Centre DRAFT Urban Design Framework

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