



Diggers Rest

MELTON PLANNING SCHEME

This plan is endorsed as satisfying condition
No. 2 of Planning Permit No. 2014/4328

[Signature] 26/8/14
Signature of Responsible Authority Date

Local Town Centre
Urban Design Framework



25/07/2014

Tract
Town Planners
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01 Introduction



Diggers Rest is an historic settlement that is embarking on a period of transformation and planned growth. With proximity to employment land and access to arterial and electrified rail connections, the town has been identified for renewal at a regional level through the Sunbury/Diggers Rest Growth Corridor Plan and at a local level through the Diggers Rest Precinct Structure Plan.



A strategic plan for Diggers Rest was established through the Diggers Rest Precinct Structure Plan (PSP). The implementation of the PSP will see the existing township grow from its current population of less than 3,000 to a target population of almost 12,000. This growth is an important factor that will enable a more viable population to sustain an improved range of services and provide new facilities that are currently unavailable for the residents of Diggers Rest.

The Diggers Rest Local Town Centre (LTC) will be the focus of the expanded community. It will provide a centralised shopping precinct in proximity to new and enhanced community facilities and active open space. The centre will also support an expanded range of housing options, as well as public spaces, entertainment and employment opportunities.

This Urban Design Framework (UDF) is for the Diggers Rest Local Town Centre and responds to the Diggers Rest Precinct Structure Plan, the Melton Planning Scheme and other state and local relevant policies. This UDF is intended as a guide for future built form and land use on the site. The detailed development of the individual components of the centre will be at Council's discretion and through a planning permit application process.



1.1 Vision

The Diggers Rest Local Town Centre will be the focus for the local community, exhibiting a uniqueness of character in the Sunbury/ Diggers Rest region.

Centred around a village atmosphere of the main street, it will embody the very best living principles for a community committed to sustainability, high quality public spaces, and outstanding community infrastructure.

The central shopping precinct will provide local level retail and services, enhance local connectivity, and will cultivate a strong sense of local identity for the Diggers Rest township.

The community will benefit from a well-designed town centre, which will be anchored by a full-line supermarket, and walkable proximity to active open space.

A component of higher density and home office style accommodation will enhance the centre as a vibrant place and provide diversity in housing options.

It will be well connected to the Diggers Rest community through strong visual and physical links, giving residents a chance to experience the many offerings of the Local Town Centre.

02 Site Context



Figure 1: Site Plan

The land subject to this UDF is located within the Sunbury/ Diggers Rest Growth Area, approximately 35 kilometers north-west of Melbourne's Central Business District. Diggers Rest has access to Melbourne via the Calder and Tullamarine Freeways and the future Outer Metropolitan Ring Road will provide further access opportunities.

2.1 Site Analysis

Diggers Rest is approximately 6kms from Sunbury, which is well established as a Principal Town Centre and in the region. Diggers Rest will form part of a network of townships or communities serviced by this a 'multi-nodal centre'

Figure 2 opposite shows the Diggers Rest PSP within its regional context.

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

The approximate location of the Local Town Centre is shown in Figure 3.

The Local Town Centre has an area of approximately 9.5ha. The land is generally flat and drains naturally to the south. The land has historically been used for grazing and cropping. The Diggers Rest Native Vegetation Precinct Plan confirming that there is no native vegetation within the Local Town Centre site.

03 Strategic Context

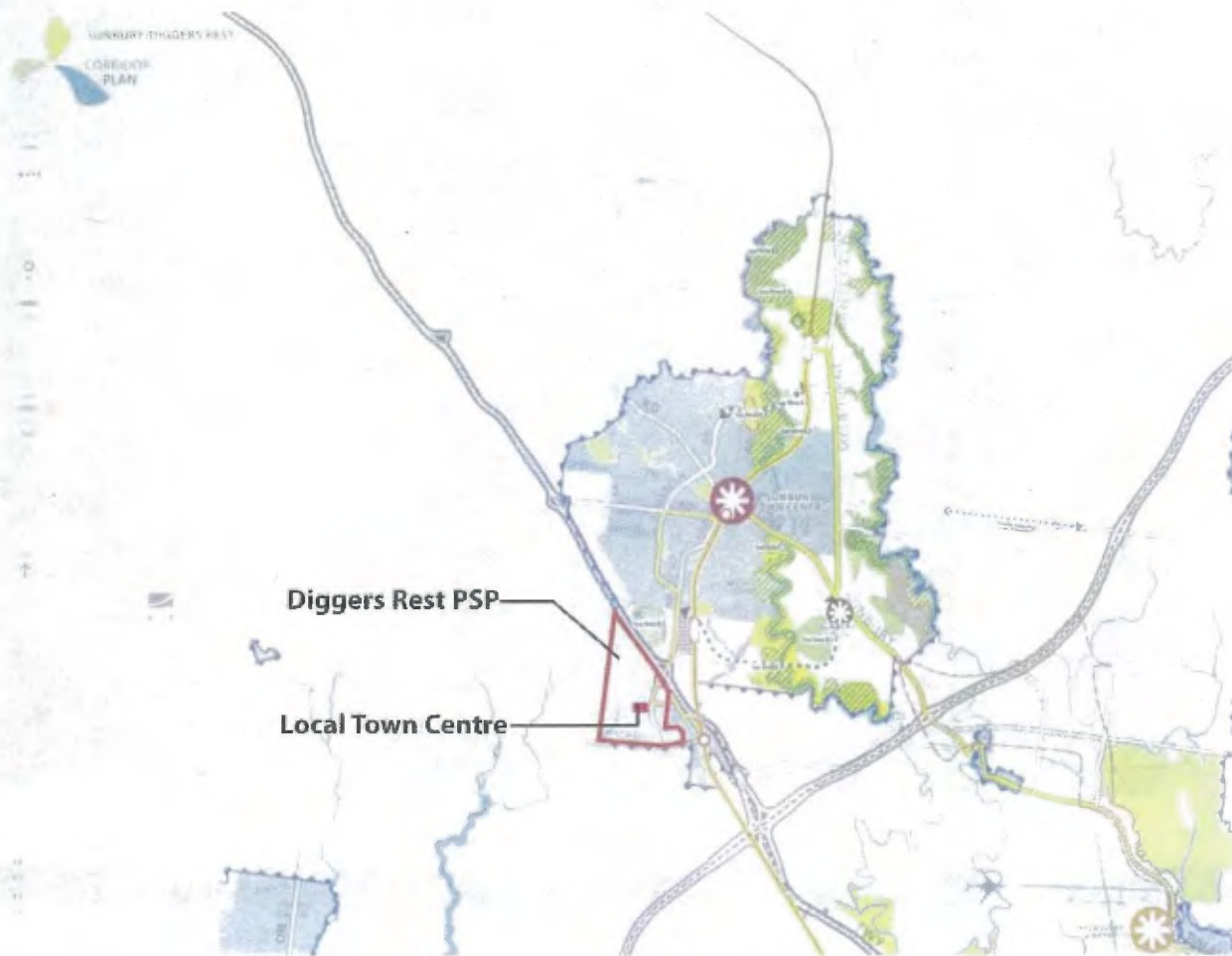


Figure 2: Regional Context

As detailed below, this Urban Design Framework is informed by a strategic basis that is articulated through regional, state and local policy.

3.1 State Planning Policy Framework

The inclusion of thoughtfully located and well-designed activity centres is a key element of the State Planning Policy Framework (SPPF), with particular regard to Clauses 11 (Settlement), 15 (Built Environment and Heritage), 16 (Housing), 17 (Economic Development), 18 (Transport) and 19 (Infrastructure). The Diggers Rest Local Town Centre Principles and Requirements, articulated in the PSP are consistent with the policy objectives of the State Planning Policy Framework.

3.2 State Government Design Guidelines

The recommendations outlined in the Department of Sustainability and Environment Design Guidelines titled 'Safer Design Guidelines for Victoria' (2005) and 'Activity Centre Design Guidelines' (2006) have been incorporated into the principles and requirements for the Diggers Rest Local Town Centre, through the PSP.

3.3 Regional Context

The Sunbury/Diggers Rest Growth Corridor Plan provides a broad structure that informs the redevelopment of Diggers Rest. The Plan recognises the need for planning to increase the population of Diggers Rest to a size that will sustain a broader range of local shopping, education and community facilities. It notes that the limited local employment opportunities place pressure on the local road network and rail services. The Corridor Plan envisages a series of smaller town centres, such as Diggers Rest, being delivered to support the needs of local communities and complement the role and function of the Sunbury Principal Town Centre. With its location on the Sunbury railway line, and adjoining an existing under serviced community, Diggers Rest is a key local centre within the Corridor that is earmarked to be delivered through a Precinct Structure Planning process.

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



Figure 3: Diggers Rest - Future Urban Structure Plan

3.4 Diggers Rest Precinct Structure Plan

The Diggers Rest Local Town Centre UDF responds to the objectives and vision of the Diggers Rest PSP. It is an integral step in implementing the vision for the centre, which is articulated in the PSP as follows:

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

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

The Diggers Rest Local Town Centre adopts a traditional 'main street' model in a manner that reflects the history and character of the Diggers Rest community.

The centre is intersected by linear links that provide strong points of pedestrian and cycle access that connect residential areas with public space and key destinations via landscaped connections. These elements will provide a pleasant outlook for the higher density residential areas around the Local Town Centre.

The public square provides a central focus for activity within the Local Town Centre. This space is strategically located alongside community and retail destinations to ensure a vibrant and activated square for the community. The public space will provide integration of activity within the centre.

3.5 Local Town Centre Principles

The following principles apply to the Local Town Centres (LTC) within Melbourne's Growth Areas, and have been applied in the development of a Framework Plan for the Local Town Centre. Part 4 of this UDF identifies how the Local Town Centre principles have been applied to the Diggers Rest LTC.

Principle 1

Provide every neighborhood with an LTC as a focus of the community with a fine grain, closely spaced distribution pattern.

Principle 2

Locate the LTC on a connector street intersection with access to an arterial road and PPTN transit stop.

Principle 3

Locate the LTC in an attractive setting so that most people live within a walkable catchment of the Local Town Centre and relate to the centre as the focus of the neighborhood.

Principle 4

Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.

Principle 5

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

Principle 6

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

Principle 7

Include a range of medium and high density housing and other forms of residential uses within and surrounding the LTC.

Principle 8

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

Principle 9

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

Principle 10

Promote localisation, sustainability and adaptability.

Principle 11

Facilitate the safe and efficient operation of bus services and encourage their use.

3.6 Local Planning Policy Framework

The Melton Planning Scheme gives effect to the PSP through the application of zones, overlays and policy requirements. The Melton Planning Scheme shows the local town centre land as being included in the Urban Growth Zone (Schedule 5). The UGZ Schedule sets out the requirements for the use and development of land within the Diggers Rest LTC.

This UDF addresses the requirements set out at Clause 3.3 of the Schedule by:

- addressing the Local Town Centre Principles, Requirements, and General Guidelines as set out in the Diggers Rest PSP;
- including measures to address interfaces between the Local Town Centre precinct and adjoining approved development;
- promoting site responsive architecture and urban design to inform an emerging character for the Diggers Rest Local Town Centre;
- exploring environmentally sustainable initiatives including integrated water management and energy conservation;
- providing for appropriate infrastructure for all modes of transport including pedestrian, public transport, commercial transport and private vehicle;
- providing guidance for future signage proposals within the town centre; and
- incorporating a mix of residential uses in a manner that will achieve the residential yields determined in the PSP.



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04 Urban Design Framework

4.1 Major Elements of the Urban Design Framework

The Urban Design Framework includes the following **major elements and principles**:

4.1.1 Main Street

- The Diggers Rest LTC is designed as a traditional 'main street' local centre
- Main street (Houdini Drive) is an undivided Connector Road, designed specifically to support the retail and higher density residential environment, running east-west, from Vineyard Road to its intersection with a future connector road
- Traffic signals located at the intersection of main street and the north-south arterial road (Vineyard Road) along the eastern boundary
- Main street is designed to calm traffic and ensure a safe, pedestrian friendly environment; service vehicles and access to car parking is encouraged via secondary streets so as to not detract from the pedestrian priority
- Corner sites provide built form that anchors main street to the major roads (Vineyard Road)
- The centre is designed with integrated public transport access, incorporating suitable bus routes and conveniently located stops and waiting place - designed to encourage patronage at the heart of activity, on main street adjoining areas of public activity (town square and at anchor retail entry points)

4.1.2 Public Realm

- A north facing town square located on main street, lined by retail, commercial and community activity. This is the heart of the centre
- Linear open space either side of main street (west), with overlooking medium and high density housing, reinforce view lines and pedestrian desire lines into the centre from the west, contributing to the experience and character and transition into the centre

- Safe, efficient and accessible pedestrian and cycling links east-west along main street, with good connection to north-south networks, designed to maximise legibility and comfort of pedestrian as they use the centre

4.1.3 Car Parking

- Convenience parking is provided on main street and side streets throughout the centre (location and design shown in the masterplan are indicative only and subject to detail design/further consultation with PTV)
- Provision and access to at-grade car parking that does not detract from the pedestrian priority of main street; off street car parking areas are accessible from the secondary street network
- Off street car parking areas are designed to provide pedestrian amenity, safety and shade as well as supporting the commercial success of the centre

4.1.4 Legibility, Built Form and Use

- Sites in prominent locations along the main street are identified for significant buildings, iconic architectural elements/ features and structures
- Built form along main street is built to the property line and predominantly two storey
- Buildings on main street will be designed to provide facade articulation, with fine grained scale shop fronts and pedestrian access provided from the primary shopping street
- Large floor plate uses such as the supermarket and restricted retail are located behind a fine grain street frontage, with primary entry points via the main street or town square with secondary entries via car parks
- Commercial and community facilities floor space /layout for the centre provides sufficient flexibility to enable future retail, commercial and/or residential opportunities over time
- A range of neighborhood shopping, commercial, and entertainment activities are provided for to meet the needs of the broader Diggers Rest locality

- Residential precincts surround the centre and contribute to the character of main street and encourage a range of higher density housing choices, including opportunity for more flexible residential typologies such as commercial home office

- The scale and provision of residential is to be in accordance with densities set out in the Diggers Rest PSP and influenced by the evolution of the market
- Service areas are located and designed to minimise their visual and physical impact on main street and the public realm
- The layout of the centre is designed to integrate with its surrounds including the existing community infrastructure to the east

4.1.5 Supporting Development Principles

The Diggers Rest Local Town Centre UDF also responds to the vision, principles, requirements, and general guidelines established for the centre in the Diggers Rest PSP. In addition to the LTC principles as per section 3.5 of this document.

This UDF builds on these major elements and principles, and includes more detailed guidelines, set out around the following main elements:

- Integration with the wider precinct
- Land Use
- Built Form
- Public Transport
- Pedestrian & Cycling
- Vehicle Access & Car Parking
- Landscaping & Public Realm
- Signage
- Environmentally Sustainable Design

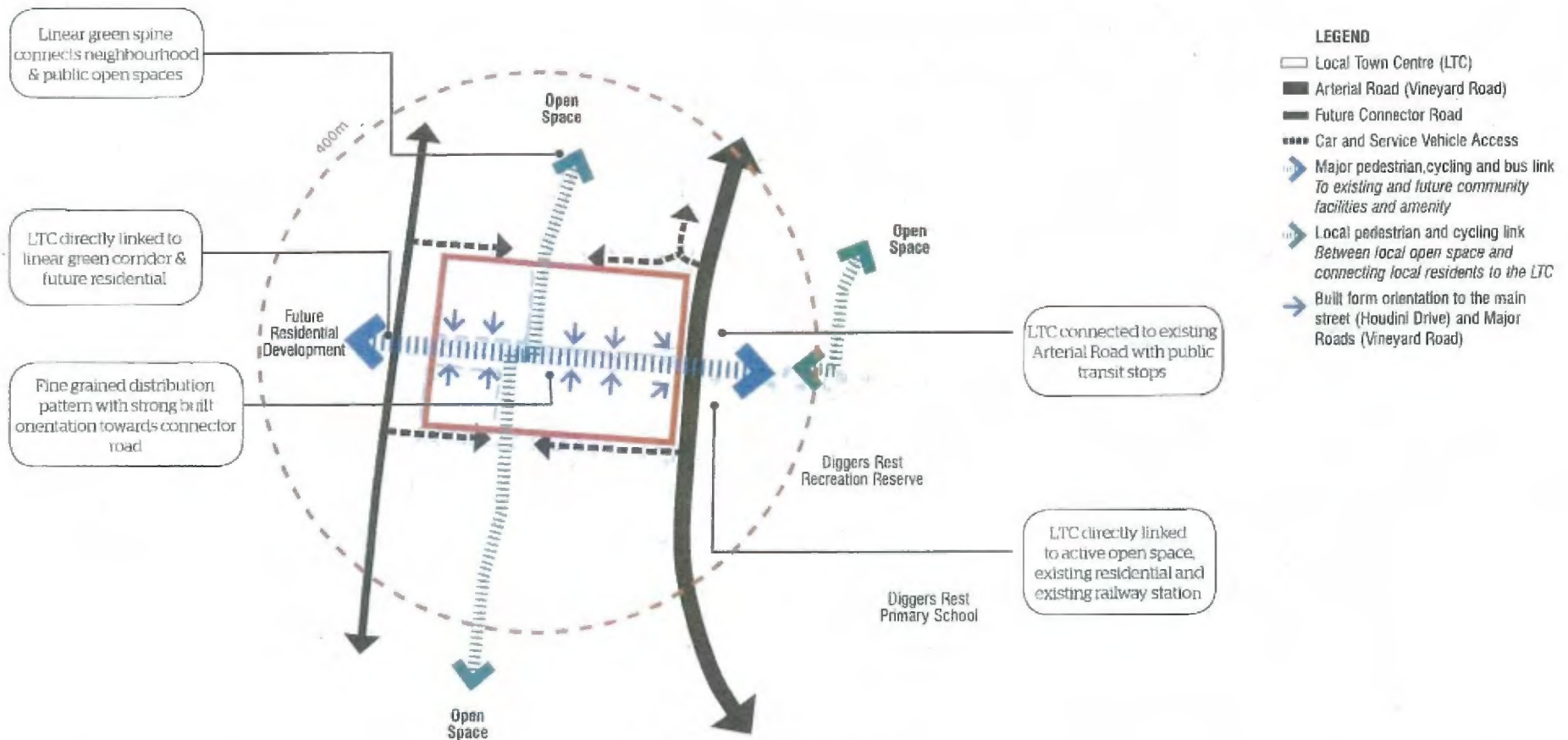


Figure 5: Integration with the wider precinct

4.2 Integration with the wider precinct

The Diggers Rest LTC sits between two major north - south Roads, Vineyard Road (Arterial) on the eastern edge and a future Connector Road to the west. The layout of the centre is designed to integrate with its surrounds including the existing community infrastructure in the historic Diggers Rest township to the east.

The streets running east-west along the north and south edges, serve as the main entry points for cars and service vehicles, leaving Houdini Drive as the primary east west connection (and entry) for pedestrians, cyclists and buses.

Linking into Houdini Drive from the north and south at the heart of the LTC, the two access streets carry an important role in connecting the neighboring residents to the LTC. The direct link and landscape environment encourage walking and cycling between the key destinations of the precinct.

4.2.1 Design Guidelines

G1: Integration

To integrate activity centre streets into the local network, physically connecting surrounding residential neighbourhoods to the centre, and providing co-located access for compatible users

- Development should contribute to establishing pedestrian, cycling and vehicle connections as shown in Figure 5 opposite
- Development in the centre should have a strong relationship and orientate towards Houdini Drive. It should enhance pedestrian and cycling connections to the linear open space to the west and the active open space to the east
- Development throughout the centre should adopt a fine grain, permeable pattern. This includes the creation of mid block pedestrian connections (north south and east west) to increase opportunities for walking and cycling to the core of the activity, without eroding the built form edge along Houdini Drive
- Development along Houdini Drive and Vineyard Road should reinforce the role of the centre and respect existing views and vistas to and from the centre

G2: Walking and cycling connections

To create an attractive environment along key routes to the LTC so that people that live within a walkable catchment choose sustainable modes of transport

- Development should positively contribute to the environment along key pedestrian, cycling and public transport streets, including Houdini Drive, Vineyard Road and North-South LTC street





Figure 6: Land Use

4.3 Land Use

Land uses are generally in accordance with the location and format identified on the PSP Local Town Centre Concept Plan (Figure 7). Minor amendments have been made in response to the identification of a number of anomalies between the FUSP (Figure 3) and the LTC Concept Plan. The resolution of these has been worked through in consultation with Melton City Council (Council) and the Metropolitan Planning Authority (MPA).

4.3.1 Composition

In accordance with the Diggers Rest PSP (and as shown in Figure 6 Land Use), the key uses must include:

- A maximum of one full line supermarket and supporting speciality stores
- Cafe, restaurant and take-away premises
- Commercial premises which could include such uses as office, medical, showroom, home office and child care uses
- Mixed use which may include home/office and the provision of retail, commercial and/or residential use
- Community facility
- Car parking
- Medium and high density housing
- Linear open space

Retail floor space that must not exceed 6000m² without a planning permit

4.3.2 Precincts

The Diggers Rest LTC consists of 5 land use precincts as identified in Figure 8. The creation of land use precincts facilitates the clustering of uses and promotes stronger trading patterns. The Diggers Rest LTC will provide for prosperous, unique and complementary local business. It will create opportunities for retail uses to establish in a logical and natural sequence, over the short, medium and long term as the centre evolves.

Retail, commercial/ employment and community uses will be located on main street (Houdini Drive), within close proximity to frequent public transport on Vineyard Road. These uses will be anchored by one full line supermarket (Northern Retail Precinct) and a restricted retail use (Southern Retail Precinct). Key sites have been identified to

optimise a mix of uses playing a key role in the activation of public realm and the 'mixed use' nature of the centre. This retail core and the Council community facilities will serve the wider community of Diggers Rest.

Northern Retail Precinct

The Town Square' will be the primary public space within the Town Centre; the 'civic heart'. Its role is primarily as a gathering and meeting space, however it also plays a very important role in linking the two sides of Houdini Drive; unifying the two retail precincts.

The Northern Retail Precinct is anticipated to achieve a retail floor space area of at least 6,000 including a minimum floor area of 3,200sqm for a full-line supermarket. A planning permit is required should the overall retail area exceed 6,000sqm.

There are two sites within this precinct with important 'gateway' roles. The primary gateway site is an Commercial Soho site located at the intersection of Houdini Drive and Vineyard Road. This site is well suited for a two storey office type building such as a medical centre, that must architecturally 'hold' the corner and mark the site as the entrance to the Diggers Rest Town Centre. The building's active frontages and entrances must address this corner and its frontage to Houdini Drive.

The secondary gateway site is a 'pad site' located at the intersection of Road A and Davis Road/ Vineyard Road. The built form and landscape on this site must contribute to the 'sense of arrival', marking the primary vehicle access to the centre. The site is well suited to a single storey convenience retail type use that benefits from the main road exposure. The building's active frontages and entrances should address this corner and its frontage to Vineyard Road.

A large area of at grade parking, serviced by Road A is sleeved by retail uses along Houdini Drive. Two key pedestrian linkages create a safe, permeable and convenient environment for pedestrians to move between car parking areas and the retail activity of Houdini Drive and Vineyard Road. The car park includes a 'landscaping' buffer on the northern and western interfaces, to provide visual separation to adjoining residential uses.



Figure 7: Local Town Centre Concept Plan (PSP)

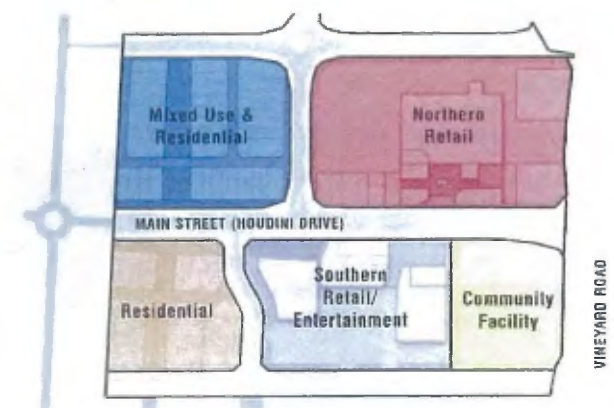


Figure 8: Land Use Precincts

Southern Retail/ Entertainment Precinct

A secondary retail anchor is located in this precinct with direct sight lines to/from the entrance to the supermarket across Houdini Drive and Town Square, driving the retail foot traffic. This 'restricted retail site' is sleeved by smaller format retail that provides an active and varied edge to the key public spaces. Restaurants, cafe's and additional community uses are encouraged in the southern retail precinct, to strengthen the role of the Town Square as the 'civic heart'; building on the relationship with the Council community facilities.

A linear open space connecting residential precincts to the west, runs adjacent to Houdini Drive. It has an important role in providing 'green' relief and amenity for residents and workers; a counterpoint to the urban landscape at the heart of the Town Centre. The section in front of the tavern should include places for people to sit and provide clear access/ entry into the entertainment and commercial uses, including footpaths adjacent to property boundaries.

The entertainment use ('tavern') is sited to take advantage of key view lines from the north and west, that give it a role as a 'gateway site'. Additional levels and/or architectural elements should respond accordingly. Entrances and active edges should primarily address the linear open space; indoor and outdoor spaces should be designed to take advantage of this proximity to open space amenity.

A 'Commercial Soho' and retail (mixed use) building sits between the Town Square, and the tavern/ linear open space. It should contribute to the 'gateway' role described above, addressing the view lines and public realm areas. The model suggested for this mixed use building includes retail occupying most of the ground level, creating an active and diverse frontage to the Town square and Houdini Drive, with the office occupying the upper level/s with an address to Houdini Drive at ground level.

This precinct differs from adjoining precincts to the north and west as it shares a common boundary with the Council Community Facility to the east. It is important future planning and design of both precincts ensures they interact positively with each other, most importantly providing an active and enclosing edge to the Town Square.

Mixed Use & Residential Precincts

The Diggers Rest LTC will also deliver a range of housing choices. Within this precinct housing will be encouraged to include models of mixed use retail and commercial uses, wherever appropriate to encourage a true mixed use centre. Locations for housing respond to the open space and public realm framework.



'Mixed Use' designation suggests that home office/ shoptop housing models are most suited along Road B. The office or retail spaces on the ground level take advantage of proximity to the at grade parking areas opposite, and the core retail areas of Houdini Drive. The private residence would be located at upper levels, with private vehicle access via a rear lane.

Higher density and two storey residential uses are located adjacent to the linear open space, with vehicle access via a rear lane. The built form should contribute to the character of Houdini Drive and provide passive surveillance to the open space. A path running adjacent to the property boundary, through the park will provide visitor and pedestrian access to the front of the dwellings.

Please note that whilst the guidelines in this document will generally inform the design and development of the residential 'superlots' (as indicated in figure 4), layouts shown are indicative only, subject to further detailed investigations including development analysis and market drivers.



Community Facility

A council community facility is given pride of place at the gateway to the centre, on Vineyard Road. Its siting reinforces its role as a key element within the LTC. It is important for the built form on this site to interface with both Houdini Drive and Vineyard Road, marking the entrance to the Diggers Rest Town Centre. This major community facility should be integrated with the town square and the public realm along the main street. It will be sited and designed to promote safety and accessibility via connections to walking and cycling paths as well as public transport stops.

As discussed in the Southern Retail Precinct description, it is important that future planning and design of both these adjacent precincts ensures that they interact positively with each other, most importantly providing an active and enclosed edge to the Town Square.

Please note that whilst the guidelines in this document aim to guide the design and development of the community facility parcel (as indicated in figure 6), the built form and car parking areas shown are indicative only, subject to further detailed investigations to be undertaken by Council.



4.3.3 Design Guidelines

G3: Orientation and relationships

To encourage a high degree of community interaction and a vibrant and viable mix of retail, recreation and community facilities centred around quality public realm (Principle 4)

- Development must locate uses generally in accordance with Figure 6, ensuring clear sightlines from entry points of retail, commercial and community uses to Houdini Drive, Town Square or the Linear Open Space
- Land uses should orientate toward the town square, linear open space and key public realm areas such as main street (Houdini Drive)
- Key corner gateway sites (as identified in Figure 9) should engage and address both their primary (Houdini Drive, Vineyard Road and Town Square) and secondary streetscape interfaces, both architecturally and through landscape treatments
- Initial retail staging should be integrated with the development of Houdini Drive to focus early development activity
- Development should minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities
- Development of the pad site must consider and respond to the view from key access roads (Davis Road/ Vineyard Road intersection with Road A) with architectural detail, signage and landscape that responds to the importance of this corner
- Development of the pad site should consider the role of the built form as a visual buffer from the Vineyard Road intersection to the rear supermarket loading (screening it from this prominent location and site entry point)





G4: Retail, Commercial and Mixed Use

To ensure retail provision is generally designed as outdoor, street based tenancies rather than indoor mall type spaces that remove people from activity on the main street

To ensure pattern of smaller scale individual tenancies and land ownership patterns, to attract investment and encourage greater diversity and opportunities for local business investment (Principle 4)

- Locate retail anchors generally in accordance with Figure 6 to promote desire lines that maximise pedestrian movement on Houdini Drive and around the Town Square
- Provide a retail anchor in the form of a full line supermarket in the Northern Retail Precinct, with clear sight lines across Houdini Drive and Town Square to a secondary anchor in the Southern Retail Precinct, both anchors should be supported by a mix of specialty stores
- A small covered plaza that address the supermarket may be considered in the Northern Retail Precinct, this plaza may have a limited number of internalised shops, the primary access should be from Houdini Drive
- Locate public toilets adjacent to the supermarket in the Northern Retail Precinct, where they are safe and accessible and within the managed area of the property
- Mixed use within the retail precincts with retail and/or office at ground level, and office, commercial and residential above ground level are encouraged
- Office-based business (Commercial SoHo) should be located adjacent to Town Square and at the intersection of Houdini Drive and Vineyard Road to take advantage of proximity to open space amenity and car parking areas
- Entertainment, food and beverage and community uses are encouraged in the mixed use buildings around Town Square, in the Southern Retail Precinct
- Encourage potential for short term accommodation uses to be included as part of the entertainment/ tavern land use designation

G5: Residential and Mixed use

To ensure medium and high density housing is located in areas of high amenity, connected to the activity of the centre through strong pedestrian and cycle links

To encourage a range of medium and high density housing and other forms of residential within the Residential Precincts and surrounding the Local Town Centre

To ensure medium and high density housing is located to provide passive surveillance and contribute to the life of the centre and to maximise the amenity of the centre

- Residential uses (medium and high) to achieve a minimum density equal to the targets in the PSP for Medium Density (25 Dw Per NRHa)
- Housing must be orientated towards main street/ the linear parks as a priority, and where possible oriented towards secondary streets and any future open spaces
- Housing fronting Houdini Drive should be rear loaded or be serviced by an internal access, preserving the pedestrian connectivity along main street/ the linear parks
- Built form on key corner gateway sites (as identified in Figure 9) built form must be designed to address and engage both their primary and secondary interfaces (streets and open spaces)
- Small office/home office ('SOHO') based business should be encouraged in the mixed use designation, fronting Road B with opportunity to share car parking provision with supermarket. SOHO housing maximises access and exposure to the activity of the LTC

NOTE: Also refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.

G6: Community Uses

To ensure the Council Community facilities contribute positively to key public realm areas, such as the Town Square and Main Street

- The Community Facility must be designed to address and engage both its primary interface along Houdini Drive /Town Square and its secondary interface along Vineyard Road
- Ensure outdoor spaces surrounding community facilities have clear visual links and definitive pedestrian accessways to and from the town centre
- Promote community integration and adopt a civic style of architecture that responds to the local identity of Diggers Rest
- Ensure pedestrian entrances to community buildings is via primary Main Street/ Town Square and built form positively contributes to the corner and entrance off Vineyard Road
- Ensure all entry and access ways into community facilities are DDA compliant and usable for all members of the community



FUTURE LANDSCAPE CONNECTOR ROAD

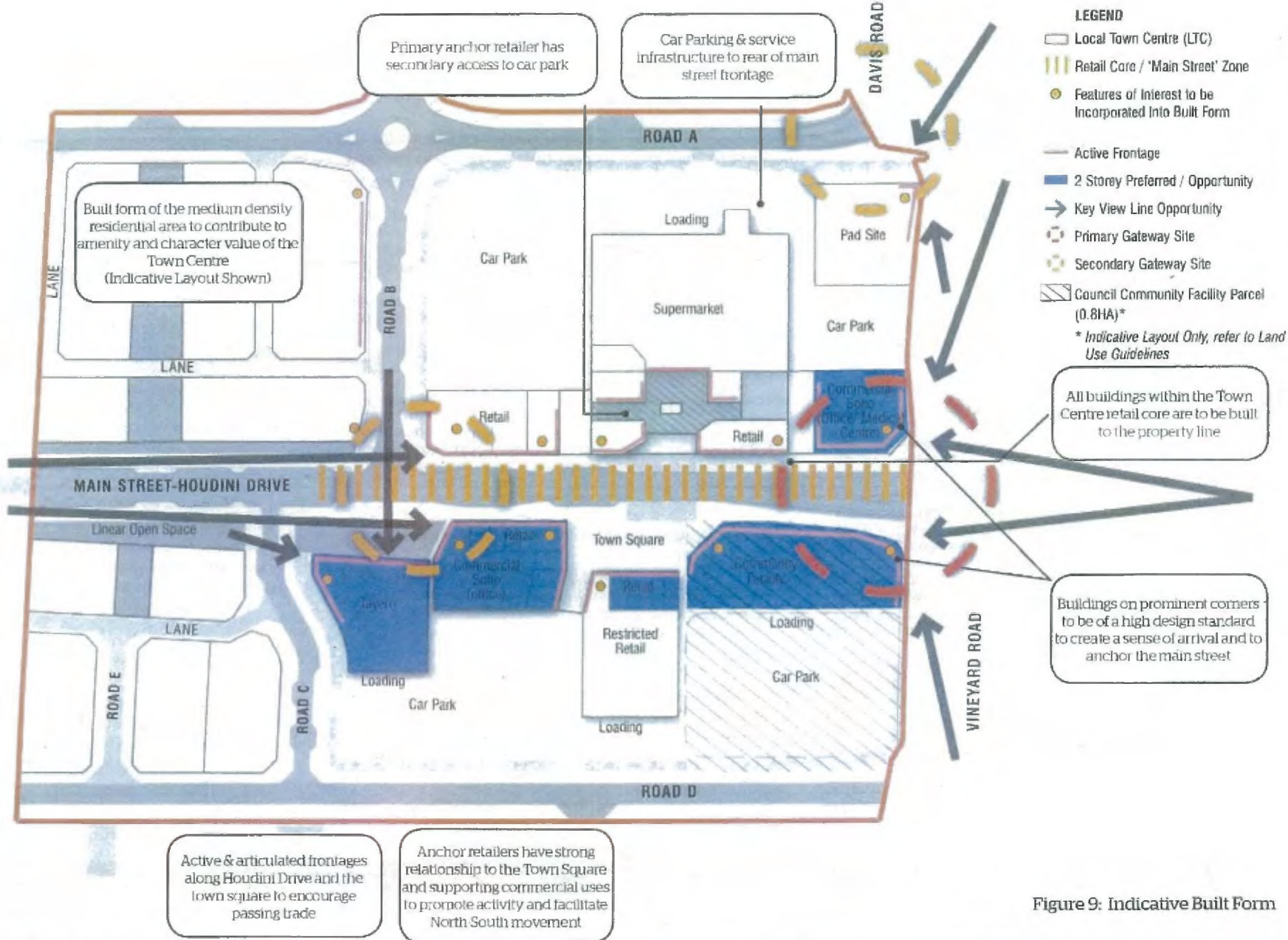


Figure 9: Indicative Built Form

4.4 Built Form

Built form within the LTC will contribute the unique sense of place and physical identity of Diggers Rest, whilst reinforcing this place as the new heart of the community. The expansion of Diggers Rest will offer country living with all the benefits of being in a connected community. The built form of the LTC should contribute to creating a character along Houdini Drive that reflects the scale and nature of a country town 'main street'.

Buildings will be sited to address the key view lines, into and throughout the LTC. Particular consideration must be given to the intersection of the Vineyard Road and Houdini Drive. Built form outcomes on these corners, should reflect the role of the intersection as the 'arrival' point to the LTC. Additionally, the linear open space has been designed to reinforce key view lines from the west to the tavern and commercial office buildings - the western and northern 'arrival point' to the LTC.

Built form will support a range of housing choices which respond appropriately to the land use and the overall town centre and Diggers Rest community vision. Built form in the residential precincts, fronting Houdini Drive and the linear open space, will contribute to the amenity and character of the LTC entrance from the west and the role of Houdini drive as a core pedestrian, cycling and public transport corridor.

The delivery of quality built form will contribute to achieving an attractive and vibrant centre. The form, materials and character of the built form will complement and respond to the adjacent public realm, animating the core places and contributing a cohesive identity for the LTC.

4.4.1 Design Guidelines

G7: Building Height & Key Gateway Sites

To contribute to a cohesive and legible character for the Diggers Rest LTC as a whole; built form should respond to key view lines, gateway character sites, features of interest and preferred built form scale of 2 storeys where possible

To encourage sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) to contribute to the language of the place by incorporating significant buildings or landmark structures

- Facade articulation should respect rhythm and grain of adjacent buildings
- Ensure development adopts appropriate height, massing and articulation of built form - commercial built form should not unreasonably overshadow the Houdini Drive commercial strip and plaza area
- Key gateway sites (corners) should be developed to have a ground floor active frontage and active floor space component to the main street frontage; and not be developed for standard single storey fast food outcomes
- Double storey built form should be located in the preferred locations identified in Figure 9
- Development of the pad site must consider and respond to its status as a secondary gateway site; architectural detail (height), signage and landscape design that responds to the importance of this corner

G8: Built Form

To define the Houdini Drive core retail zone, by encouraging built form to be aligned with the property boundaries

To encourage built form that is flexible and can adapt to the future needs of the community

To develop a built form character that encourages retail, commercial, residential, community and residential development, diverse vertical

uses (across building levels) and reinforces the image and character of the Town Centre as an urban place

- All development must respond the primary interfaces/ 'active frontages' as identified in Figure 9
- The primary and secondary anchors (supermarket and restricted retail) must have active frontages that directly address Houdini Drive and/or Town Square
- Built form should be orientated to address Houdini Drive, Vineyard Road, Town Square and the Linear Open Space in order to integrate town centre uses with public realm, promote activity, and create opportunities for passive surveillance
- The primary and secondary anchors (supermarket and restricted retail) with a frontage to the Houdini Drive or the Town Square should use clear glazing to allow view lines into the store from the street (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing
- Smaller format retail must sleeve in front of large-format stores (anchors), that are setback from Houdini Drive and Vineyard Road
- Building facades on side streets and adjoining car parking areas (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activity or visual interest - see 'side and rear walls' in Figure 10
- Incorporate 'features of interest' at key locations, built form and landscape outcomes that reinforce the urban structure of the LTC
- Development on key gateway sites, particularly where Houdini Drive meets an intersecting and/or arterial road should incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines)
- Ensure that built form on sites that 'bookend' the core retail area, (gateways) reinforce the key entries to the LTC; ensure built form entries contribute positively to the arrival experience, primarily from the east and west (see key gateway site in Figure 9)
- Blank side and rear wall should be avoided, treatments must include setbacks, varying heights and materials and other methods to achieve articulation

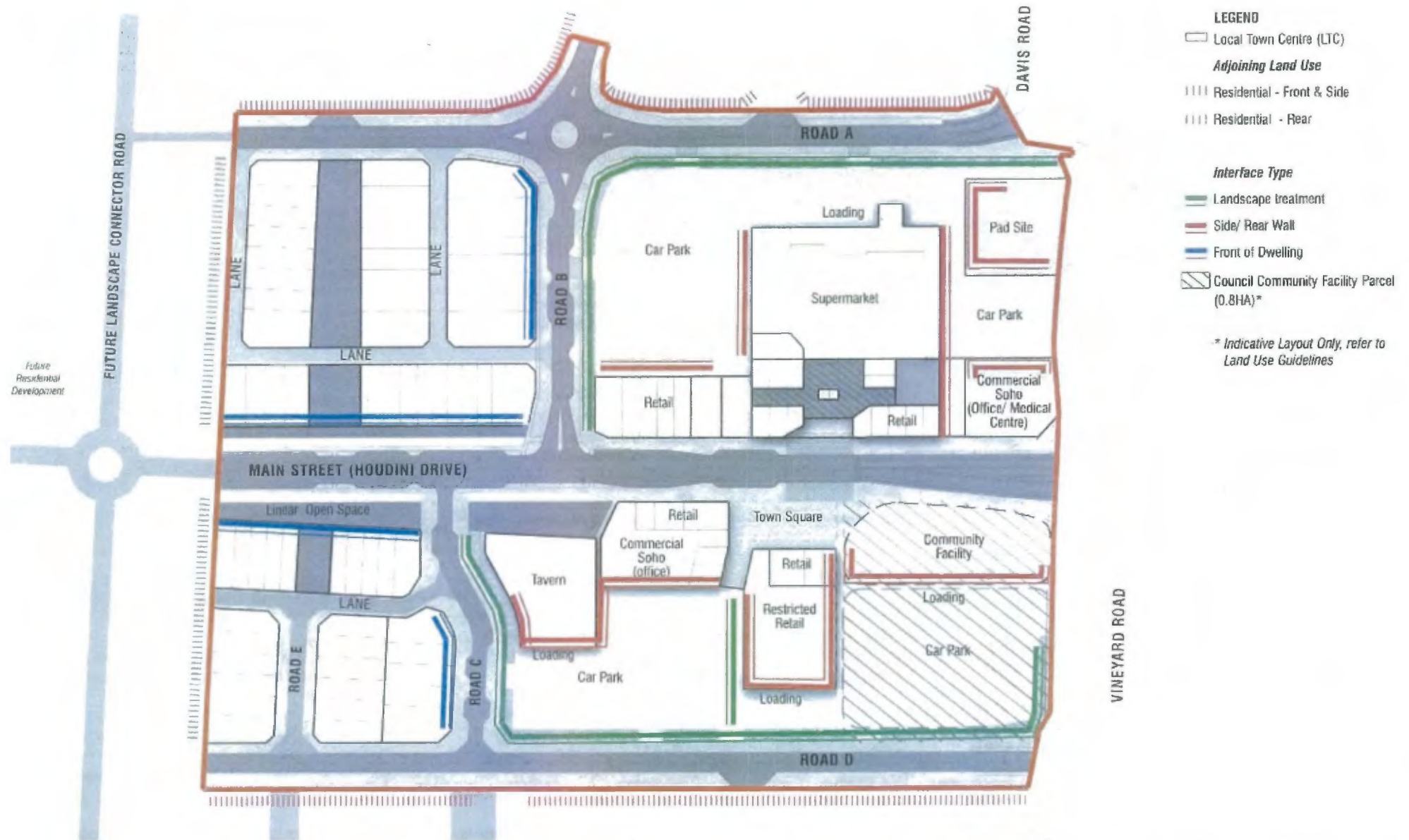


Figure 10: Built Form- Interfaces

SCALE: 1:2000 @ A4 0 50 100m

G9: Street Interface

To encourage built form to contribute to the character and sense of place of the Diggers Rest LTC; complementing and enhancing the character of the surrounding area

To ensure landscaping of all interface areas should be of a high standard as an important element to complement the built form design

- Development must contribute to establishing pedestrian, cycling and vehicle connections as shown in Figure 11
- Active and articulated frontages must be located to face Vineyard Road, Houdini Drive, Town Square and the linear open space generally in accordance with Figure 9
- Development must maximise the engagement with adjoining public realm and open spaces, particularly town square and the linear open space
- Development must apply a consistent landscaping with the adjoining public realm and streetscape as practicable
- All buildings within the retail core should be built up to the property boundary
- Some commercial, residential, or entertainment uses (outside the core retail area) are permitted to be set back from the street front - where this occurs, the frontage of the building must be active and must be designed in a way which contributes to the adjoining public realm or open space
- Retail uses along main street frontages should include access points at regular intervals to encourage activity along the length of the street and avoid blank or inactive facades, particularly large format retail premises
- Promote a diversity of trading opportunities throughout the retail core through the provision of shop fronts which have varying widths and floor space areas
- Secondary access to the primary anchor/ supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square

G10: Materials & Detailing

To ensure that the design of building facades relate to the surrounding land use, built form, height and materials to create a unified streetscape

To ensure that street facades and all visible side or rear facades are visually rich, interesting and well articulated and finished in suitable materials and colours that contribute to the character of the Diggers Rest LTC

To promote pedestrian activity in the retail core by providing weather protection and visual permeability

- Ensure that building frontages along the Houdini Drive core retail zone incorporate a consistent covered walkway or verandah to provide for weather protection
- Development should include 'features of interest' in accordance with Figure 9, this may include:
 - Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade
 - Strong vertical elements
 - Balconies
 - Roof and/or wall articulation
 - Feature colours or materials which are sympathetic to the sites surrounds



G11: Services

To encourage use of the road network away from Main Street; access to development and tenancies that does not negatively affect the character and image of the public realm

- Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre
- Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas
- Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view



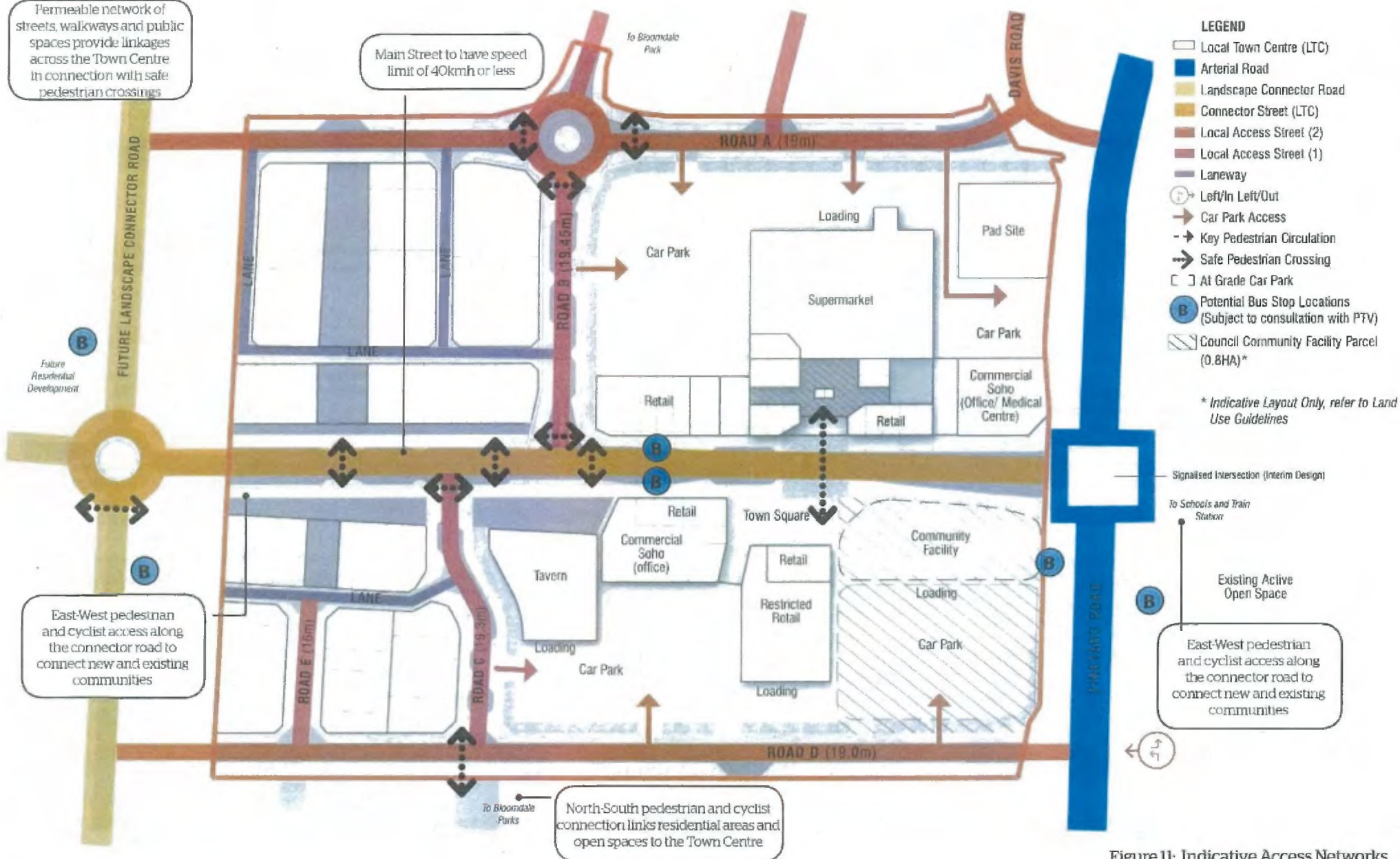
Permeable network of streets, walkways and public spaces provide linkages across the Town Centre in connection with safe pedestrian crossings

Main Street to have speed limit of 40kmh or less

East-West pedestrian and cyclist access along the connector road to connect new and existing communities

North-South pedestrian and cyclist connection links residential areas and open spaces to the Town Centre

East-West pedestrian and cyclist access along the connector road to connect new and existing communities



- LEGEND**
- Local Town Centre (LTC)
 - Arterial Road
 - Landscape Connector Road
 - Connector Street (LTC)
 - Local Access Street (2)
 - Local Access Street (1)
 - Laneway
 - ⊕ Left/In Left/Out
 - ➔ Car Park Access
 - ↔ Key Pedestrian Circulation
 - ↔ Safe Pedestrian Crossing
 - At Grade Car Park
 - ⊙ Potential Bus Stop Locations (Subject to consultation with PTV)
 - ▨ Council Community Facility Parcel (0.8HA)*
- * Indicative Layout Only, refer to Land Use Guidelines

Figure 11: Indicative Access Networks

SCALE 1:2000 @ A4 0 50 100m

4.5 Public Transport

Public transport routes are contemplated for Houdini Drive and Vineyard Road as part of the overall PSP for the area. It is recommended that in consultation with PTV, bus stops are provided in convenient locations within the LTC. Potential bus stop locations have been shown in Figure 11, located close to focal points and public gathering points within the LTC to allow for a high level of accessibility for passengers.

G12: Public Transportation Network

To create efficient public transport links, including well located bus stops that integrate with the Diggers Rest Train Station and other key destinations

To provide a sustainable transport network that promotes public transport use, walking and cycling while reducing the reliance on cars

- Bus Stops should be located generally in accordance with Figure 11 (subject to consultation with PTV) and provide a high level of public transport accessibility within the precinct - Figure 11 shows locations at the heart of activity; adjoining town square and at anchor retail entry points
- Bus Stops should be shaded, sheltered and include seating and signage for users
- Bus Stops should be clearly visible along street view lines, located and oriented wherever possible, to engage with adjoining uses such as retail or community facilities

4.6 Walking and Cycling

Walking and cycling routes within the Diggers Rest LTC are prioritised to ensure a safe and permeable circulation network is delivered. Key destinations within the Local Town Centre such as the anchor retail tenants, Town Square and the Council Community facility, are easily accessible by walking or cycling.

Of particular importance are the north-south and east-west connections forming an axis through the heart of the LTC. These key routes form strong ties between surrounding residential areas and open spaces, and the key destinations with the LTC (Also refer to Figure 5: Integration with the wider precinct). East-west connections through the LTC will link the new communities of Diggers Rest to the west, with existing community infrastructure to the east and importantly, the Diggers Rest Train Station, Primary School and the active open space on Vineyard Road.

Where these key networks cross the Connector Street (Houdini Drive) and intersecting streets, particular consideration should be given to intersection treatments that promote a safe pedestrian environment/ slow traffic.

The Linear Open Space adjoining Houdini Drive provides the opportunity to further separate pedestrians and cyclists from traffic, and to create a unique experience for pedestrians and cyclists entering the LTC from the West.

G13: Pedestrian Network

Objective: To provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points (Principle 8), generally in accordance with Figure 11

Objective: Ensure the Diggers Rest LTC is designed to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access (Principle 8)

- Provide a clear pedestrian network from adjoining areas into the LTC generally in accordance with Figure 11
- Ensure clear and safe pedestrian movement north-south across Houdini Drive (and at other key locations throughout the centre) generally in accordance with Figure 11
- Reinforce the pedestrian priority through well considered tenancy, frontages and road cross section
- All residential dwellings fronting road reserves must be aligned with a pedestrian pathway for connectivity and access for services.
- Provide seating, street lighting, street furniture and signage alongside key pedestrian routes

G14: Cycling Network

To provide bicycle parking within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations (Principle 8)

To encourage cycling through the provision of a cycling network connected to the surrounding area, particularly by providing safe and efficient pedestrian and cycling links east-west along main street, with good connection to north-south networks

- Pathways must be provided to front residential entries along Main Street (Houdini Drive)
- Provide on-road dedicated cycling lanes along Houdini Drive generally in accordance with the relevant cross section
- Provide connection to cycling networks in adjoining precincts and Vineyard Road
- Provide end-of-trip facilities that encourage cycling trips to key destinations such as the Council community facilities

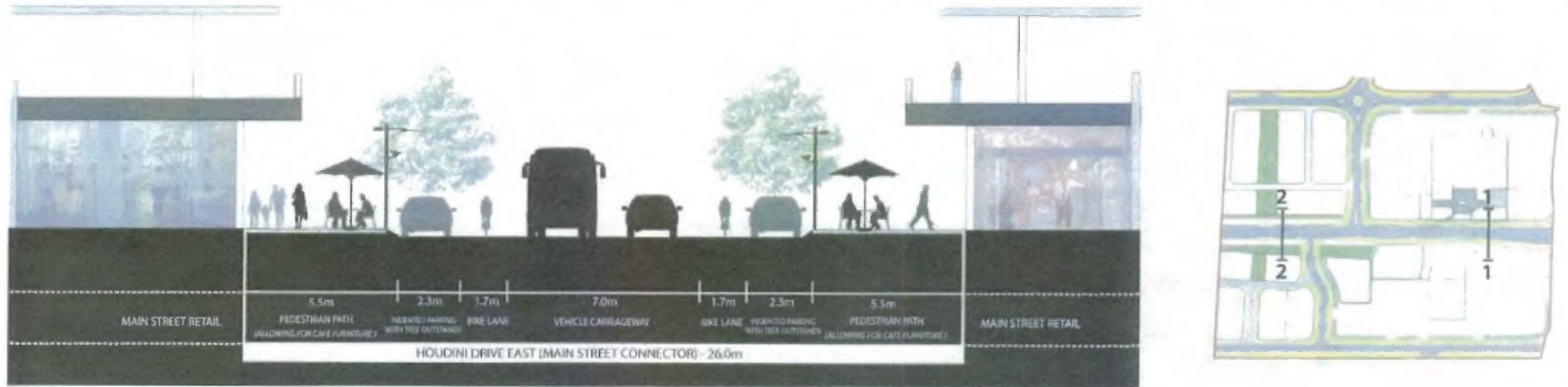


Figure 12: Section 1- Houdini Drive East (26.0m)
1:200 @ A4



Figure 13: Section 2 - Houdini Drive West (26.0m)
1:200 @ A4

4.7 Streets and Vehicle Access

4.7.1 Street Typologies

The following street sections have been developed in consultation with Melton City Council. The sections are designed to support the function and role of the town centre and will help distinguish the centre from surrounding residential development. Roads within the town centre will generate a slower speed environment, characterise the centre as a more urban environment and contribute to the unique sense of place. Provision has been made for street trees that will have an important role in providing shade and connection with nature for pedestrians in this more development intensive environment.

All street cross sections shown in this UDF will need to be tested further and be detailed as part of individual planning permit applications, generally in accordance with the framework set out in this document.

Houdini Drive is designed specifically to support the retail and higher density residential environment. It will be a low volume, low speed (40km/hr) environment and the balance of the road network is designed to support its role and function. Vehicle access to town centre uses should be limited from Houdini Drive, to limit interruptions to pedestrian and cyclist movements. The road will comprise two lanes of traffic, designated bike lanes, parallel parking on each side of the street. The road reserve will also include kerb out stands for street trees/ landscaping and wider verges/ footpaths to cater for increase pedestrian traffic and outdoor dining.

Houdini Drive East - Section 1 (Figure 12)

Houdini Drive East will be 26m wide undivided Connector Road, in compliance with the relevant cross section in the Diggers Rest PSP. It is capable of supporting the role of this road as part of the bus network (Future consultation is required with PTV). It is designed to calm traffic and ensure a safe, pedestrian friendly environment. Service vehicles and access to car parking is encouraged via secondary streets so as to not detract from the pedestrian priority.

Houdini Drive West - Section 2 (Figure 13)

Houdini Drive West will be 26m wide undivided Connector Road, in compliance with the relevant cross section in the Diggers Rest PSP, aside from the alternate 5.5m verge configuration. It is capable of supporting a bus service (future consultation is required with PTV). This cross section and others within the LTC, will be further detailed as part of individual planning permit applications.

The variation in the verge is proposed to reflect a change in interface, from retail in main street east to residential/ linear open space in the west. The the 5.5m verge has a 2.0m path directly abutting parking, picking up pedestrian traffic from the west, leading into the wider verges at the retail heart of the centre. Wider 2.5m shared paths, in the linear park, adjoining residential housing are designed to allow access to dwellings and carry slower moving pedestrian traffic, through a more appealing, green environment, with some separation from the traffic of Houdini Drive.



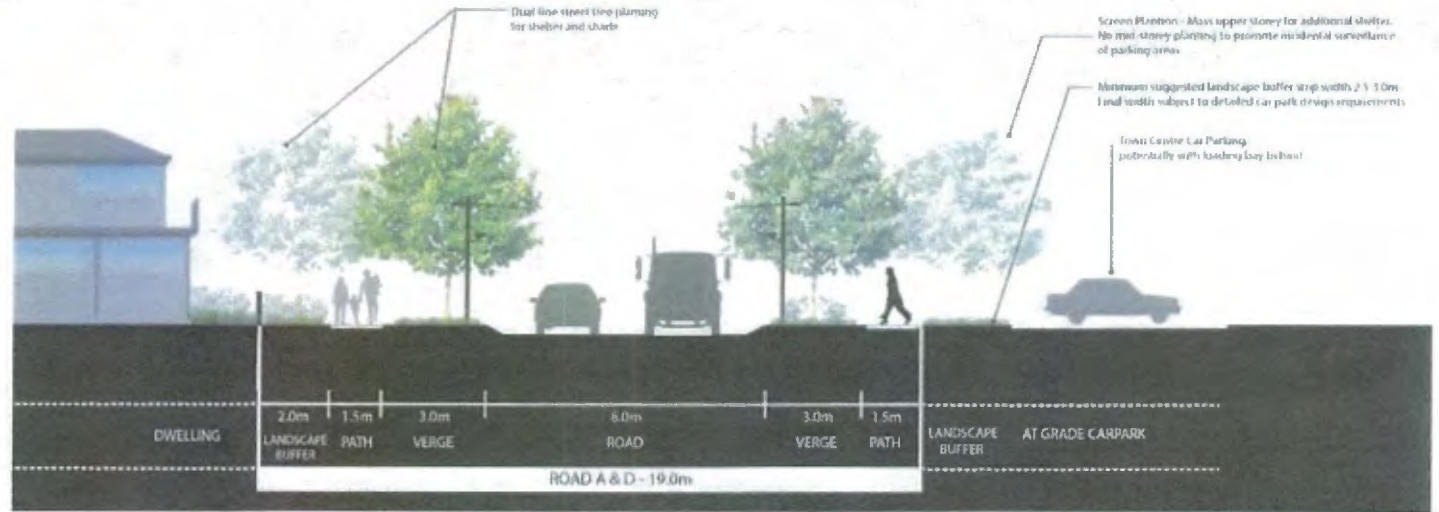


Figure 14: Section 3 - Road A & D (19.0m)
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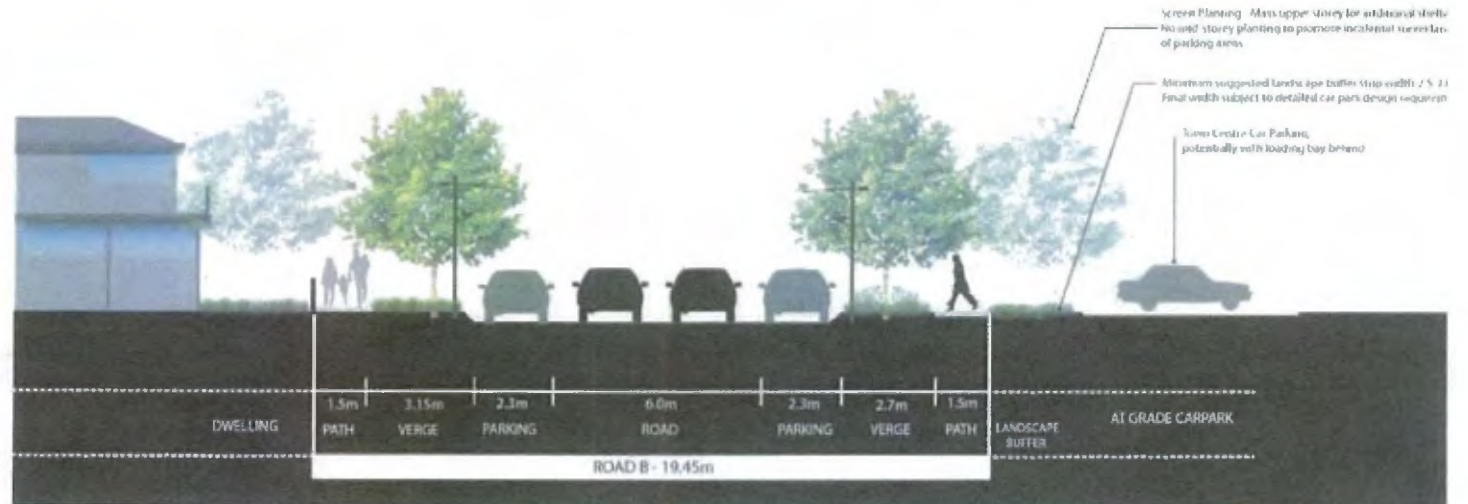


Figure 15: Section 4 - Road B (19.45m)
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Road A & Road D - Section 3 (Figure 14)

Roads A and D are 19m wide service roads. They will be the primary vehicle and truck access points to car parking, service and loading areas in the retail precincts. They will also provide primary access points for the balance residential precincts. The roads will comprise of two lanes of traffic, designed in collaboration with Melton City Council, with capacity to carry loading vehicles and interface with adjoining residential uses.

The wide verge on the town centre side and the landscape buffer adjoining residential uses, combine to increase visual screening to habitable rooms, and private open space areas. Where residential housing fronts these streets, crossovers should be combined to reduce breaks in the landscape buffer. The dual line of tree planting increases the shade and shelter for pedestrians, creating an attractive environment for walking in the centre. Screen planting on the town centre side should not include eye level mid storey planting to increase incidental surveillance and overlooking of parking and loading (Rear of own centre) areas.



The access points from Vineyard Road (including Davis Road) have been designed to accommodate 19 metre semi-trailers which will facilitate loading access to the supermarket and restricted retail sites. Priority has been provided to vehicles entering from Davis Road as the dominant movement with vehicles departing Road A to the north of the centre having to give way upon departure. This is considered a satisfactory arrangement and will reduce any potential impact on Vineyard Road as requested by Vic Roads.

Road B & Road C - Section 4 & 5 (Figure 15 & 16)

Roads B and C are 19.45m and 19.3m wide respectively, and are secondary town centre streets. They provide secondary vehicle access for all town centre precincts. Designated on street car parking supports the more dense residential precincts and contributes to the urban character of the town centre. The variation in width between the sections indicates requirements for the verge to cater for services and infrastructure.

Road C has been offset approximately 50 metres from the intersection of Road B and Houdini Drive. It is considered that this level of separation is appropriate and will provide for safe and efficient access to each precinct and avoiding a disruptive (pedestrian) 4-way intersection. These secondary roads play an important role in creating a suitable transition between sensitive uses, for examples residential and entertainment.

The intersection of Road D and Vineyard Road is restricted to a left in / left out given the proximity to the signalised intersection at Houdini Drive and Vineyard Road. This configuration may be restrictive for users travelling from the North (Sunbury), and the new communities to the north and north west. Houdini Drive and Road C will support these movements, and function as the secondary vehicle access route to these precincts.

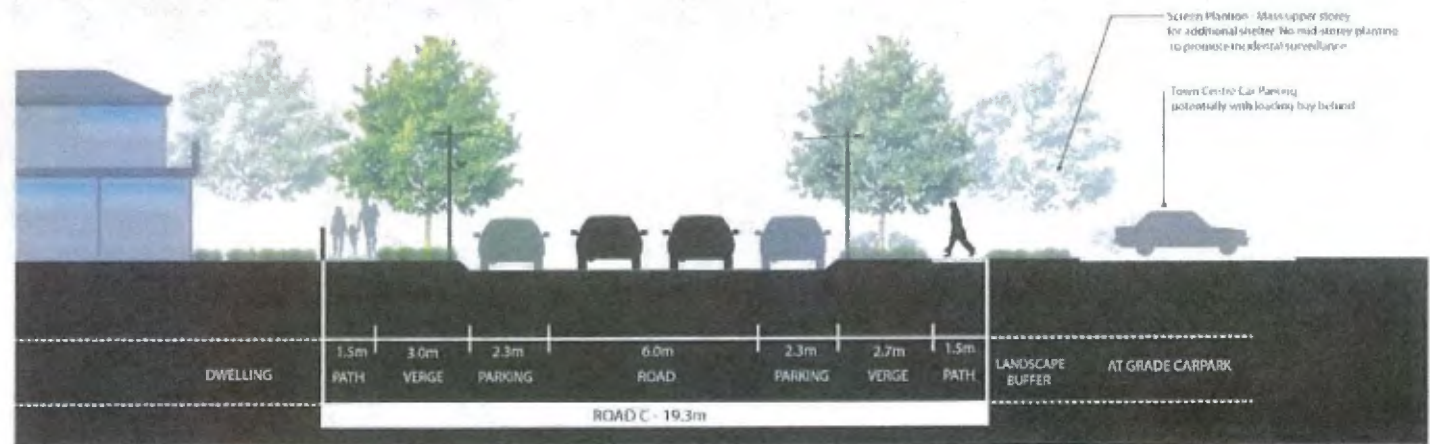


Figure 16: Section 5 - Road C (19.3m)
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4.7.2 Design Guidelines

G15: Houdini Drive East (Main Street)

To provide consistent public realm materials (paving, seating, lighting, branding, public art) that visually integrate with Houdini Drive and parking areas

To provide a safe in pedestrian and cycling environment along Main Street that encourages non vehicular traffic

- Ensure road carriageway, verge and pathway widths generally correspond with associated cross section (Figure 12)
- Heavy vehicle movements should be located to the rear and/or side of street based retail and maintain Houdini Drive as a pedestrian priority zone
- Create definitive crossing points and limit crossovers into car parking areas, to avoid obstructing cycling movement
- Ensure all elements of the streetscape such as paving, trees, street lights, bench seats, fences and signage are coordinated and reflect a consistent design language along Houdini Drive
- Ensure that a speed environment of 40km/h or less should be designed for the length of Houdini Drive

G16: Houdini Drive West (Main Street)

To provide consistent public realm materials (paving, seating, lighting, branding, public art) that visually integrate with Houdini Drive and parking areas

To provide a safe in pedestrian and cycling environment along Main Street that encourages non vehicular traffic

- Ensure road carriageway, verge and pathway widths generally correspond with associated cross section (Figure 13)
- Locate heavy vehicle movements to the rear and/or side of street based retail and maintain Houdini Drive as a pedestrian priority zone
- Create definitive crossing points and limit crossovers into car parking areas, to avoid obstructing cycling movement
- Ensure residential lots aligning main street actively front linear open space with no vehicle access (all lots must be rear loaded)
- Ensure all elements of the streetscape such as paving, trees, street lights, bench seats, fences and signage are coordinated and reflect a consistent design language along Houdini Drive
- To ensure that a speed environment of 40km/h or less should be designed for the length of Houdini Drive
- Provide a linear green open environment, with separation from the traffic of Houdini Drive (both north and south of Houdini Drive)

G17: Road A and D

To encourage service vehicles and access to car parking so as to not detract from the pedestrian priority of Main Street

To locate heavy vehicle movements to the rear and/or side of street based retail and maintain Houdini Drive as a pedestrian priority zone, and prioritise loading areas and service vehicle access to Road A and Road D

- Ensure road carriageway, verge and pathway widths generally correspond with associated cross section (Figure 14)
- Road reserves should provide primary vehicle access points for the balance residential precincts
- Where residential housing fronts streets A and D, crossovers should be combined to reduce breaks in the landscape buffer.
- Ensure view lines are kept clear to reduce pedestrian and large service vehicle conflict
- Encourage loading and services areas in appropriate locations, accessed via Road A or Road D
- Screen planting on the town centre side should not include eye/ mid storey planting to increase incidental surveillance and overlooking of parking and loading (Rear of own centre) areas

G18: Road B and C

To ensure planting and landscaping east of road reserves provides separation and a suitable transition between sensitive uses, for examples residential and entertainment.

To encourage service vehicles and access to car parking so as to not detract from the pedestrian priority of Main Street

To encourage the provision of internalised service areas, where possible - If internalised service areas cannot be provided, they should be secured and screened at the rear of buildings

- Ensure road carriageway, verge and pathway widths generally correspond with associated cross sections (Figure 15 & 16)
- Where residential housing fronts streets B and C, crossovers should be combined to reduce breaks in the landscape buffer.
- Ensure view lines are kept clear to reduce pedestrian and large service vehicle conflict
- Provide on street car parking which supports the densified residential precincts and contributes to the urban character of the town centre
- Provide minor (secondary) vehicle access for all town centre precincts



4.8 Car Parking

A number of at-grade car parking areas are identified in Figure 11 to support the proposed uses. The supermarket and retail uses include a large car parking area to the west of the main building whilst the community, restricted retail, tavern, and community uses have a shared parking area to the south.

It is expected that due to the variation of parking demands, and multiple trips to more than one use that sufficient car parking is available in the centre to support the proposed development. Nevertheless parking provision will be assessed as part of individual planning permit applications in accordance with Clause 52.06 the Melton Planning Scheme (Car Parking).

Convenience parking is provided on main street and side streets throughout the centre (locations and design shown in the masterplan are indicative only and subject to detail design/further consultation with PTV)

G19: Car Parking

To encourage carparking areas to be designed to accommodate flexible uses and allow for long term development opportunities

To ensure car parking areas include efficient access from main traffic routes and are located to maximise the ease of access

To encourage carparking areas to be designed to accommodate flexible uses and allow for long term development opportunities

- Avoid direct access to car parking areas from Houdini Drive by providing primary access from Roads A & D, and secondary access from Roads B & C
- Encourage WSUD techniques within large at grade, car park areas to reduce and treat storm water run-off
- Utilise on street parking to activate streetscapes and minimise the number of off street car parks required - review cross sections for Roads A, B, C & D accordingly

- Encourage innovative approaches to car parking that reduce the urban heat island effect
- Encourage carparking areas to be designed to accommodate flexible uses and allow for long term development opportunities
- Car parking areas must be aligned with built form along Houdini Drive to improve street interface - also along other streets where possible (particularly Vineyard Road)
- A landscape buffer should be provided along all interfaces with adjacent roads generally with a minimum width of 2.5m
- Car parking areas should provide for appropriate soft landscaping with planting of canopy trees to provide adequate shading; screen/buffer planting to soften the interfaces with surrounding roads and building edges; and where possible appropriate WSUD species to assist in treating run-off.
- Car park areas should provide appropriately detailed hard landscaping, in the form of dedicated pedestrian walkways and footpaths from car parking areas directly to buildings or tenancies that minimise conflicts with vehicles
- All planting types, materials and themes should be carried through from adjoining streetscapes to create a consistent feel within each precinct
- Provide appropriate sightlines from moving cars and between parked cars to provide for a safe pedestrian environment
- Enable sufficient lighting within the carparking area to enable pedestrians to have reasonable views of car interiors and the wider carpark



Figure 18: Landscape Masterplan

Landscaping and Public Realm

4.9 Landscaping and Public Realm

The incorporation of well-considered landscaping throughout the Activity Centre will greatly contribute to the creation of an area that is both visually attractive and well integrated into the wider precinct. As is shown in Figure 18, generous landscaping opportunities are provided throughout the Town Centre.

Town Square

The Town Square will act as a lively and interactive heart to the Diggers Rest Community, and a 'gateway' to the LTC and the wider residential catchment. The location adjacent to the Community Facility reinforces the civic importance of this space and its role within the wider open space network. The Town square will be articulated as a distinctive hub, with key elements such as landmark buildings, to assist the community in navigating their way to this central meeting place.

The Town Square sits on the southern side of Houdini Drive, taking advantage of solar access. The configuration of the town square allows for protection from the prevailing winds and weather by the surrounding buildings.

The Town Square is also linked to a second retail precinct north across Houdini Drive, through integration with the adjacent streetscape and safe pedestrian link across Houdini Drive. The Town Square will draw people into the space and encourage use of the co-located Community Facility and other complementary ground floor uses in surrounding buildings.

The southern portion of Town Square is approximately 1000sqm, and combines a mixture of formal and informal landscape treatments, including hardscapes, seating, public art trees, shade and potential performance and gathering spaces.

The landscape treatment responds to the surrounding interfaces. These include Houdini Drive to the north, and the mixed use and

community facilities on the eastern and western edges. Restaurant and coffee shop tenancies are encouraged within these uses as a further means to activate the square.

The Town Square will be designed as a place for community gatherings, with a number of possible uses in mind. It may be used as a meeting or dining space; a place for programmed community activities such as performances or markets; or simply as an area for waiting and people watching within the Diggers Rest LTC.

Houdini Drive & Linear Parkland

Houdini Drive and the adjacent linear parkland will support pedestrian and cycle movements between the Diggers Rest Community and the LTC.

Feature tree planting along Houdini Drive will contribute to the local identity as well as reinforcing this thoroughfare as an arrival point to the Diggers Rest community. Planting throughout the linear parkland will include indigenous species to reinforce a connection to a regional sense of place, whilst promoting environmentally responsible landscape practises.

Wider footpaths along Houdini Drive will allow for pedestrian movement as well as provide for outdoor dining and smaller gathering spaces. Landscape treatment of these areas will assist in articulating possible use zones. Integration of safe and weather protected bus stops will make Houdini Drive a comfortable place to connect with local public transport opportunities.

Roads A, D, & E

The neighbourhood road system will be important in creating tertiary connections between resident's homes and the greater pedestrian and bicycle movement network.

The placement of shade trees will provide cover to the local footpaths, while taking into account the need to maintain clear sight lines through these zones.

Pedestrian Links

A network of pedestrian and cycle links will ensure that the LTC is well integrated with other precincts of the Diggers Rest community, clearly defining the Town Centre as the gateway to the local area.

This permeable network will provide easy and direct access to destinations within the Town Centre, using designated crossing points to move between destinations. Well articulated passive surveillance and appropriate lighting will assist in ensuring the safety of those choosing to use these movement routes.

These 'green links' will combine a sharepath with shade trees and soft indigenous landscaping to provide an attractive and enjoyable route. Where appropriate, landscaping will be used to provide a level of screening to at grade car parking and service areas.



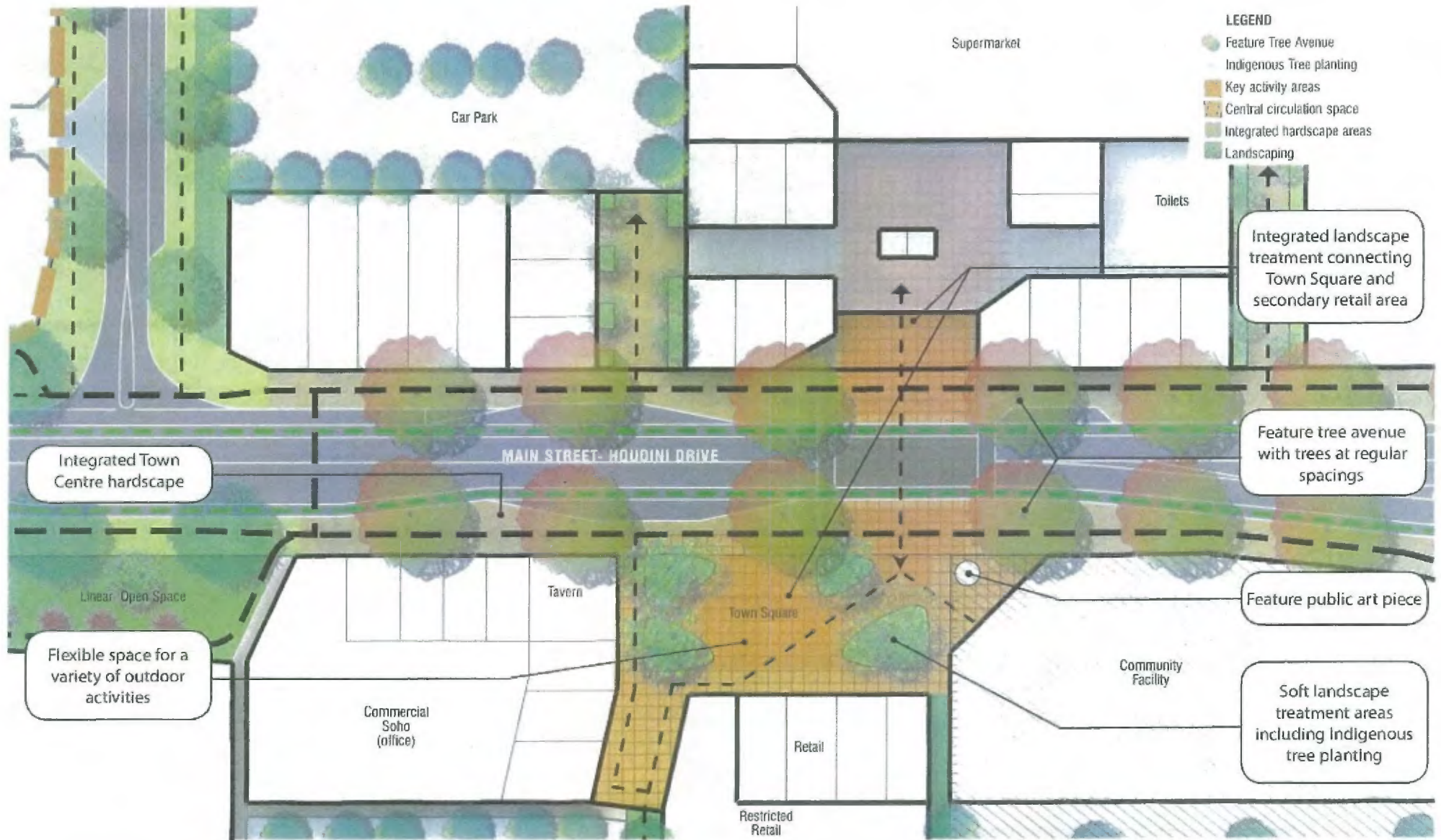


Figure 19: Indicative Town Square Concept Plan

G20: Town square

To create both a dynamic and active heart to the Diggers Rest community the LTC

- The Town Square should be designed generally in accordance with Figure 19; as a flexible space with opportunities for a number of different activities to take place
- A strong connection must be provided between the Town Square and the retail precinct north, across Houdini Drive to form one common space, through the use of integrated ground surface and other landscape treatments, to facilitate pedestrian movement and connect these uses
- A high quality integrated landscape theme which compliments the built form design should be used throughout the Town Centre; providing, where possible, reference to the wider regional landscapes in order to contribute to a local sense of place
- Elements such landscape structures and public art should be used to reinforce the civic importance of this space and provide a distinctive character and enhance wayfinding
- Street furniture should be located in a visually prominent area adjacent to pedestrian desire lines and gatherings spaces, and take advantage of solar access



- Furniture pieces should be chosen to add visual interest and a distinctive character to the Local Town Centre
- Pedestrian walkways should be clearly defined with clear lines of sight
- Appropriate landscaping treatments should be used to strengthen visual links
- The wide footpaths should be articulated to promote uses such as outdoor dining and gathering spaces, which will assist in activating this area
- The use of indigenous species around outdoor dining/ café opportunity, within the town square and throughout the parkland area is encouraged to provide for attractive and environmentally responsive open spaces, as appropriate
- Indigenous species should be used within the town square and throughout the parkland area to provide for attractive and environmentally responsive open spaces, as appropriate
- Bicycle parking should be included in highly visible locations close to pedestrian desire lines
- A landscape concept plan must be provided at the planning permit application stage for development applications



G21: Houdini Drive & Linear Parkland

- Street tree planting along Houdini Drive should make use of feature trees to anchor the area both as a gateway to, and destination within, the Diggers Rest community
- Tree and shrub planting within the linear reserve should make use of indigenous species, where appropriate
- Where possible, WSUD elements should be incorporated into the streetscapes to treat run-off in a sustainable fashion.
- Street furniture used within the linear open should be continuous in theme with that used in the Town Square
- Safe and weather protected bus stops must be integrated into the parkland to make a comfortable and secure place to connect with local public transport opportunities

G22: Roads A, D & E

- Street tree planting along neighbourhood roads should make use of medium-sized shade trees
- The placement of street trees should take into account the need to maintain clear sight lines to improve pedestrian and motorist safety.
- Where possible, WSUD elements should be incorporated into the streetscapes to treat run-off in a sustainable fashion.
- Where required, planting in roundabouts should make use of indigenous species.
- Where possible, any lot fences abutting road reserves should be screened with appropriate indigenous vegetation.

• **G23: Pedestrian and cycle links**

To support pedestrian and cycle movement between the Diggers Rest existing and future community and the LTC, and around the centre

- Links should combine a shared path with indigenous shade trees and soft landscaping
- Clear sight lines and adequate lighting must be maintained for safety reasons within the public realm
- Use appropriate landscaping treatments to strengthen visual links between the Town Centre and surrounding public open spaces
- Development applications must be accompanied by a landscape concept plan, generally in accordance with Figures 18 and 19 and relevant street cross sections
- All pedestrian routes must include appropriately scaled lighting

4.10 Signage

G24: Signage in the Local Town Centre

To facilitate a Town Centre identity through the incorporation of signage

To ensure signage is informative and co-ordinated in a way that enables customers to easily locate the industry or business and determine its services

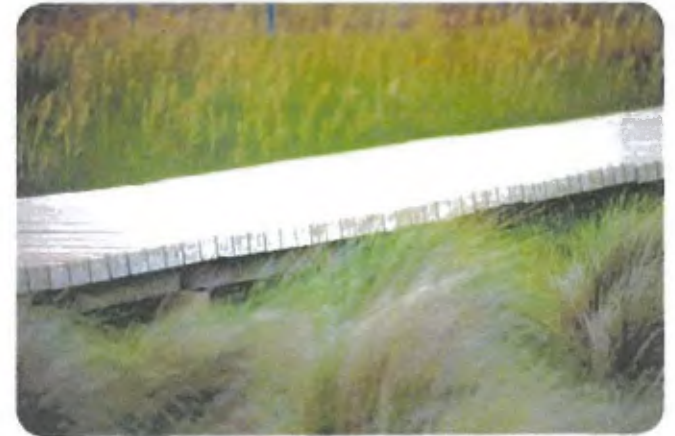
- Applications for signage should be assessed in accordance with Melton City Council's outdoor Advertising Policy and Guidelines (2010)
- Signs should be in keeping with the scale and character within the LTC and do not detract from the character of the design and scale of host building and / or the landscape setting
- Signage zones should be incorporated into the overall building design of the Centre
- Pylon signs should be enabled which can provide identification to the Activity Centre as a whole as well as a number of individual retail tenancies
- A complementary method of branding should be used for individual tenancies, including wall mounted signage, underslung canopy signs and/or shopfront glazing
- Signage attached to front fences and temporary A-Frame signage on footpaths should be avoided
- In visually sensitive areas, signage should be designed so that it does not detrimentally affect the character of the area and does not unduly diminish key views within the area



4.11 Environmentally Sustainable Design

G25: To promote localisation, sustainability and adaptability

- The LTC promotes the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car
 - Energy efficient design and construction methods should be used for all buildings
 - Water Sensitive Urban Design principles such as integrated stormwater retention and reuse should be included in streetscapes and parking areas
 - Safe and direct accessibility and mobility within and to and from the Local Town Centre should be promoted
 - Shade and shelter should be provided through a combination of landscape and built form treatments
- Buildings should be naturally ventilated to reduce the reliance on plant equipment for heating and cooling, as practicable
 - Passive solar orientation should be incorporated in the configuration and distribution of built form and public spaces
 - Waste collection points should be grouped to maximise opportunities for recycling and reuse
 - The use of solar energy for water and space heating, electricity generation and internal and external lighting is encouraged
 - The Local Town Centre should have an in built capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve, to promote extended building lifespan



5.1 Implementation and Staging

Development within the Diggers Rest Local Town Centre comprises four key components, each of which are subject to separate timing and delivery drivers:

- Commercial /Retail
- Service employment
- Residential and mixed use/ SOHO
- Community Infrastructure

It is not intended to identify a chronological staging of development of the town centre. Each component will be required to develop in response to the demand for the proposed services within that stage.

A number of physical infrastructure requirements that relate to the Local Town Centre are identified in the Diggers Rest DCP, which establishes a framework for delivery of infrastructure within the broader PSP area.

5.1.1 Commercial and employment land

The key commercial facilities, including the supermarket site are anticipated to be the first elements of the LTC to be realised. The initial stage of subdivision will create a superlot that will accommodate the key anchor supermarket, specialty retailing, medical and pad sites.

The commercial precinct to the south of Houdini Drive is anticipated to be the secondary of the two key precincts to be delivered.

5.1.2 Service employment

The service employment sites within the Local Town Centre are likely to develop at a later stage, when a critical population has established in the area. This will be a critical determinant in the timing for the delivery of facilities such as the medical centre and office opportunities.

5.1.3 Residential and Mixed Use Development

The western portion of the Local Town Centre seeks to deliver a well designed, higher density developments and provide mixed use product and a more intense level than elsewhere within the PSP area. These areas will provide greater access to services and facilities. Demand for this product relies upon a number of factors including but not limited to:

- The delivery of key retail and service elements within local town centre;
- The take-up of residential land elsewhere within the PSP area; and
- The diversity of product within the broader Diggers Rest and the demand for diverse housing options.

The residential component will be developed in two key stages, north and south of Houdini Drive. It is anticipated that the northern parcel will be the earlier of the parcels to commence development, however the ultimate sequencing of the residential component of the LTC will be influenced by staging within the broader PSP area. Provided that development staging is generally contiguous, the sequence of residential will ultimately be determined through detailed staging plans.

5.1.4 Community Facilities

The new community centre on the southern side of Houdini Drive occupies a 0.8ha site and is the key community infrastructure component within the Diggers Rest LTC.

The land for the community centre is earmarked for delivery upon the subdivision of the land, or by June 2016. The timing for the delivery of the community facilities on the community centre land will depend upon local social infrastructure priorities together with the Local Government capital works program and funding availability through the Diggers Rest Development Contributions Plan.

5.1.5 Other Infrastructure

Physical infrastructure will be provided in step with the demands of the development within each component.

The timing and delivery of infrastructure throughout the PSP area is detailed in the Diggers Rest Development Contributions Plan and implemented through Precinct Infrastructure Plans that are required as part of development approvals. As indicated in Figure 20 and detailed in the table on page 41 the two DCP project items within the LTC are:

- IT02 Vineyard Road and Houdini Drive Intersection. This project will be delivered in two stages, as described in the table below; and
- CI01 Multi-purpose Community Centre

5.1.6 Staging

The sequence of initial subdivision within the LTC is shown in Figure 21. This sequence encourages the early development of a full line supermarket for the community, in accordance with the requirements of the PSP.

	DCP Item	Responsibility
Vineyard Road and Houdini Drive Intersection. Construction of signalised 4-way intersection (interim layout). Purchase of 0.17 hectares of additional required land (ultimate landtake)	IT02	Council (Developer Works in Kind)
Vineyard Road and Houdini Drive Intersection. Construction of signalised 4-way intersection (interim layout).	IT02	Council (Developer Works in Kind)
C101 - Multi-purpose Community Centre (Local Town Centre) - purchase of land (0.8 Ha)	C101	The issue of Statement of Compliance for a stage which creates the community centre lot, or by 30 June 2016, whichever occurs first, or at such other time as agreed in writing by the Responsible Authority.

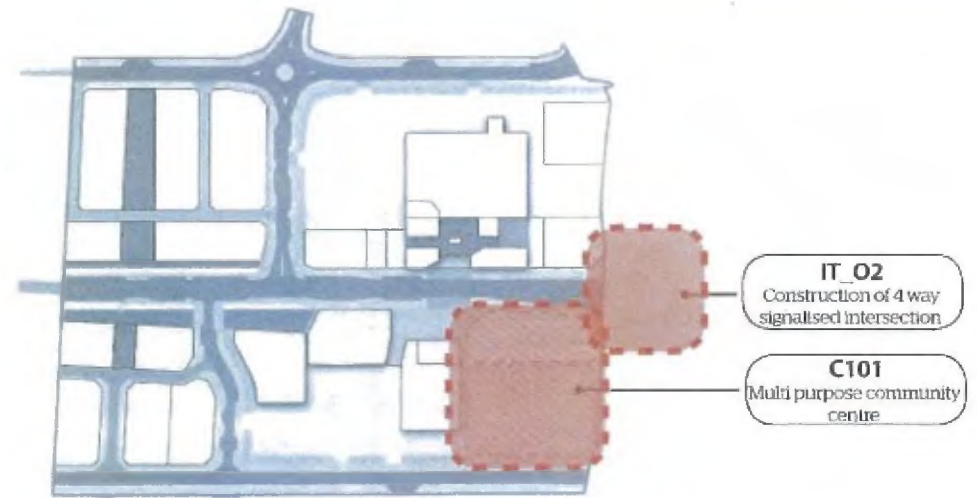


Figure 20: LTC DCP Items

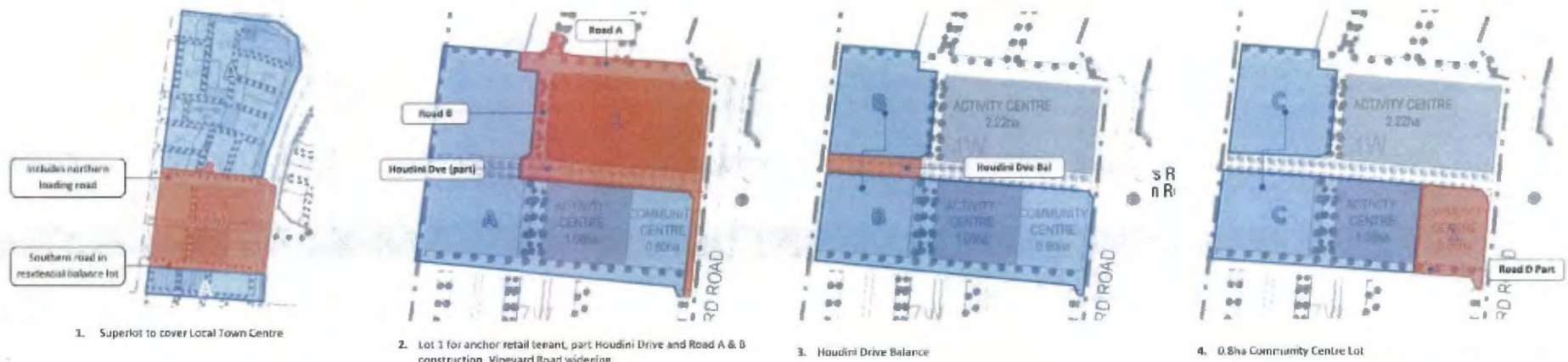


Figure 21: LTC Subdivision Sequence



06 Conclusion



This UDF has been prepared in accordance with the requirements of the Diggers Rest PSP and the Melton Planning Scheme. The UDF sets out a development framework to deliver a vibrant Local Town Centre that incorporates a mix of residential, commercial and community uses. The principles articulated in the UDF seek to establish and define a strong sense of place and character for the Local Town Centre, and provide a range of services and activities for the existing and future community. The outcome will promote linkages that ensure integration with the existing township. Future development within the Local Town Centre should be in general accordance with the UDF.

In adhering elements outlined in the UDF, the Local Town Centre will cohesively integrate with the broad range of uses surrounding the Town Centre, and develop in manner which considers contemporary urban design and landscape principles. The detailed components of the local town centre will be refined and resolved through discussion with associated stakeholders and relevant regulatory bodies through planning approvals process.