

Rockbank Major Town Centre

Urban Design Framework



August 2019

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1 Introduction

1.1 Purpose of This Document

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

The goals of the UDF are to:

- Establish a clear and integrated vision for the Rockbank Major Town Centre
- Guide the use and development of the area through objectives, planning and design requirements and guidelines
- Establish an implementation program of statutory and strategic initiatives

1.2 How to Use This Document

The Rockbank Major Town Centre UDF is arranged into four sections, as outlined below.

Section 1 Introduction includes the background and overall purpose of the UDF. It also outlines the organising elements that have been referenced in the design of the Major Town Centre. These elements have been implemented through the vision and the UDF plan (Section 2), and the design requirements and guidelines.

Section 2 Urban Design Framework will address the vision and urban design principles. To further explain the vision for the MTC, this section is organised into the following broad themes:

- Urban Structure
- Land Use
- Movement & Access
- Public Realm
- Built Form, Massing, Density & Interface
- Sustainability & Environment

Under each theme, Guidelines and Requirements provide additional detail regarding expectations throughout the centre.

Section 3 Implementation and Staging outlines an indicative staging strategy, the key development drivers and an outline of development land contributions.

Section 4 Review provides a summary of the process of review recommended for the UDF, and some of the potential key changes which may trigger a review to the document.

1.3 Context

The Rockbank MTC UDF has been developed after the completion of a Gap Analysis which identified any outstanding issues. The UDF builds on the work undertaken as part of the Rockbank PSP and the 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 provided recommendations regarding the road network, pedestrian movement, retail and commercial locations, and preferred residential precincts.

Stakeholder and landowner consultation has occurred throughout the UDF process through community consultation sessions, and landowner and stakeholder workshops.

LEGEND

-  Area subject to Urban Design Framework
-  Rockbank Train Station

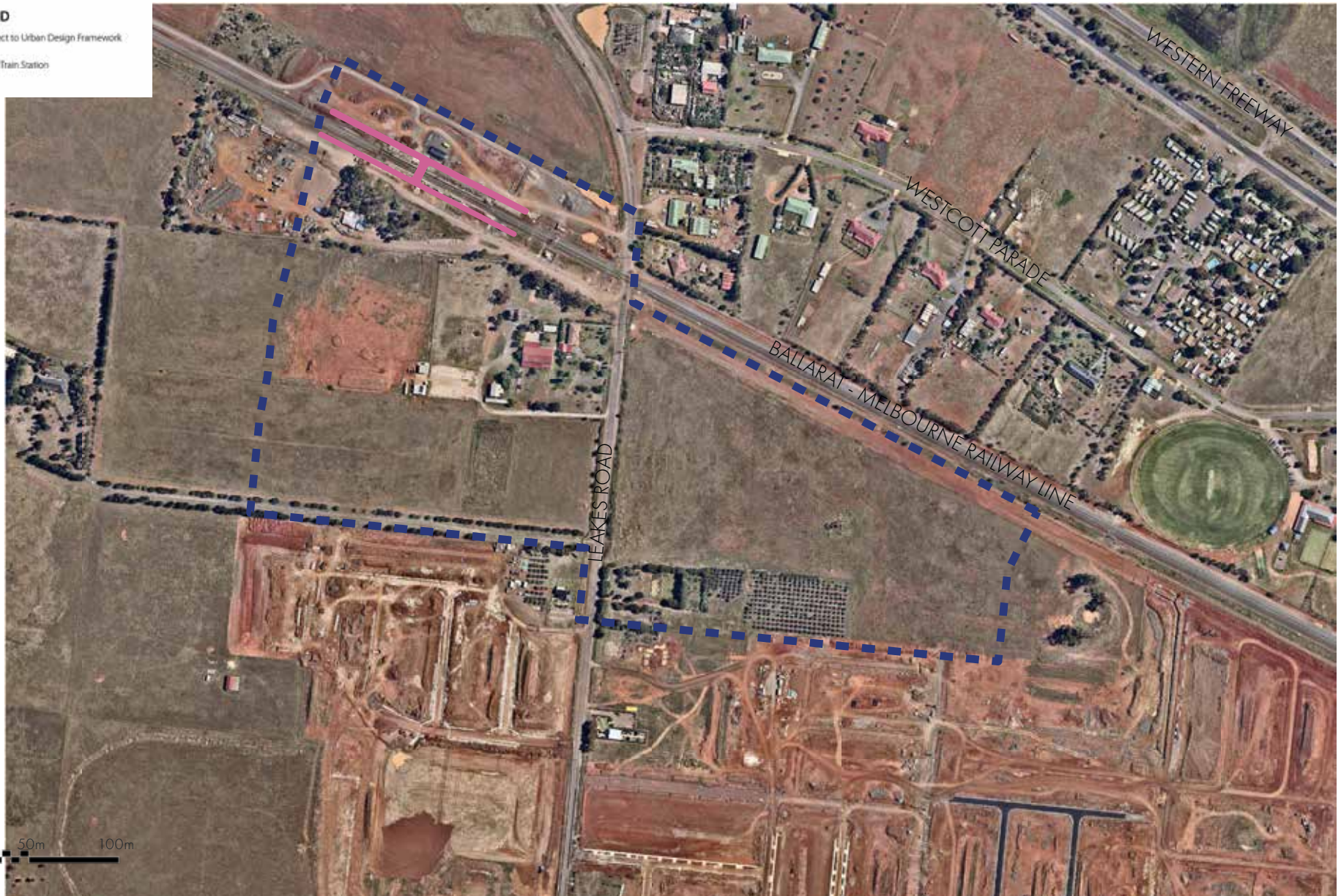


Figure 1. Rockbank Major Town Centre UDF boundary (image: December 01, 2018)

1.4 Rockbank Precinct Structure Plan (PSP)

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

Included in the Rockbank PSP is a Concept Plan (Fig. 2) which was prepared to assist in guiding the future vision for the Major Town Centre. The concept plan is underpinned by a series of 'Organising Elements' diagrams which help to explain the preferred vision for the MTC (Fig. 3).

1.4.1 Organising Elements

The 'Organising Elements' diagrams represent a series of design directions important to the structure of the Rockbank Major Town Centre (Fig. 3).

These elements are:

- Open space and placemaking
- Views and vistas
- Road network
- Pedestrian and cycle movement
- Character precincts, and
- Staging

These 'Organising Elements' have informed the design of the UDF, and are largely consistent with the PSP.



Figure 2. Rockbank PSP Concept Plan

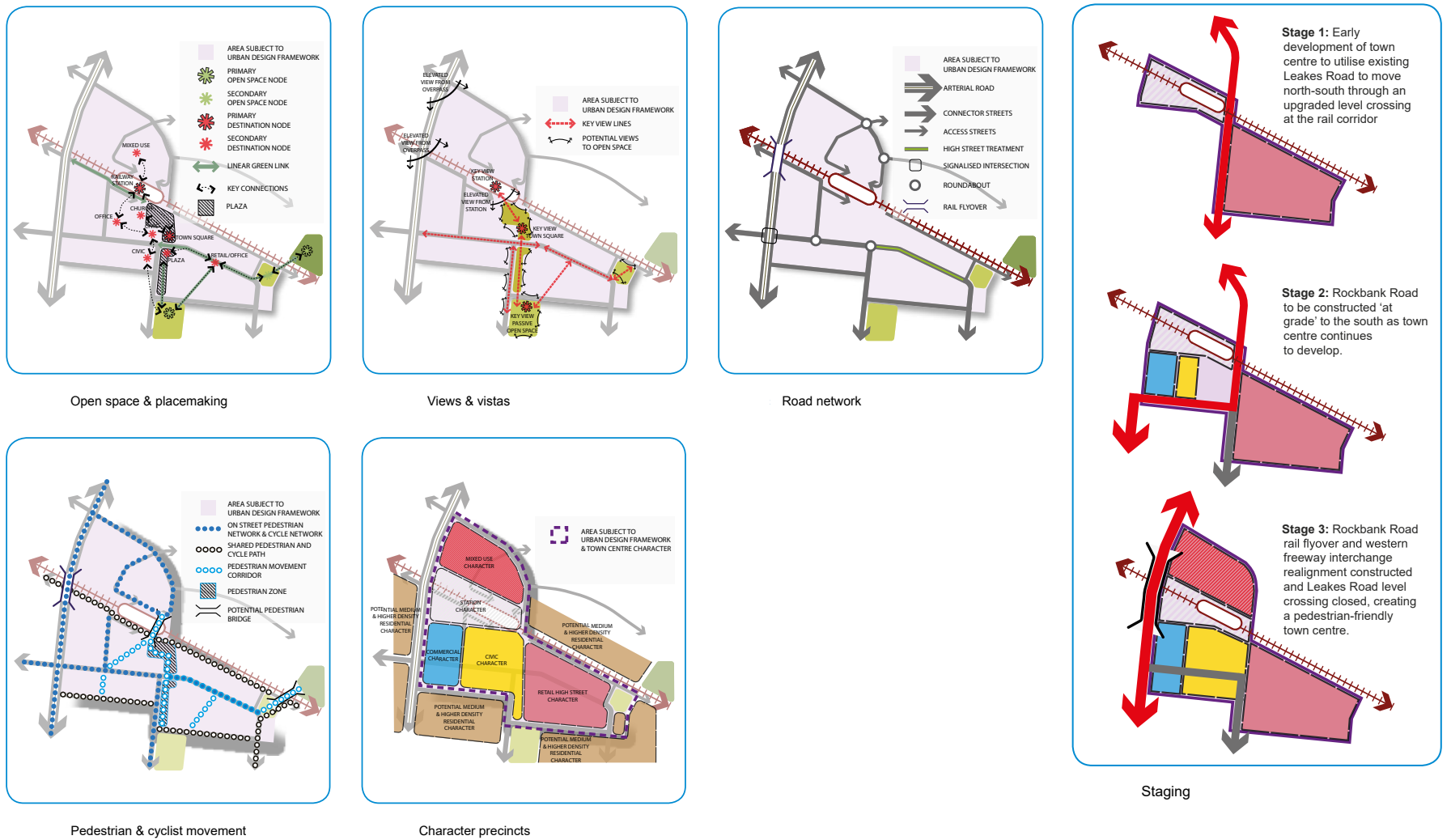


Figure 3. Rockbank PSP MTC Organising Elements

2 Urban Design Framework

2.1 Framework Plan

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

- At grade Melbourne - Ballarat train line
- Staged delivery of the Rockbank Station upgrade
- Changing nature of the surrounding arterial road network
- Limited existing vegetation or topographical elements
- Existing Serbian Church
- Surrounding residential development which is currently being constructed

The structure of the Rockbank Major Town Centre is one that responds to site specific land use requirements, such as:

- The existing Rockbank Station and car parking requirements
- The existing Leakes Road connections and future Rockbank Road connection
- Retail requirements
- Community facilities requirements
- Higher density housing requirements
- Public realm requirements
- An indicative infrastructure staging timeline

2.2 Vision

The Rockbank Major Town Centre will be a pedestrian focused, mixed use entertainment and retail precinct for the Rockbank community. Anchored around a lively and active principal urban plaza where people will meet and relax. Rockbank Major Town Centre will accommodate destination retail, employment, community services and day-to-day convenience.

A defined 'sense of place' will be achieved through the use of a local palette of natural materials, and retention of key features, such as dry stone walls and the existing Serbian Orthodox Church, adding richness and local identity to the centre.

The streets are designed to encourage active transport, enabling commuters to walk and cycle safely to and from the centre in a convenient and accessible manner.

The Rockbank Station and bus interchange will connect residents to employment and education beyond Rockbank, while the Main Street will provide a destination retail component and also cater for local residents' every day convenience.

2.3 Urban Design Principles

The design and structure of the Rockbank Major Town Centre is guided by the urban design principles outlined below.

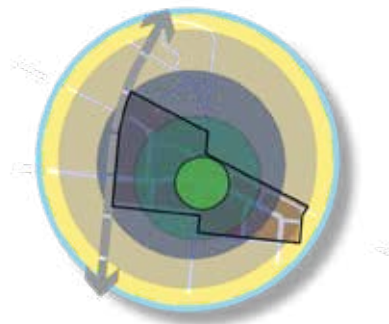
These principles reference the 'Organising Elements' outlined in the Rockbank PSP, expanding on those in order to achieve the outcomes identified in the Vision. These principles include:

- Urban Structure
- Mixed Use
- Main Street and Public Realm
- Movement
- Intensity
- Sustainability and Environment



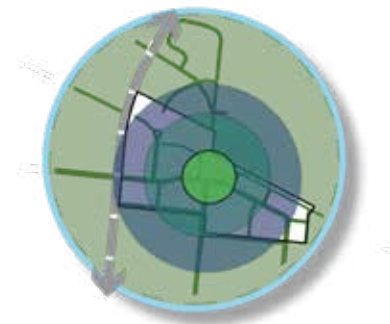
Urban Structure

A smart and logical structure, with identifiable precincts creating a clear understanding of place and location. You know where you are, where you want to go, and how to get there.



Mixed Use

An active centre with a range of uses and activities that caters to a diverse community. Activity throughout the day and into the evening supports local employment, with opportunities to eat, sleep, work, and live in the location.



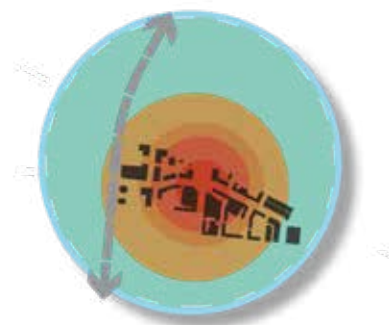
Main Street & Public Realm

A dynamic and entertaining focal point where people catch up, relax and enjoy the vibrant and inclusive spaces within the centre.



Movement

A centre that is connected through a range of modes that facilitate movement to and from the MTC. The centre design prioritises train, bus, cycle and pedestrian journeys to create slower, friendlier, safer, and more seamless connections.



Intensity

Residential and commercial density will be provided within walking distance to existing and planned community facilities, retail and employment opportunities, and public transport interchanges.



Sustainability & Environment

A sustainable centre will enhance liveability for the community and minimise negative impacts on the environment. Creative and resourceful strategies to address urban sustainability will be undertaken in all areas of the MTC, from streets, to car parks, and to buildings.

2.4 Urban Structure

The Rockbank Major Town Centre (Fig. 4) will be serviced by the existing Rockbank Station. This allows for the high traffic area around the station and bus interchange to connect into the pedestrian oriented retail core, without compromising the core of the centre.

Rockbank Station will provide for high volumes of commuters at peak times, along with adjacent car parking, and bus services as per PTV requirements. Rockbank Station will service the future Commercial and Mixed Use Precinct to the north, and the Rockbank Major Town Centre to the south side of the train line. Shared path connections to the west and east will provide commuters access to the station from surrounding residential neighbourhoods.

The retail and commercial component of the centre will be consolidated along Leakes Road and the new Main Street, providing a central space for destination retail experiences, and commercial employment spaces. Peripheral businesses will support a mix of uses within the surrounding medium density residential development.

Linking the retail core and the station area will be the civic precinct. The community facilities and services will provide a welcoming place for all members of the community to gather and socialise, bringing activity to the town centre. This precinct will be located in close proximity to train and bus services, while also providing activity and passive surveillance for people walking through the Rockbank Major Town Centre.

The community precinct will include the principal urban plaza, which will act as the central outdoor community space. This area will be critical to the success of the centre as a place for people to gather and socialise. The principal urban plaza will provide an additional node of activity linking the retail and station precincts, and will be designed to facilitate local artistic and cultural experiences and events.

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

The eastern edge of the Rockbank Major Town Centre will include higher density residential components, which link to the surrounding residential areas outside of the town centre, and provide a catchment of accessible dwellings to critical services and retail uses.

Vehicle access to the centre will be enhanced via the newly constructed Rockbank Road and overpass, connecting the broader network north of the Western Freeway into the Rockbank Major Town Centre. Local pedestrian connections will also be possible via the Rockbank Station overpass, and the pedestrian bridge over the train line to the Ian Cowie Reserve in the existing Rockbank township.



Figure 4. Rockbank Urban Design Framework Plan

2.5 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. However, the location of these uses should be generally consistent with the general land use precincts (Fig 5). Uses which are supported within the Rockbank MTC are as per Table 1 below, including the uses identified under “Commercial” are anticipated to be 7,500m² across the centre in addition to the 30,000m² of shops.

2.5.1 Precincts

The Rockbank Major Town Centre comprises four precincts to guide future land uses, minimise land use conflict, and implement the vision for the centre.

Community, Transport & Mixed Use Precinct

This precinct will be anchored around the train station, a key pedestrian and public transport gateway to the town centre with a focus on civic facilities, including an indoor recreation centre. A mix of commercial and other uses will be appropriate within this precinct.

Commercial & Mixed Use Precinct

This precinct will be the western entrance to the MTC. Larger format offices and other retailers will provide an entrance to the centre, screening the high traffic volumes experienced along Rockbank Road, whilst also providing an appropriate landscaped and pedestrian friendly boulevard entrance.

Core Retail, Commercial & Mixed Use Precinct

The centre will be based around street level activation with fine grain retail and entertainment uses creating a diverse and rich pedestrian experience. Upper level commercial, retail and residential uses will be supported and highly encouraged in this area.

Residential & Mixed Use Precinct

The high density residential component of the centre will support a mix of uses at ground floor, with predominantly residential uses at upper levels. This space will be highly active, with attractive street frontage and good access to a number of open spaces nearby for recreational purposes.

Retail	Commercial	Mixed Use	Civic And Community Facilities	Education Facilities	Residential	Urban Plaza / Public Space
<ul style="list-style-type: none"> • Supermarkets • Discount department stores • Mini-major stores • Showrooms • Shops (30,000m² limit without a planning permit) • Cafes • Restaurants • Bars and Clubs • Car parking 	<ul style="list-style-type: none"> • Offices • Local service industry • Child care • Medical services • Health and beauty services • Higher order and life long learning services 	<ul style="list-style-type: none"> • Ground floor office with upper floor residential • Ground floor retail with upper level residential or office • Mix of retail, offices and residential area • Medium and high density residential 	<ul style="list-style-type: none"> • Council facilities (library, indoor sports centre, community centre) • Emergency services • Health facilities • Place of assembly • Community services 	<ul style="list-style-type: none"> • Primary education • Secondary education • Private and independent education facilities 	<ul style="list-style-type: none"> • Medium density residential • High density residential • Mixed use residential • Retirement living and aged care services • SOHO (Small office home office) products • Student accommodation • Services accommodation / apartments • Hotels 	<ul style="list-style-type: none"> • A number of public spaces in an urban setting such as town squares, plazas, malls, and urban parks • Principal Urban Plaza will be the focal point for the town centre

Table 1. Land uses supported within the Rockbank Major Town Centre

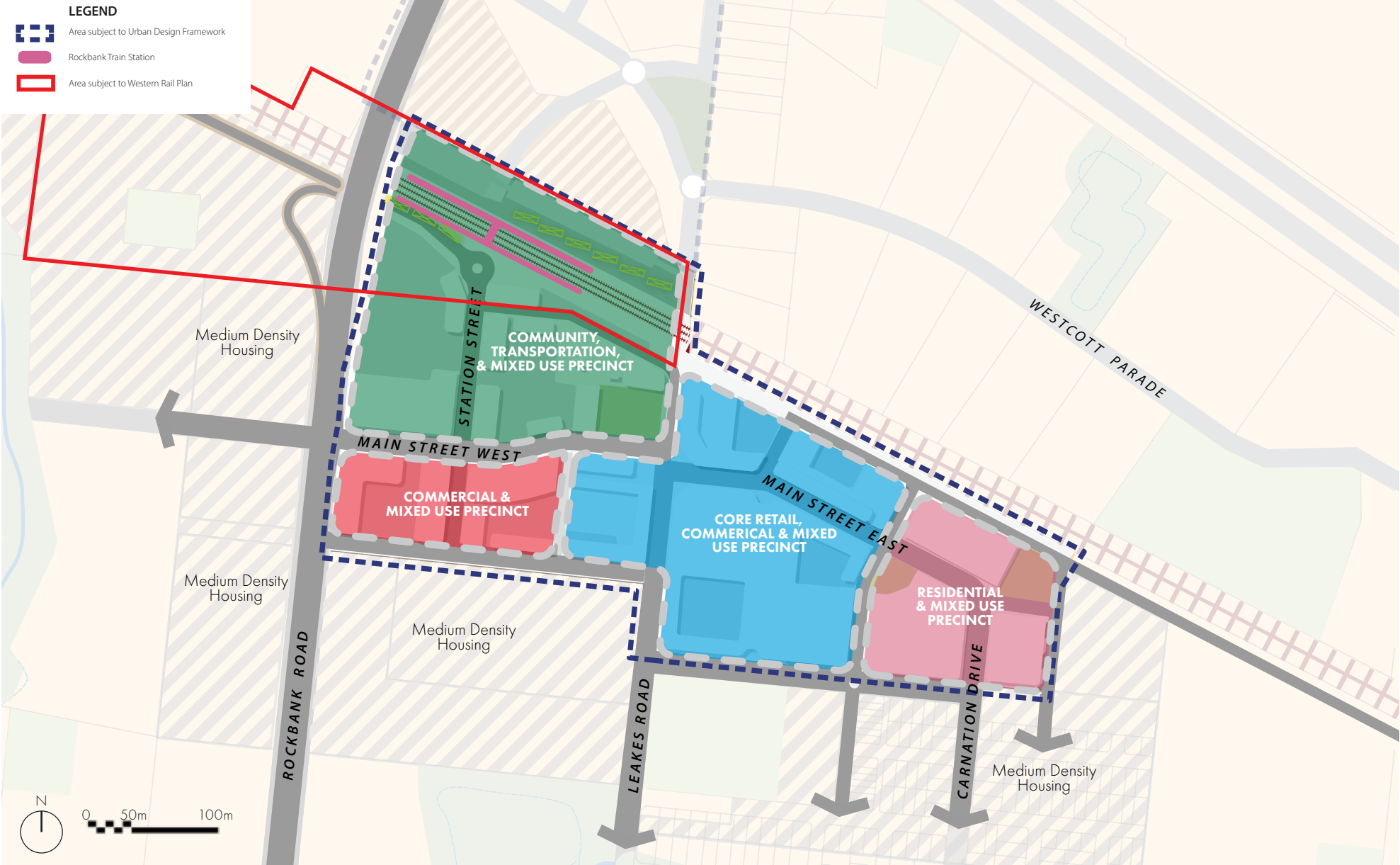


Figure 5. Precinct Plan

2.5.2 Community Facilities

The Rockbank MTC UDF includes two dedicated Council facilities, a multi-purpose community facility and an indoor recreation facility.

The community facility will be multi-purpose and could comprise a small library, large community space and used as a senior/youth space with office and consultation spaces. The land allocated for the multi-purpose community centre has been reduced from 1.5ha in the Rockbank PSP to 0.6ha.

The indoor sports and recreation centre could accommodate indoor sports such as basketball, netball, soccer, and provide opportunities for other hard court indoor sports.

These community land uses will provide the entrance into the centre from both Rockbank Road and the station precinct, whilst providing a key built form backdrop to the principal urban plaza. These buildings are located in high profile corner locations and will require an architectural response which reflects their location and the important role they play in the MTC.



Image 1 Example of community facilities

2.5.3 Retail

The retail offering will be the core economic driver for activity within the centre, with supermarket and specialty retail shops providing for the needs of the growing Rockbank community. Retail is consolidated around the core of the centre anchored on the new Main Street and Leakes Road, creating a destinational centre, which reduces vehicle traffic, and promotes pedestrian activation along the street, and centres the activity in one key location.

The Rockbank UDF has a retail cap of 30,000m² for the use of 'shop', whilst allowing for other uses to permeate through the centre. The provision of retail 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 boundary.



Image 2 Example of retail building

2.5.4 Residential

The Rockbank UDF promotes the inclusion of higher density residential development as a key component within the town centre. Upper level residential development will be highly encouraged in all areas of the town centre, with the residential and mixed use precinct in the east of the Rockbank Major Town Centre also encouraging ground level residential uses.

Residential uses on the upper levels will enhance and support the active nature of the street below, providing high quality and high amenity living outcomes.



Image 3 Example of residential building

2.5.5 Office and Mixed Use

Office and mixed-use sites are seen as complementary but fundamental elements of the Rockbank MTC UDF. They are fundamental in creating highly skilled jobs and businesses within Rockbank, and are complementary to the core retail function and the transactional environment of a town centre.

The broad range of possible uses within the centre will require a flexible approach to design and land use in order to allow for a mix of these uses to occur in proximity to each other. This flexibility prioritises a positive interface to the public realm, and considers interfaces to adjoining land uses.



Image 4 Example of office and mixed use

2.5.6 Job Creation

The Rockbank PSP outlines the approximate area of different uses within the Rockbank UDF area, and the quantity of jobs they may generate.

Table 2 compares the Rockbank PSP table, to what is proposed within the Rockbank UDF, supported by technical economic reports found in the UDF Background Report.

The economic reports indicate that there is potential for some large format retail to occur within the centre, which wasn't identified within the PSP in 2016.

Land Use	Anticipated Quantity Of Jobs: Rockbank PSP	Anticipated Quantity Of Jobs: Rockbank UDF
Child Care Centre	30	30
Medical Centre	9	9
Retail	1,000	1,000
Office / Commercial	375	375
Large Format Retail	0	125
TOTAL	1414	1539

Table 2. Rockbank PSP and UDF Anticipated Employment Creation Comparison

2.5.7 Land Use Requirements

- R1. A mix of core retail, specialty retail, mixed use, restaurants, medical uses, and medium-high density housing must be provided within the centre generally in accordance with Fig. 4
- R2. Future retail within the centre must not exceed 30,000 square metres unless a planning permit is submitted to increase this floor space and justified by an economic report prepared by a suitably qualified professional
- R3. A mixed-use environment with a range of tenancy opportunities must be located on each side of the urban plaza to facilitate an engaging street frontage
- R4. Uses fronting the principal urban plaza must provide ground level opportunities for outdoor trading (i.e. street trading/dining etc) or visual interaction
- R5. Anchor retail tenants (larger than 1,000 square metres) must appear as secondary components in the streetscape through their location behind specialty retail/restaurants, entertainment venues, or appropriate landscape treatment

- R6. Land uses must be compatible at all times and not detrimental to surrounding uses
- R7. Community facilities and community based uses must be delivered at the western end of the centre in accordance with Fig. 4
- R8. The community facilities must provide a high quality street presentation with primary entrances located along the primary street with secondary entrances only from car parking areas



Image 5 Example of a high quality mixed use environment with a food and beverage tenant below, and residential above



Image 6 Example of an urban plaza activated by an adjacent mixed use development



Image 7 Example of a high quality built form community facility that addresses a key corner

2.6 Movement & Access

The Rockbank MTC UDF emphasises a sharing of space between motor vehicles, cyclists and pedestrians, with the emerging “movement and place” framework being considered and applied. A clear and logical movement network allowing access to the centre has been developed. Some of the key design measures supporting the “movement and place” framework within the Rockbank UDF area include:

- Slow traffic through the Shared Cycle/Vehicle Zone
- Pedestrian crossings that prioritise pedestrians over vehicles
- In lane bus stops
- Minimising the number of vehicle access points in the Shared Cycle/Vehicle Zone
- Traffic calming measures such as speed tables, narrow traffic lanes and the mixing of cyclists and vehicles in the Shared Cycle/Vehicle Zone

The Rockbank Major Town Centre is complex due to:

- Changing road hierarchies over time
- The staged construction of Rockbank Road
- Access over the Ballarat-Melbourne train line
- Changed access configuration to Greigs Road and Leakes Road
- Location of the future Outer Metropolitan Ring Road.

As such, the specified Shared Cycle/Vehicle Zone is key to the creation of “place” and the long-term success of this centre.

2.6.1 Public Transport

Public transport is a critical piece of infrastructure for the success of a town centre. The Rockbank MTC is serviced by an existing V/Line service, with ultimate electrification upgrades likely to occur, which will be serviced by a metropolitan train service.

The bus network will provide connectivity to the retail core of the centre, the Rockbank Station (northern and southern car parks), bus interchange, and the surrounding residential catchment.

Buses will have priority access via a slip lane off Rockbank Road, allowing easy access northbound into the Rockbank 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 connects into the key community facilities and retail opportunities within the centre.



Image 8 Rockbank Station upgrade, under construction

2.6.2 Pedestrians

Pedestrian access will be a priority of the Rockbank Major Town Centre with strong connectivity to and between open space, retail areas, community facilities, and into the surrounding residential streets.

The pedestrian network will be developed by providing efficient and safe connections through and between the key areas of the centre. Activated street edges will provide for passive surveillance and create safe streets. Adequate lighting connecting key uses to public transport routes will ensure pedestrian movements at night time are also safe.

The staggered signalised intersection of Leakes Road and Main Street will be designed to promote pedestrian movement, and emphasise the priority of people over private vehicles in the town centre.

Connecting pedestrians into the Rockbank Major Town Centre from the surrounding neighbourhoods will be an important element in the centre. Pedestrians will be able to cross the Melbourne-Ballarat train line at the Rockbank Station pedestrian overpass, or the dedicated pedestrian bridge connecting the centre to the Ian Cowie Reserve in the existing Rockbank township.

2.6.3 Cyclists

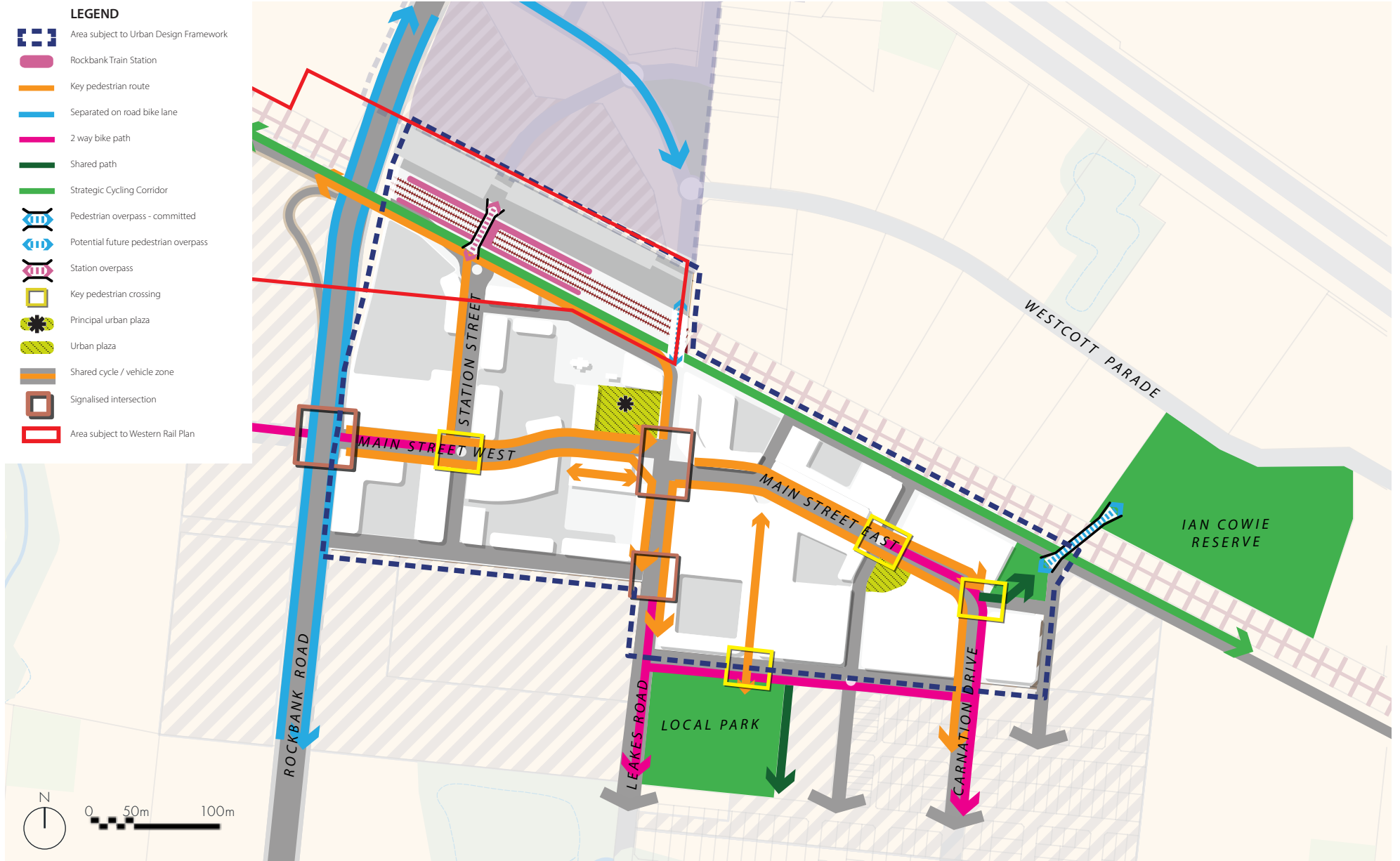


Figure 6. Movement & Access - Pedestrian & Cyclist Plan

The UDF promotes active transport modes, and emphasises the importance of cyclists within the Rockbank Major Town Centre.

Located along the southern side of the train line, the planned Strategic Cycling Corridor (SCC) interfaces with the Rockbank UDF and connects into this planned broader cycling network. The SCC will provide cyclists with a connected and continuous pathway between the Melton township and Sunshine, promoting cycling to and from Rockbank Major Town Centre.

All connector level streets will include an off-road bike path or on-road cycle lane, which will allow cyclists to travel in a safe environment. In addition, the Shared Cycle/Vehicle Zone within the core will allow for safe and slow interaction between cyclists and vehicles. This will be achieved through different pavement textures, narrow road pavement, traffic signals, pedestrian refuges and central medians assisting in slowing down traffic.



Image 9 Example of bike priority within a town centre

2.6.4 Motor Vehicles

Access into the Rockbank Major Town Centre is via either Rockbank Road, Leakes Road, or Carnation Drive. Rockbank Road connects most of the north-south moving traffic over the Melbourne - Ballarat Train line, and connects vehicles onto, or over, the Western Freeway. As the Rockbank MTC is adjacent to this major arterial route, convenient access into the centre is available.

Roads with the Rockbank Major Town Centre have different levels of vehicle priority and access, and different interactions with pedestrians and cyclists. The core of the main street is designed as a Shared Cycle/Vehicle Zone, where vehicles and cyclists will share the road pavement. This, in conjunction with the staggered signalised intersection at Main Street and Leakes Road is designed to slow traffic, reduce the appeal of vehicles using Main Street as a thoroughfare, and increase pedestrian and cyclist connectivity.

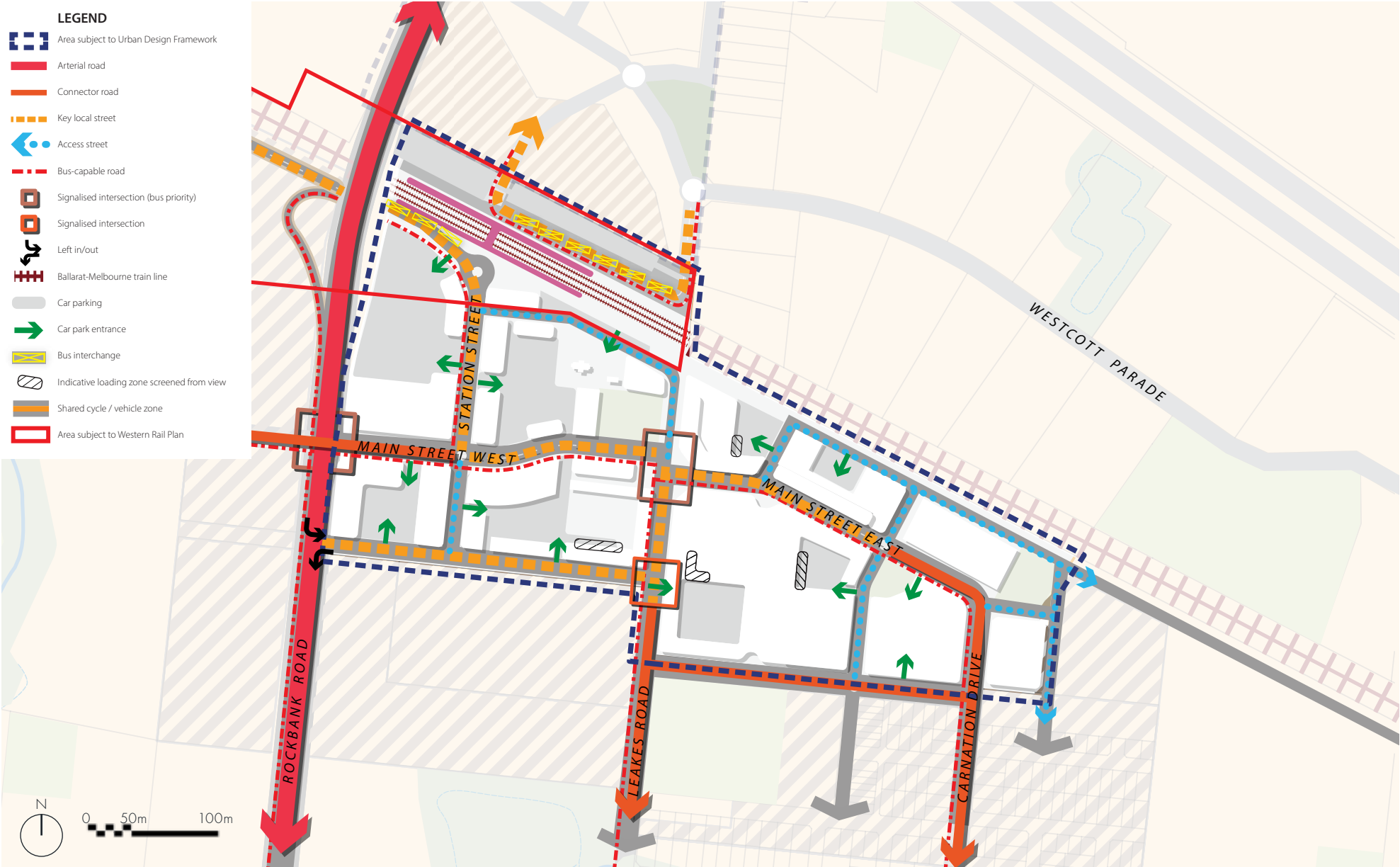
Leakes Road will bring pedestrians, vehicles and cyclists into the Major Town Centre from the southern residential catchment. The road network circulating the centre will provide opportunities for cars to park away from the busy main street, where pedestrian and cyclist movements will be prioritised.

2.6.5 Car Parking

A town centre should facilitate easy and convenient movement to key destinations such as shopping centres, community facilities and public transport hubs. Within the Rockbank Major Town Centre this will be achieved without compromising the pedestrian experience and opportunity for street based retail and street-life. Locating car parking away from the public realm reduces the chance of conflict between vehicles and pedestrians, whilst providing convenient access to key destinations.

Car parking demand changes throughout the day as different uses activate and deactivate. As such, there may be synergies in sharing car parking access between nearby uses, such as the train station and indoor recreation facility (subject to future investigation).

Multi-level car parking is encouraged where appropriate in order to reduce the land-take associated with car parking. Where multi-level car parking interacts with the street it will be predominantly screened from view through sleeved retail and office offerings, and dense landscaping where interface issues with other uses occur.



2.6.6 Pedestrian & Cycle Requirements

- R9. Pedestrian and cyclist access to the Rockbank Station must be safe, convenient and easily accessible
- R10. Key pedestrian crossings, as identified in Fig. 6, must prioritise pedestrian movements
- R11. Within the Shared Cycle/Vehicle Zone, as per Fig. 6, bicycles must share the same travel lane as cars, as per cross section located at Fig. 17, unless otherwise agreed
- R12. Publicly accessible bike parking and self-maintenance bike hubs must be provided near community facilities, Rockbank Station, and along the Main Street
- R13. The Station Street and Main Street roundabout must safely transition cyclists from a two-way bike path west of Rockbank Road, to a Shared Cycle/Vehicle Zone, on Main Street (as per Fig 15 and Fig. 17), unless otherwise agreed

2.6.7 Pedestrian & Cycle Guidelines

- G1. Bicycle parking should be co-located and integrated with other street furniture
- G2. The existing at-grade pedestrian connection across the train line at Leakes Road should be retained, or replaced if necessary with overpass/underpass in the future
- G3. Pedestrian connections that allow movement throughout the town centre in all directions should be considered

2.6.8 Public Transport Requirements

- R14. The Rockbank Station precinct and bus interchange must be designed to accommodate peak volumes of public transport commuters
- R15. Rockbank Station must be accessible to all users
- R16. The drop off/pick up zone must not impede bus movements within the transport interchange
- R17. The bus interchange must include weather protection for passengers
- R18. Bus priority traffic signals and lanes must be provided at the Rockbank Road and Main Street signalised intersection
- R19. The Rockbank Station entrance must include adequate lighting and opportunities for passive surveillance to ensure customer safety

2.6.9 Public Transport Guidelines

- G4. Delivery of bus-capable roads to facilitate early adoption of sustainable travel options should be prioritised

2.6.10 Motor Vehicle Requirements

- R20. Truck loading zones must be screened from view
- R21. The construction of roads within the Rockbank UDF must consider the interim and ultimate staging of the road network, as discussed in Section 3

2.6.11 Motor Vehicle Guidelines

- G5. On street loading bays should be time restricted, and located at the end of street blocks
- G6. Truck loading zones should be located generally in accordance with Fig. 7



Image 10 Example of high quality landscaping and canopy cover within a carpark

2.6.12 Car Parking Requirements

- R22. Off-street car parking must be screened from view via built form or landscape elements
- R23. Car parks must include water sensitive urban design elements
- R24. Car parking areas must be appropriately landscaped to the satisfaction of the responsible authority in accordance with Council's parking guidelines
- R25. Where multi-level car parks are proposed, appropriate sleeving with active frontages, high levels of architectural detail or landscaping elements must be included
- R26. Multi-level car parks must locate vehicle entrances to avoid pedestrian/footpath conflicts
- R27. Cars parked on the roof of multi-level car parks must be screened from view from the surrounding streets and public realm
- R28. Car parking access must not be provided within the Shared Cycle/Vehicle Zone, as shown in Fig. 7

2.6.13 Car Parking Guidelines

- G7. Appropriate car park signage and smart parking technology should be provided



Image 11 Example of shared cycle and vehicle streets, with pavement details that enable slow vehicle speeds, and encourage movement



Image 12 Example of a bike maintenance hub



Image 13 Example of car parking screened from public view built form and landscape elements

2.7 Public Realm & Landscape

Central to the design of the Rockbank MTC UDF will be a number of key public open spaces that contribute to the overall amenity and function of the centre.

Public spaces are required in and around major town centres to cater for high volumes of pedestrian traffic and activity. The urban plazas which link pedestrian movements and key destinations, such as Rockbank Station and the core retail precinct, will allow for transitional spaces which can facilitate social interactions.

These spaces will be designed for a range of users. They will be available at all times of the day, and able to facilitate public art, events, experiences and celebrations, contributing to a local sense of community.

The design of these spaces must comply with the relevant Crime Prevention Through Environmental Design (CPTED) standards. These standards include measures such as reducing places where people can hide, maintaining visibility to all spaces (where possible), and incorporating appropriate lighting. These key public realm areas will be utilised by the community during the day and night.

These spaces will also form a part of the broader open space network within the Rockbank PSP, linking users to other parks and established pathways further afield.

2.7.1 Principal Urban Plaza

The principal urban plaza, located at the core of the Major Town Centre (Fig. 8), will provide a civic space for residents and shoppers to congregate, gather, and relax. It is located between three key destinations- the train station, the retail core, and the community facility.

The principal urban plaza will be well located to service a broad catchment of user groups. The plaza will be sized to provide space for people to engage in activities, or individual respite. Intentionally located at the main intersection of the town centre, the plaza will mark a public realm entrance to the retail core. The plaza will also visually connect to the existing Serbian Orthodox Church.

Additionally, it will contain a range of soft and hard landscape surfaces to facilitate high pedestrian use. The final design should have regard to future uses including:

- Farmers' Markets
- Children's events and activities
- Pop-up events
- Pedestrian movement to and from the station, retail core and community services
- Public events and temporary displays

Additional public spaces are located in the east of the Rockbank Major Town Centre, and directly south (outside of the UDF boundary) which will further contribute to the open space network of the centre (as per 2.7.3).

2.7.2 Pedestrian-Focused Streets

While all streets will have pedestrian elements such as footpaths, pedestrian-focused streets will provide an additional element to the non-vehicle user. This can include wider verges, wider footpaths, the inclusion of a shared path, additional street furniture, additional lighting, and in some key locations pedestrian priority crossings.

The Main Street will include wider footpaths to encourage street trading and outdoor dining, which will in turn support greater pedestrian movement and activity.

The Shared Cycle/Vehicle Zone (Fig. 8) will include a number of pedestrian priority crossing locations. The intent of the Shared Cycle/Vehicle Zone is for a low speed, shared cycle and vehicle area, making the pedestrian traffic on the footpath safer and more comfortable.

It is important that these streets are included as part of the early stages of development in order to promote pedestrian movement and active participation within the centre.

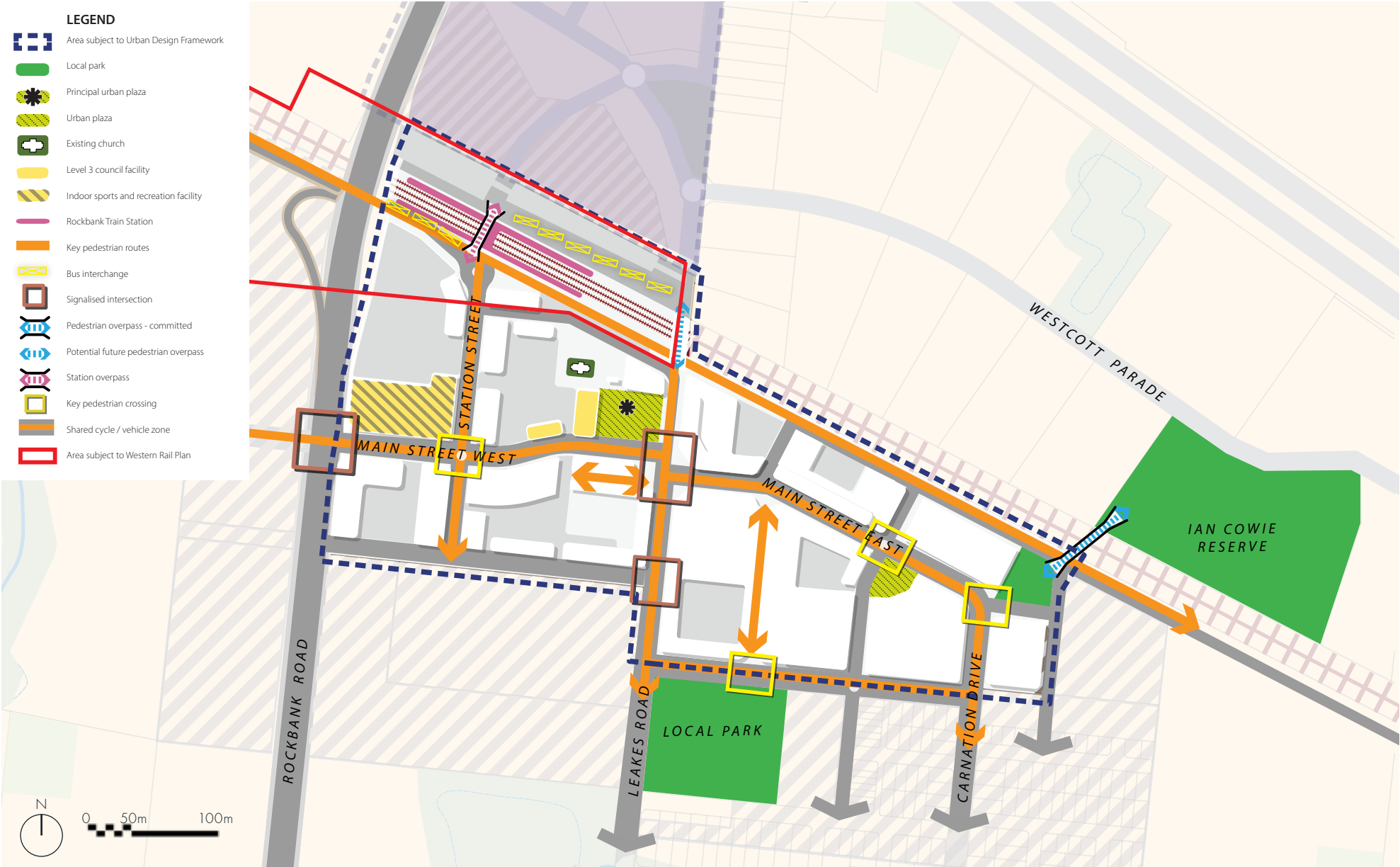


Figure 8. Public Realm, Community & Landscape Plan

2.7.3 Local Parks and Urban Plazas

The Rockbank Major Town Centre encourages high density residential uses within the centre. The Rockbank UDF has located important open space amenity proximate to these uses, as shown in Fig. 8.

The local park in the east of the UDF will provide the opportunity for users to experience a landscaped open space environment with informal play areas. The local park will provide a unique overpass connection across the Melbourne - Ballarat train line, and into the existing Ian Cowie recreational reserve within the existing Rockbank township. In addition to this northern link, the local park will be located along the future Strategic Cycling Corridor, connecting users to a broader walking and cycling network.

In addition to this local park, the urban plaza in the east of the UDF will also provide amenity and respite from the urban environment of the MTC with a northern solar aspect. This plaza will be activated through retail and commercial tenants on the south side of the plaza, providing additional activity and vibrancy at differing times of the day. In contrast to the local park, this plaza will be primarily hard surfaces, with landscape elements complementing the built environment.

The Rockbank Station will also include a pedestrian plaza which facilitates the movement of people to and from this important transport interchange.

Together, these public spaces will provide the necessary respite and natural environment to increase the amenity of the MTC.



Image 14 Example of a mixture of hard and soft materials with integrated seating



Image 15 Example of street tree canopy cover protecting users from the sun, and reducing the impacts of the Urban Heat Island Effect



Image 16 Example of a mixture of hard and soft materials, with appropriate seating and large plaza areas for informal and formal gatherings

2.7.4 Public Realm and Landscape Requirements

- R29. The principal urban plaza will be the key open space in the town centre and must be designed to accommodate a range of passive recreational activities, including performances and other public events
- R30. The design of the principal urban plaza must visually connect the Serbian Orthodox Church and train station to the core of the centre
- R31. CPTED principles must be considered in the design of all public realm areas
- R32. Public spaces must be designed for a range of uses that support a variety of experiences
- R33. Public spaces must be framed by a variety of uses operating throughout the day
- R34. The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate plant and tree species selection
- R35. Shade structures and appropriate tree species must be considered in order to provide shade / sun control in key public locations. Tree selection must be in accordance with relevant Council landscaping policies
- R36. Any fencing located between the Serbian Orthodox Church and the Principal Urban Plaza must be low scale and visually permeable, and designed with materials that compliment the plaza

- R37. Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority
- R38. Hard and soft landscaping must be incorporated throughout the Main Street

2.7.5 Public Realm and Landscape Guidelines

- G8. Existing vegetation should be retained where possible in public spaces
- G9. The public realm material palette of the centre should give consideration to the heritage drystone walls located along Leakes Road



Image 17 Example of recent Melton Town Centre upgrades



Image 18 Example of recent Melton Town Centre upgrades

2.8 Built Form, Massing, Density & Interface

2.8.1 Built Form & Massing

Built form and massing in the Rockbank MTC will contribute to a higher density urban environment reflective of a Major Town Centre, allowing for visual breaks and landscape elements throughout the urban environment. The built form should denote a contemporary style, while also reflecting the pastoral history of the site. These influences should be represented through material selection and architectural detailing.

There are a number of key sites which will be considered gateways to the centre. These include the entrance to the centre from Rockbank Road at the signalised intersection, the Rockbank Train Station, viewlines along Leakes Road into the principal urban plaza, and views along Carnation Drive into the Residential and Mixed-Use precinct.

Key sites in prominent locations and at terminating viewlines of key roads and pedestrian routes will have a strategic justification for a taller built form response. Buildings on key sites should have architectural merit to signify the important role they play in the centre as visual wayfinding pieces, and provide an important contribution to the public realm.

2.8.2 Residential Density

Residential density will primarily be located in the Residential and Mixed Use Precinct in the east of the MTC, interfacing with the adjoining medium density residential development. Within the retail and commercial area of the MTC, shop top housing or SOHO opportunities above the ground floor are encouraged in order to achieve a higher residential mix within the UDF area.

The PSP requires a minimum residential density of 30 dwellings per net developable hectare, in the dedicated residential precinct to the east of the centre.



Image 19 Example of medium density residential within and surrounding the centre

2.8.3 Interface

Managing high quality interfaces between uses is critical to ensure that any negative amenity outcomes are avoided, and that the UDF facilitates safe and accessible environments for people to live and use.

Some key interfaces which need to be managed include:

- Melbourne-Ballarat rail line
- Rockbank Road and the overpass landscape elements
- Retail back of house areas adjacent the train line
- The shared path connection under the Rockbank Road overpass
- Loading bays
- Large car parks

These interfaces are typically difficult to manage due to their limited visibility and use during the day, and may provide potential locations for forms of anti-social behaviour. Managing these interfaces will be important to mitigate any adverse amenity impacts on surrounding sensitive uses.

Key interfaces, as outlined in Fig. 9, which should be enhanced and incorporate a high amenity outcome include:

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

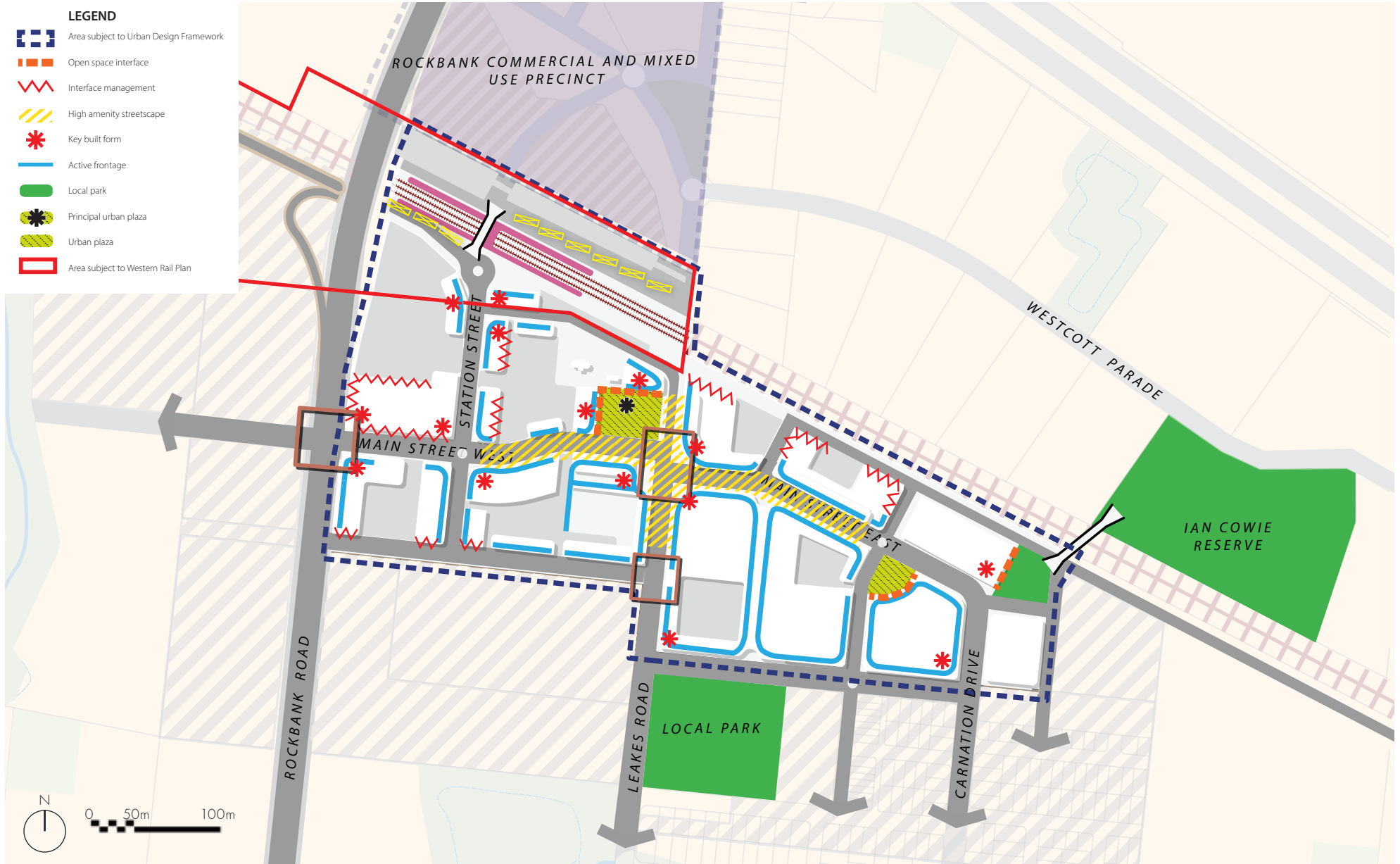


Figure 9. Built Form, Massing, Density & Interface Plan

2.8.4 Address, Setbacks & Form Requirements

- R39. Buildings within the Rockbank Major Town Centre must be constructed to a minimum height of two storeys
- R40. High quality, contemporary built form with appropriate articulation must be included within the Major Town Centre
- R41. Buildings interfacing with areas identified as High Amenity Streetscape on Fig. 9 must have a zero lot setback at ground level, unless the public realm is enhanced
- R42. Buildings identified as Key Built Form locations on Fig. 9 must be well defined through architectural design
- R43. The primary entry and frontage of buildings must address open space and primary streets
- R44. Buildings and entrances must be sited to provide appropriate passive surveillance of public spaces
- R45. Sleeving of car parking areas must be considered at ground floor level to minimise the impact on the ground level pedestrian experience
- R46. Development must consider solar access to open space, the urban plazas and the High Amenity Streetscape
- R47. Vehicle access points to residential buildings must be located away from the High Amenity Streetscape to minimise streetscape disruption, as per Fig. 9
- R48. Uses above ground floor must have access to appropriate secure car parking locations

2.8.5 Address, Setbacks & Form Guidelines

- G10. Variation in roof forms should be provided across the centre
- G11. Rooftops should be activated through occupiable space where possible, including rooftop gardens
- G12. A consistent built form approach should be provided with a mix of materials and finishes
- G13. Buildings interfacing with areas identified as High Amenity Streetscape on Fig. 9 should have a street wall height of two storeys, with additional upper levels recessed
- G14. Areas identified as Key Built Form on Fig. 9 should have a street wall height of greater than two storeys given the prominence of the building location



Image 20 Example of Key Built Form which will require a high quality architectural response, and taller street wall height



Image 21 Example of Key Built Form which will require a high quality architectural response, and taller street wall height

2.8.6 Facade and Entrance Requirements

- R49. Inactive frontages must not be located within the High Amenity Streetscape as shown in Fig. 9
- R50. Verandahs and canopies must be provided within the High Amenity Streetscape as shown in Fig. 9 to ensure continuous weather protection
- R51. All facades along Rockbank Road must provide texture rich materials and/or clear glazed windows to facilitate passive surveillance
- R52. All shop fronts must have direct street access as their primary frontage with any secondary entry points from adjoining car parks.
- R53. Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017

2.8.7 Facade and Entrance Guidelines

- G15. Fine grain architectural treatment should be encouraged at the ground floor level
- G16. Lobbies should be minimised or consolidated to reduce disruption to the ground level street frontage
- G17. Upper level residential development and ground floor residential development should be located in areas as shown on Fig. 10



Image 22 Example of two storey street wall with an active ground floor



Image 23 Example of fine grain, texture rich architectural treatment on the ground floor

2.8.8 Interface and Transition Requirements

- R54. Buildings, including any back-of-house components, must be designed to appropriately address the landscape buffer/shared path adjacent to the train line, and the interface must be generally in accordance with Fig. 22, 23 and 25
- R55. Interfaces between the public realm and the station car parking must provide a clear delineation of space, either through low fences, planting, or some other low level barrier detail
- R56. The shared path and bus interchange connection underneath the Rockbank Road overpass must retain the 10m landscape buffer/shared path, and include lighting elements for visibility and safety
- R57. Where commercial and retail premises are proximate to residential uses, loading bays must be screened from view, either by landscaping elements, vertical screening or other treatments
- R58. Prevention of graffiti must be considered when detailing materials for fencing, screening and sides/rears of buildings
- R59. Lighting must be provided along interfaces to provide a sense of safety
- R60. The railway noise amenity area as outlined in the Rockbank PSP must be addressed

2.8.9 Interface and Transition Guidelines

- G18. Clear delineation between the Serbian Orthodox Church and the principal urban plaza should be provided in a clear, but non-intrusive manner



Image 24 Example of how lighting can provide a sense of safety in public spaces

2.8.10 Density Requirements

- R61. A density target of 30 dwellings per net developable hectare must be provided in the residential areas as specified in the Rockbank PSP

2.8.11 Density Guidelines

- G19. Residential density should be dispersed throughout the entire centre, including above ground level residential development where mixed use and specialty retail is proposed within Fig. 4



Image 25 Example of how lighting can provide a sense of safety in public spaces

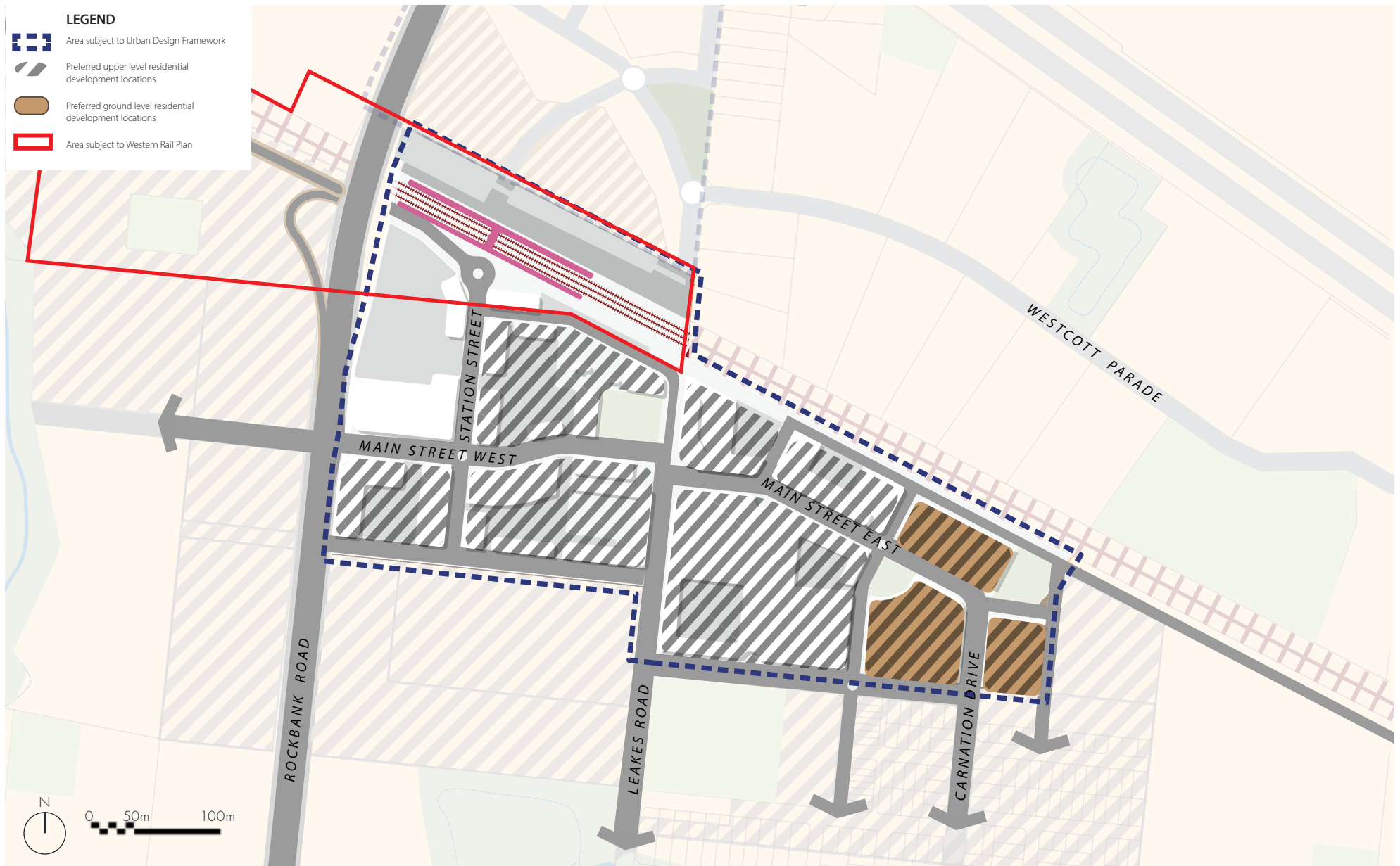


Figure 10. Preferred locations for residential development (ground floor and upper level)

2.9 Sustainability & Environment

The Rockbank Major Town Centre will be a resilient and sustainable urban environment that supports a new local community towards a lower carbon future over time. To this end, appropriate and site specific landscape solutions will be implemented to meet the vision for the centre, increasing the level of comfort and usability of the centre for extended periods of time.

Water sensitive urban design and water harvest, capture and re-use should be considered to passively irrigate any vegetation, to lower maintenance requirements for Council. Nearby buildings can capture 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 Major Town Centre will also reduce the amount of heat reflected and directed into pedestrian environments, which may lower the heating/cooling requirements for nearby buildings. Large canopy trees incorporated into the main pedestrian and cycle areas of the centre will also reduce energy usage related to heating and cooling.

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

Other urban plazas and parks need to include a mix of hardscapes and softscapes in a way that facilitates timely movement of pedestrians to the train station at peak times. They should also be designed to enable adequate urban breaks which allow diverse wildlife to find shelter within the urban environment, and appropriate canopy cover to reduce the Urban Heat Island Effect.



Image 26 Example of stormwater reuse and filtration which will add to the amenity of the street



Image 27 Example of increased vegetation cover on building facades which will lower the ambient temperature of the centre



Image 28 Example of tree canopy and vegetation cover along key cycle routes which will improve the cycling experience

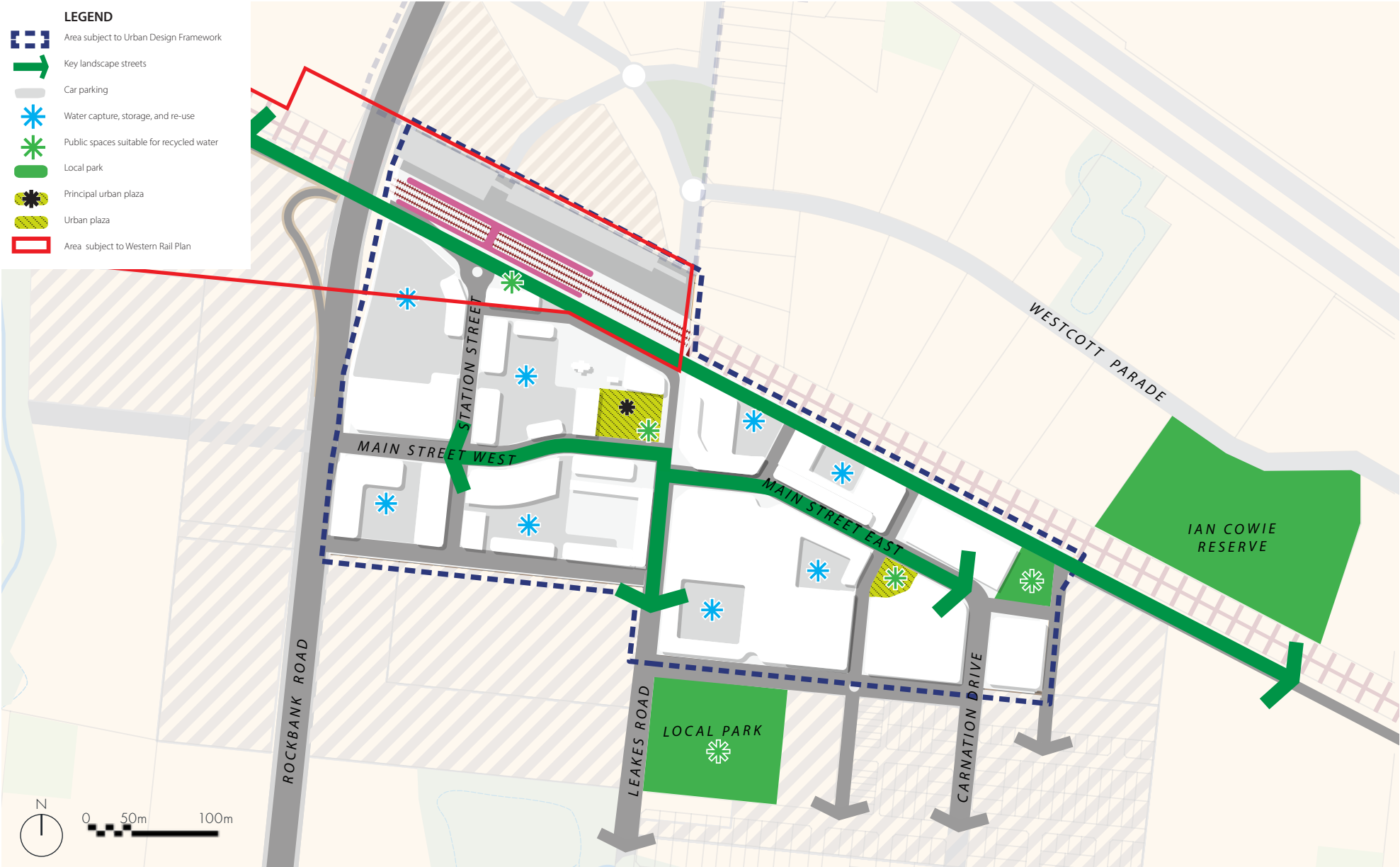


Figure 11. Sustainability & Environment Plan

2.9.1 Climate Change Requirements

- R62. Infrastructure must be designed in accordance with any relevant Council sustainability design policies and guidelines
- R63. Infrastructure must be sited and oriented to ensure future dwellings are provided with appropriate solar access
- R64. Infrastructure must incorporate high quality, sustainable materials
- R65. Pedestrian and bicycle access to Rockbank Station and the MTC must be safe, convenient, and easily accessible

2.9.2 Climate Change Guidelines

- G20. Installation of renewable energy systems should be considered as part of all new buildings
- G21. Public lighting design should meet the required lighting category with minimum overall wattage required
- G22. Infrastructure should be designed with consideration of climate change risks and adaptation methods

2.9.3 Water Management Requirements

- R66. Stormwater runoff from development must meet or exceed the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to the receiving waterways
- R67. Any planting must consider the minimisation of potable water use through appropriate species selection and the inclusion of passive irrigation designs
- R68. Water sensitive urban design principles must be included to passively irrigate trees and other vegetation within the UDF area
- R69. Rainwater run off from buildings must be harvested for re-use or recycling within the UDF area

2.9.4 Water Management Guidelines

- G23. Overland flow paths should be considered as part of public realm design to optimise efficient water use and long-term viability of vegetation
- G24. Infrastructure and built form should be designed to enable stormwater capture and use for flushing toilets, garden watering, or other recycled uses.
- G25. The inclusion of recycled water infrastructure should be included where practicable

2.9.5 Waste Management Requirements

- R70. Infrastructure design must consider the use of materials with recycled content, or materials that are recyclable
- R71. Built form design must consider the appropriate location of waste bin storage

2.9.6 Waste Management Guidelines

- G26. Waste during the construction phase should be minimised



Image 29 Example of solar panels covering car parks which will reduce ambient temperatures



Image 30 Example of central swales allowing for water to be filtered and cleaned, prior to entering the stormwater system



Image 31 Example of storm water re-use and filtration which can add to the amenity of the street

3 Implementation & Staging

3.1 Indicative Staging Strategy

Staging is critical in the strategic development and planning of a town centre. The staging of the Rockbank Major Town 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 uses are driven by market conditions, and are related to the appetite of the businesses developing the centre, and their short and long term goals. As the road hierarchy of the 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 centre depend on developer contributions, Works in Kind projects, and government funded works.

3.1.1 Rockbank Development Contributions Plan

The infrastructure items included within the Rockbank Development Contributions Plan (DCP) related to the Rockbank Major Town Centre 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)
- Land for Level 3 Community Centre
- Leakes Road interim level crossing upgrade (BR-06:)
- Rockbank East Pedestrian Bridge (BR-05: connecting

pedestrians over the train line to Ian Cowie Recreation Reserve)

- Delivery of Rockbank Road (as development occurs)
- Land for Rockbank Indoor Recreation Centre

These items can be delivered by Council, or by a developer as part of a Works in Kind agreement.

3.1.2 Government Funding (Federal, State, Local)

Works completed as part of recent Rail Projects Victoria Ballarat Line Upgrade include:

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

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:

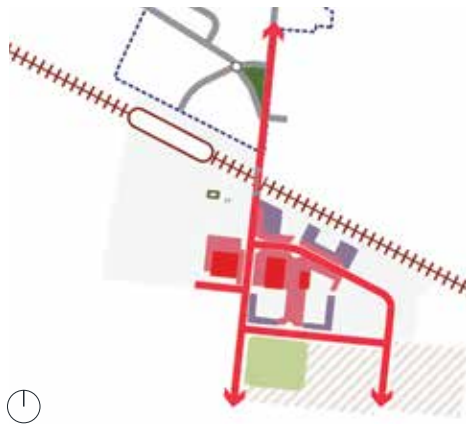
- Rockbank Road Overpass construction (land only funded as part of the DCP)
- Electrification of Train line (Deer Park - Melton), which will incorporate the construction of the southern portion of the Rockbank Train Station car park upgrade
- Delivery of the Rockbank Indoor Recreation Reserve (land only funded as part of the DCP)

- Delivery of the level 3 Rockbank multi-purpose facility (land only funded as part of the DCP). The Rockbank PSP and DCP designates 1.5ha for a multi-purpose facility. Through refinement of the UDF Plan this area has been reduced to 0.6ha. An amendment to the Rockbank PSP and DCP is required to reflect this
- Retention of dedicated pedestrian at grade crossing of the train line along Leakes Road - or supply of new pedestrian overpass in this location (subject to Department of Transport review)
- Principal urban plaza - this land will be mostly occupied by Leakes Road until the Rockbank Road overpass is delivered. Some of the plaza 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.

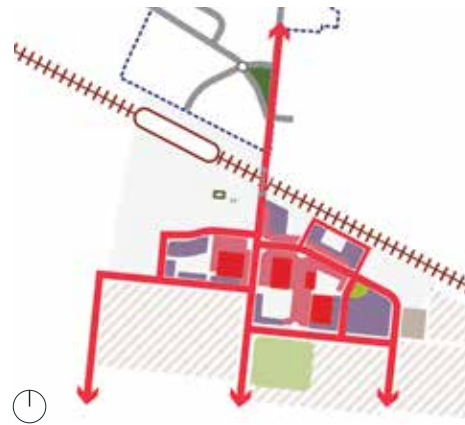
3.1.3 Developer works

It is anticipated that public realm components of the centre are developed at a pace that responds to nearby commercial and residential development. These works are subject to further discussions with Council and detailed design.



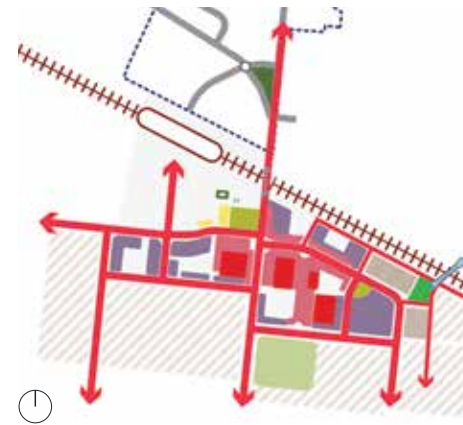
Stage 1

- Existing Leakes Road provides access across train line to Western Freeway, and beyond
- Existing subdivision to south and east of UDF can utilise Leakes Road as main access
- Stage 1 of retail developing on both sides of Leakes Road
- Rockbank Station upgrade (northern side) with bus interchange complete
- Pedestrian crossing of Leakes Road facilitated by upgraded at grade-crossing
- Pedestrian crossing of Train line via the Rockbank Station overpass



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 Greigs Road will truncate, when Rockbank Road and Greigs 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 train line quadruplication and electrification, increasing services frequency



Stage 4

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

3.2 Key Development Drivers & Dependencies

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

Matters 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 train line, and car parking to the south of the train 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.

3.2.1 Delivery of Council Facilities

Civic facilities are an important factor of the MTC, 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 Major Town Centre UDF requires a road connection between the Rockbank 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 bounded 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, the Rockbank Station car park and train line electrification.

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 Major Town Centre until the full facility can be developed, in order to provide some level of civic facility early to the existing residents.

3.2.2 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 train 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 Major Town Centre 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 Rockbank Road overpass will also need to be designed and constructed in consideration of the Melton Train 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 centre can begin to thrive, due to:

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

3.2.3 Train Line Electrification

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

Electrification of the train 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 will alter the function of the town centre.

Some key changes will include:

- Increased 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 town 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

4 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 like 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:

- Western Rail Plan
- Deer Park - Melton train 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 train line
- Future changes in retail centre hierarchy
- Future retail and commercial demand
- Autonomous vehicles, and their impact on car parking rates and requirements
- 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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Appendix 1 - Rockbank UDF Cross Sections

Street Cross Sections

The following pages focus on 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 (subject to the approval of the Responsible Authority), if the design intent and the road hierarchy of the centre is not diminished.

All streets must be designed to allow for underground services to be installed as required for relevant authorities.

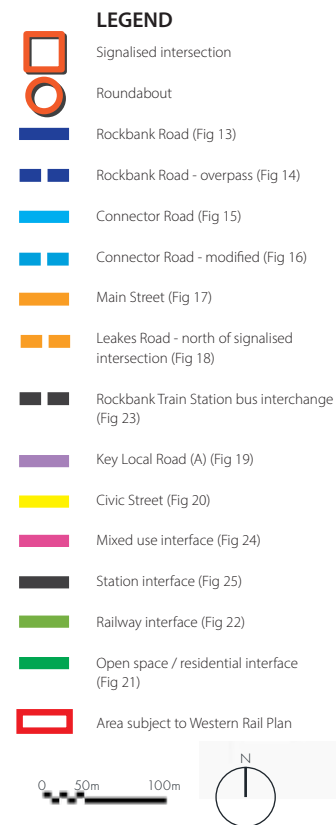
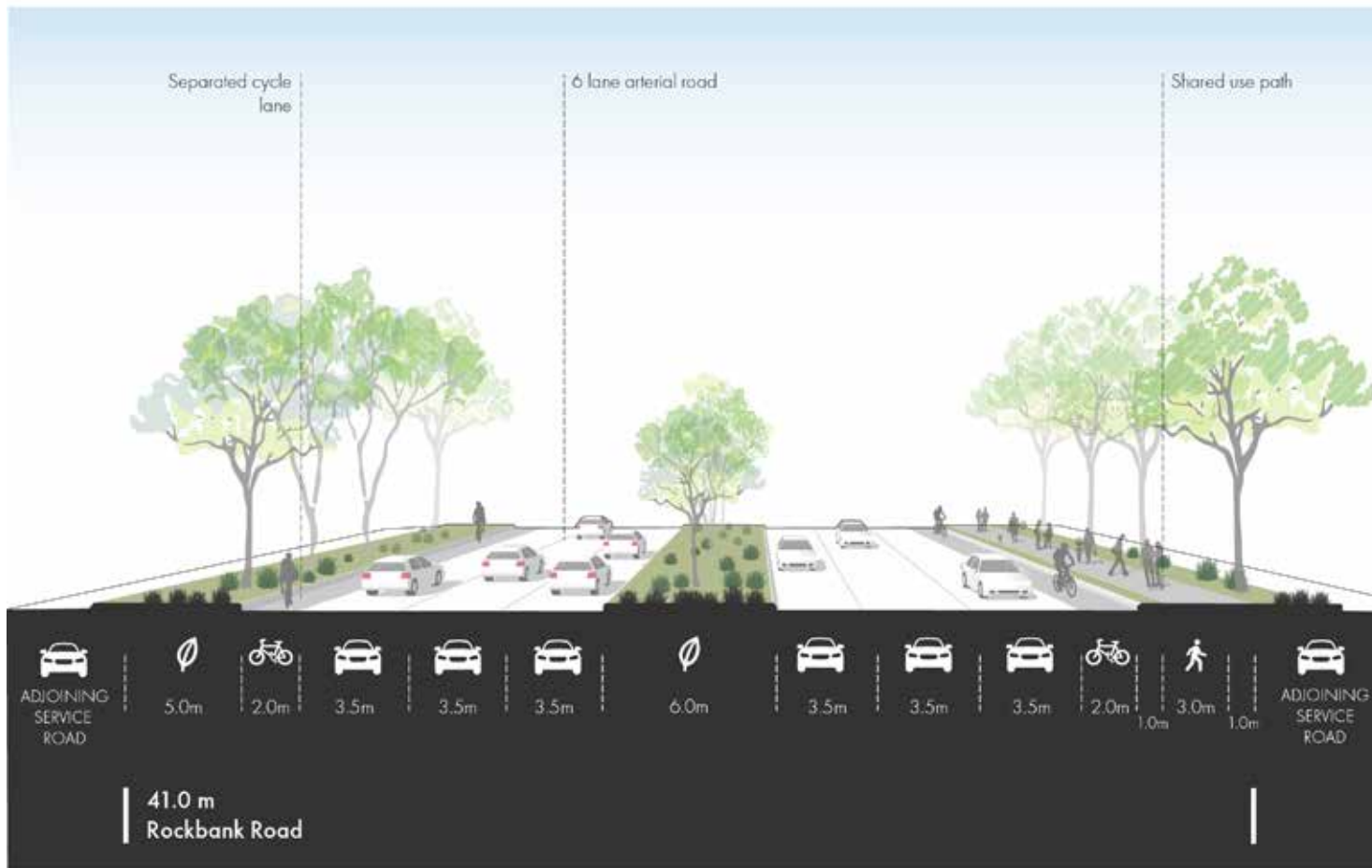
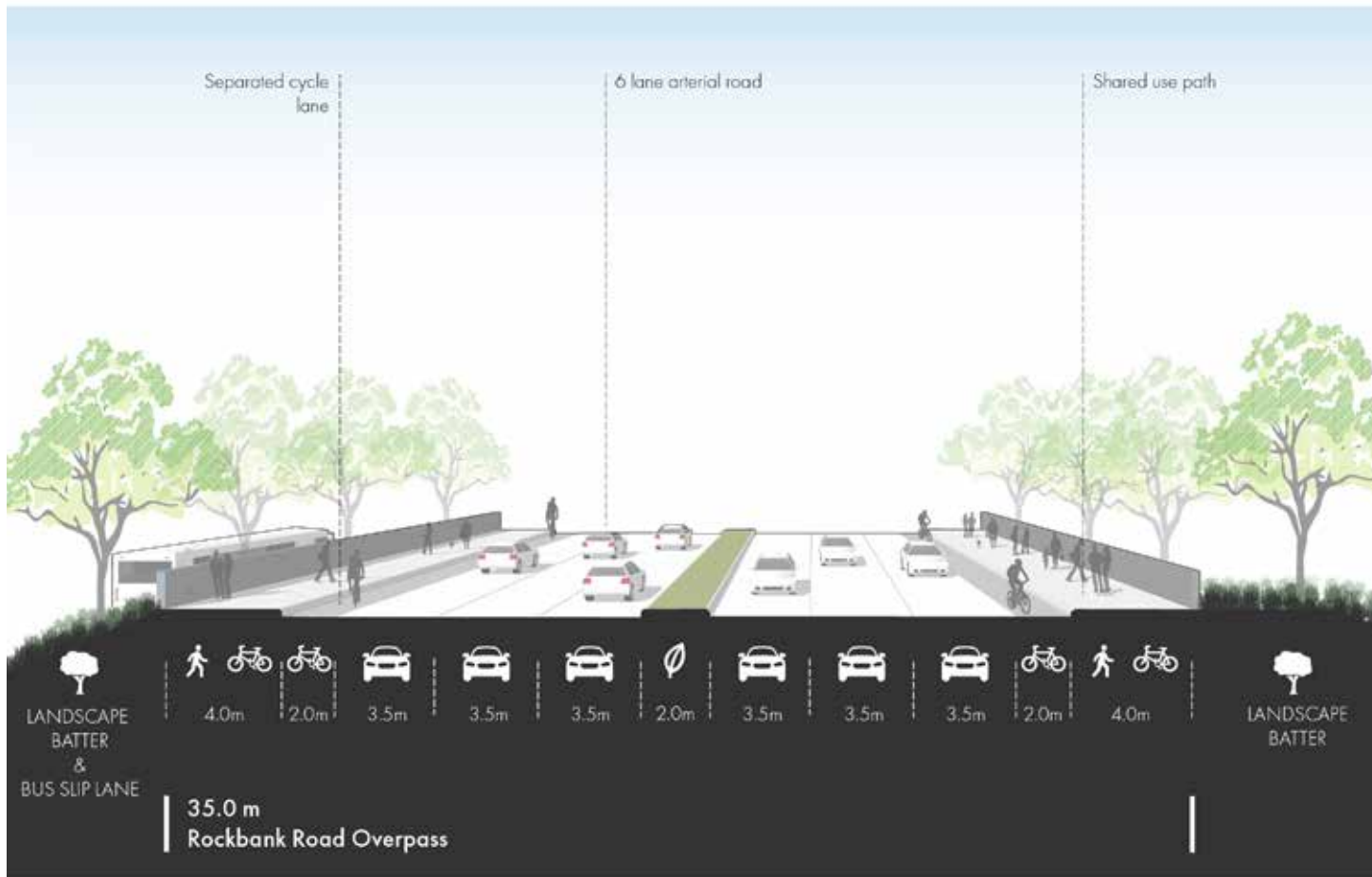


Figure 12. Movement and Access - Pedestrian and Cyclists



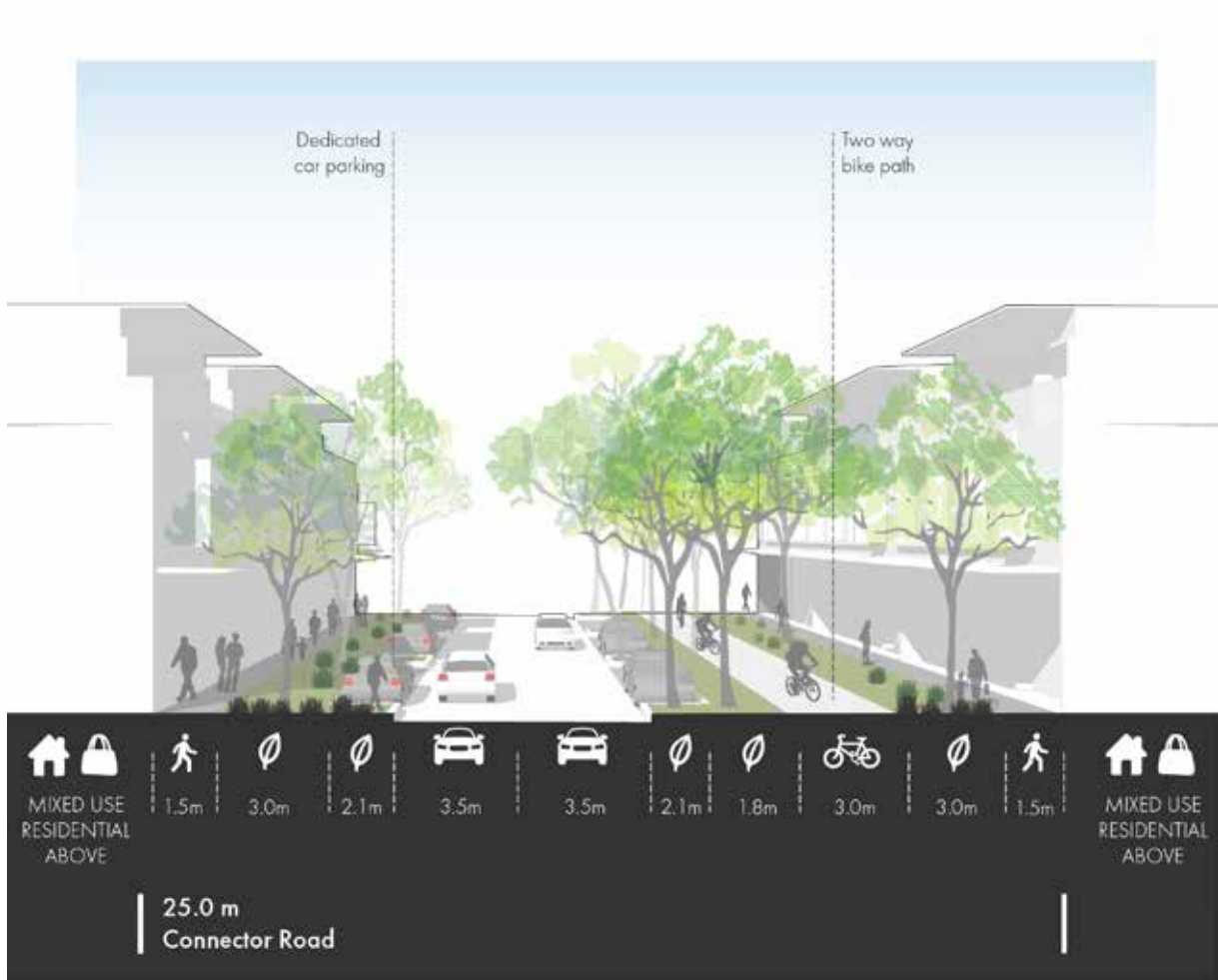
NOTE: The Rockbank Road cross-section is shown as per the Rockbank PSP

Figure 13. Rockbank Road (South of signalised intersection)



NOTE: No cross-section for the Rockbank Road overpass is provided in the Rockbank PSP. This cross section continues all modes of access, as per the Rockbank PSP, across the overpass. This is an indicative cross section, and subject to further detailed engineering design and approval.

Figure 14. Rockbank Road - Overpass (batter)



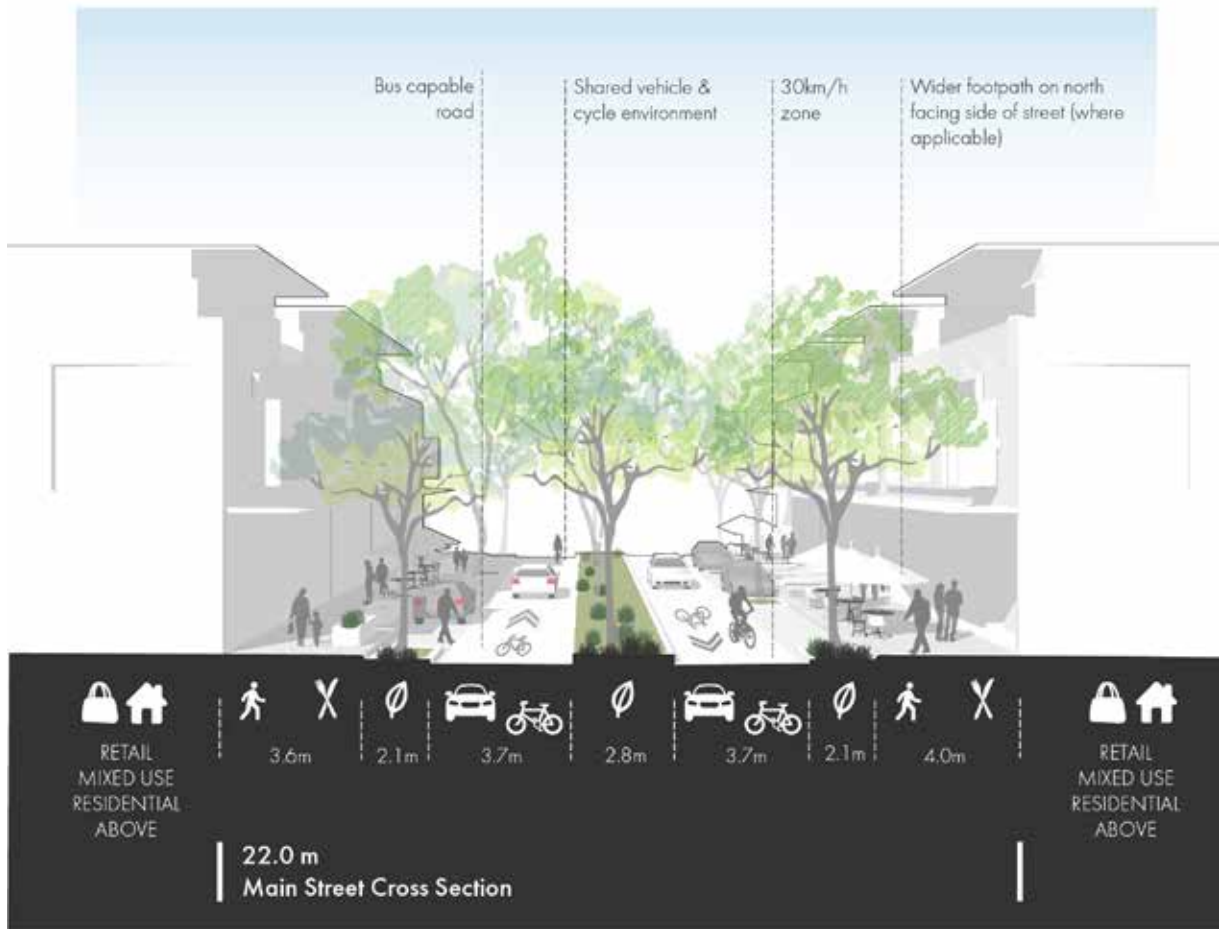
NOTE: The Connector Road section is derived from the one included in Rockbank PSP

Figure 15. Connector Road



NOTE: This modified Connector Road section is derived from the one included in Rockbank PSP, yet modified to interface with the public open space

Figure 16. Connector Road - Modified



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

Figure 17. Main Street

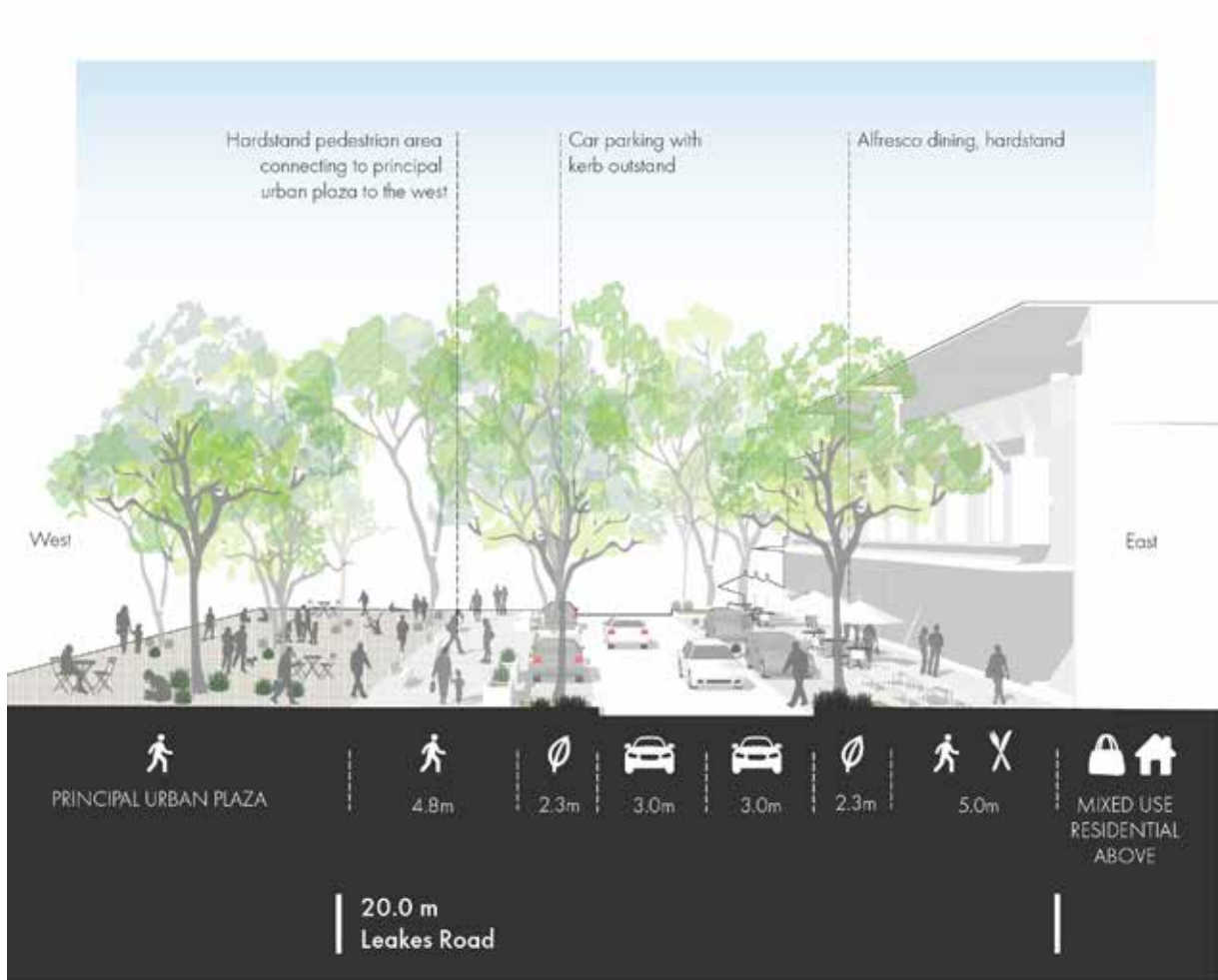


Figure 18. Leakes Road (north of signalised intersection)



Figure 19. Key Local Road A

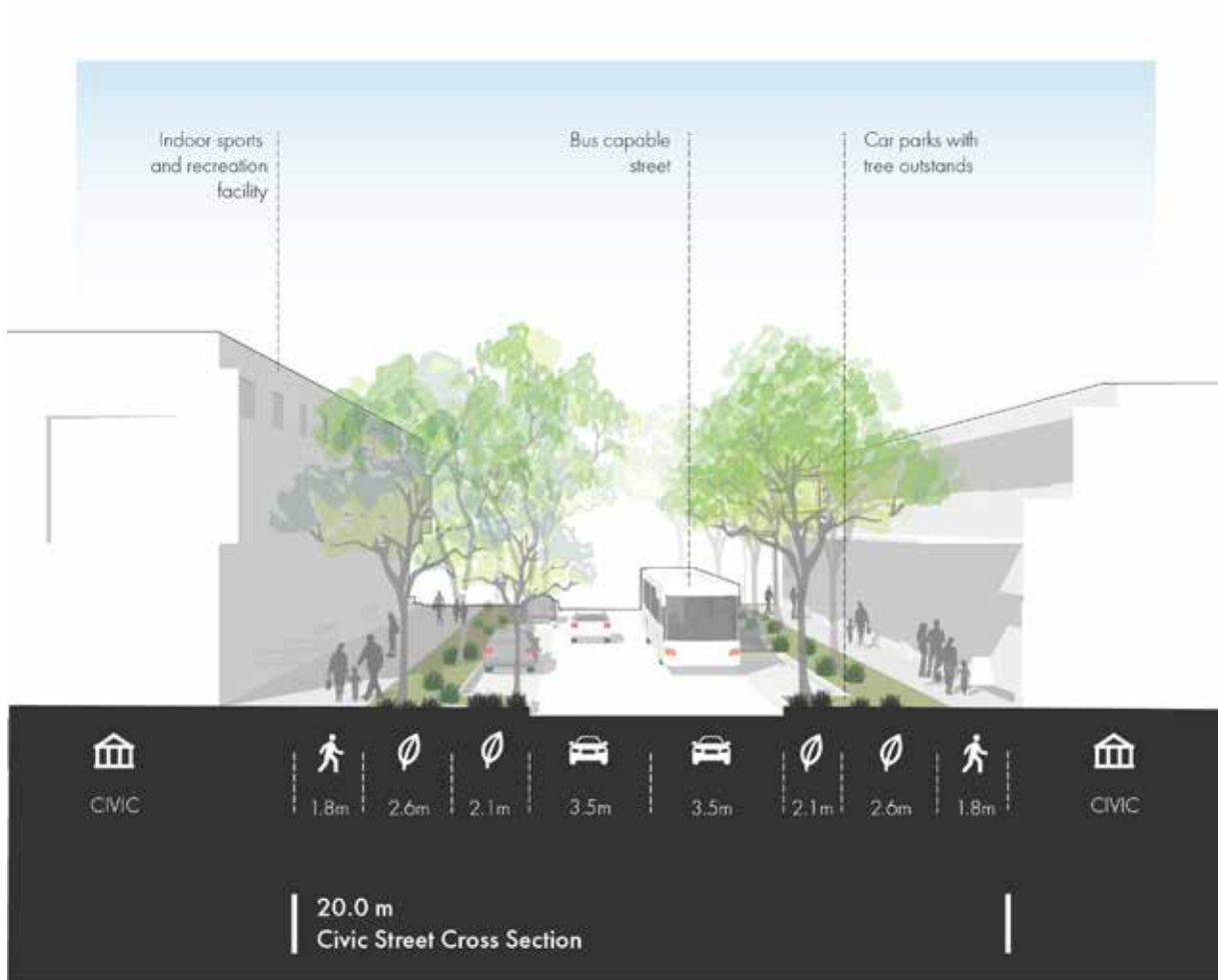


Figure 20. Civic Street



Figure 21. Open Space - Residential Interface



Figure 22. Railway Interface

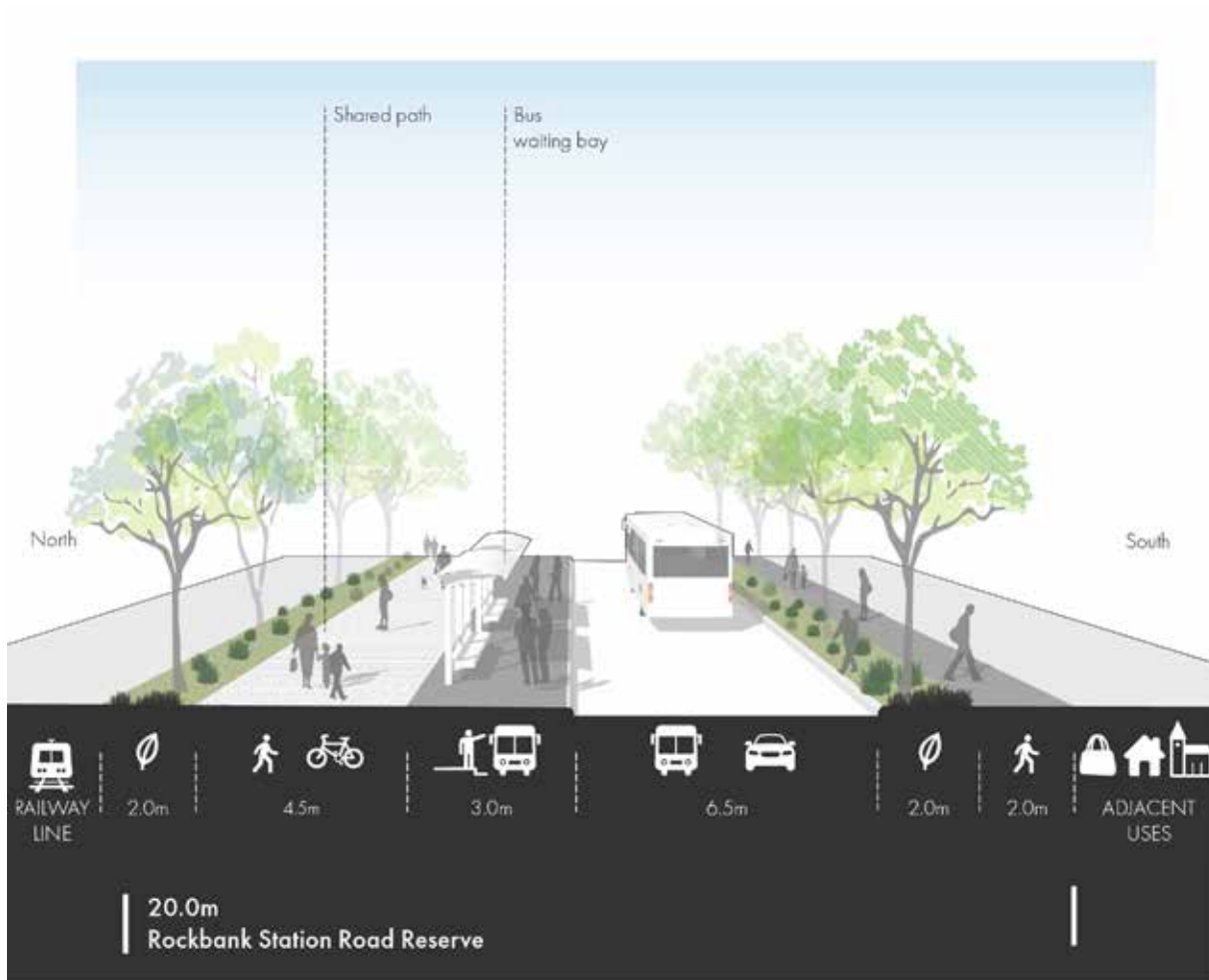


Figure 23. Rockbank Train Station - Bus Interchange



NOTE: Subject to Department of Transport approval as a Responsible Authority



Figure 24. Mixed Use Interface

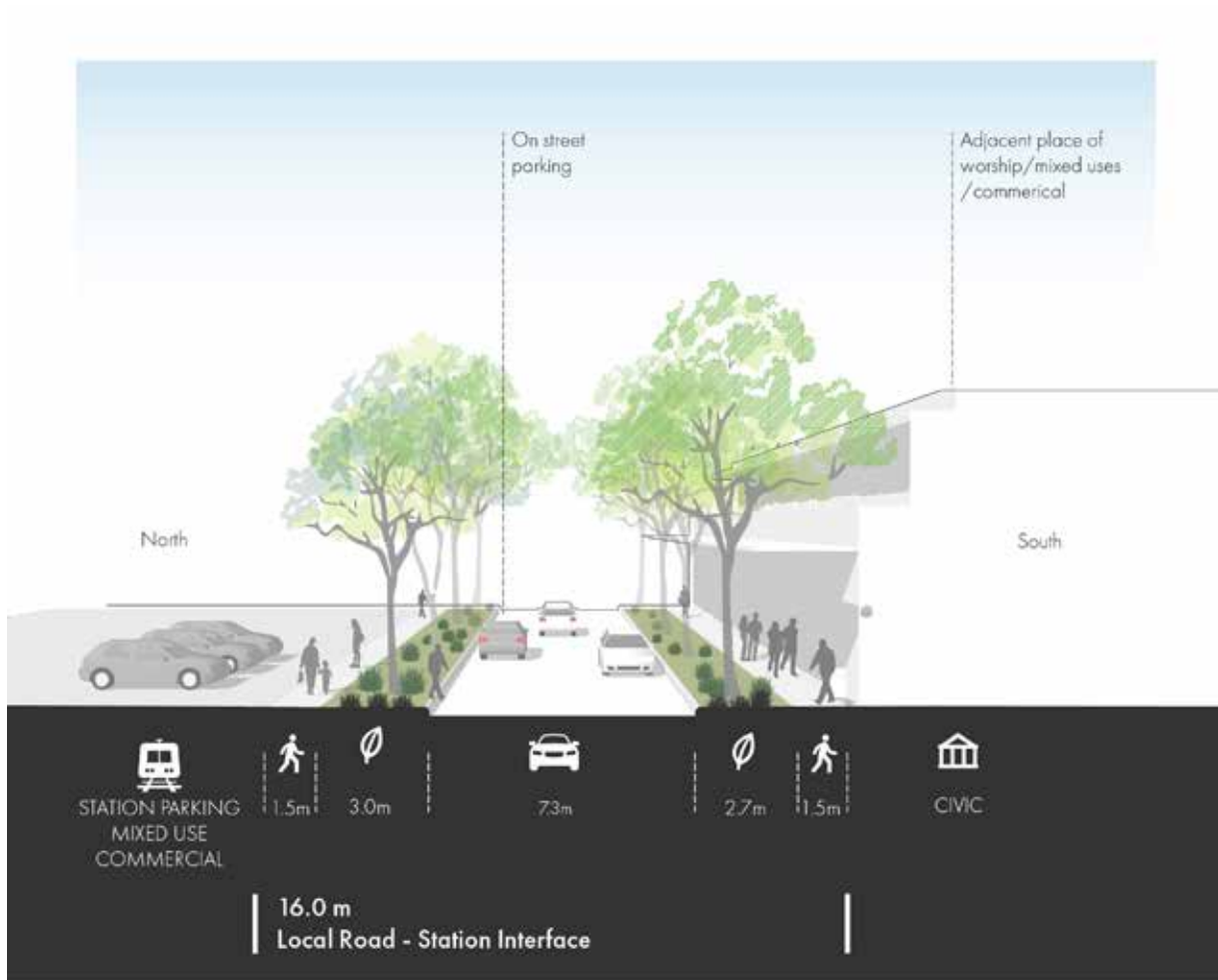


Figure 25. Station Interface

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Appendix 2 – 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 Sections 2 and 3 of this report. However, the specific requirements have been itemised and a comment provided for each in Table 3, opposite.

Table 3. Statutory Assessment

Requirements	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 Section 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 Section 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 Section 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 Section 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 Section 2 of this report.
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 Section 2 and Section 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 section. 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 Section 3 of this report.

Appendix 3 – 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, facade 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.

SOHO (Small office, home office): A small business operating out of a place of residence, either an apartment or a detached dwelling, typically employing between 1-5 people.

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, and the Small lot housing code.

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