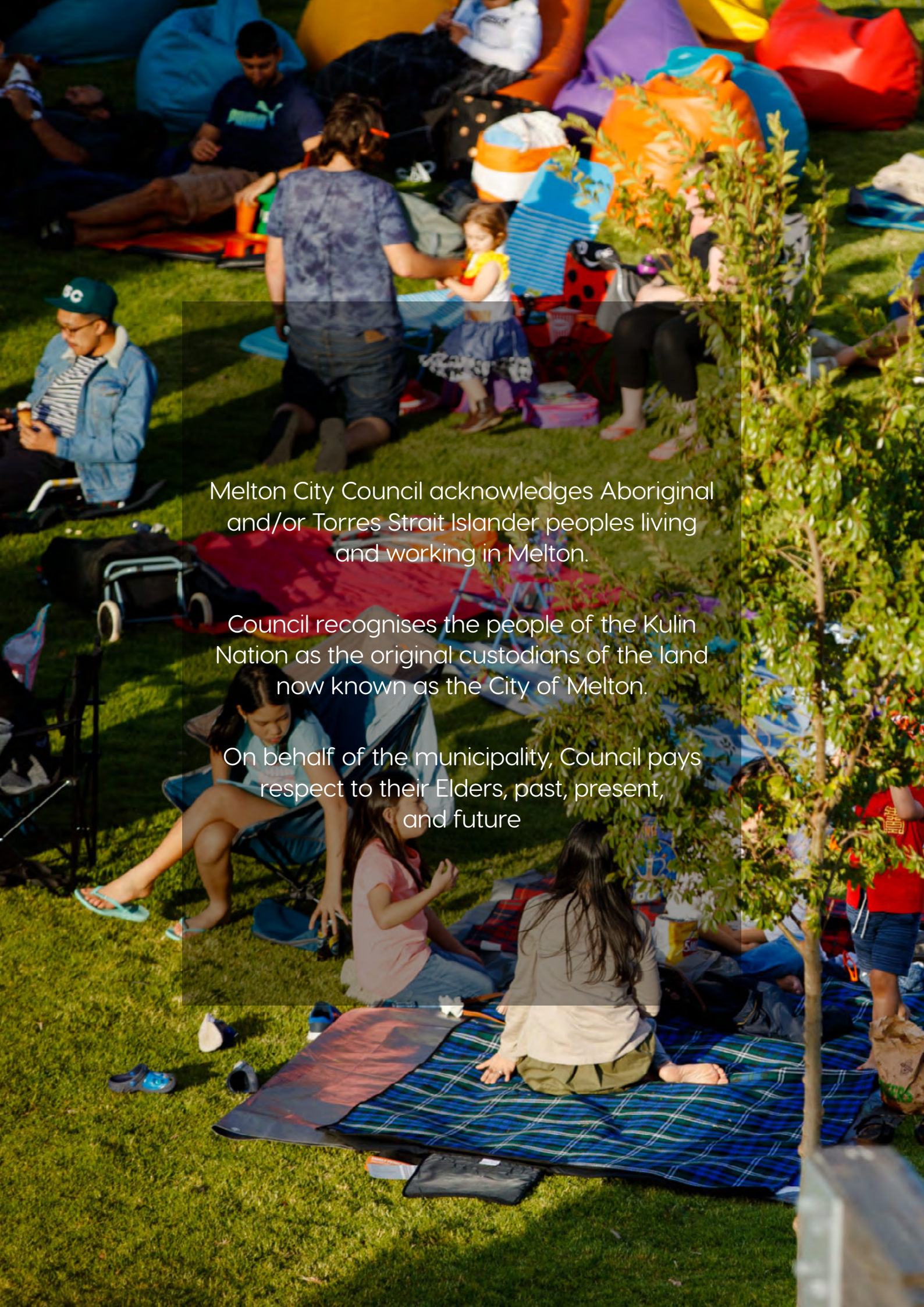


Aintree Major Town Centre Background Report

City of Melton
August 2023





Melton City Council acknowledges Aboriginal and/or Torres Strait Islander peoples living and working in Melton.

Council recognises the people of the Kulin Nation as the original custodians of the land now known as the City of Melton.

On behalf of the municipality, Council pays respect to their Elders, past, present, and future

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Introduction

UrbanFold and Echelon Planning have been engaged by Melton City Council to work collaboratively with Council and landowners to prepare the Rockbank North (Aintree) Major Town Centre Urban Design Framework. As part of this process we have prepared this Background Report, which provides a summary of the existing conditions and background analysis that informs the Aintree Urban Design Framework.

What is an Urban Design Framework?

An Urban Design Framework (UDF) is a tool used to create a set of strategic planning policies and design guidelines which inform the future development of an urban place, often a town centre.

The purpose of the UDF is to set out an integrated vision for the Centre and guide its use and development. The UDF will guide Council officers when assessing permit applications as well as providing a vision and guidance to landowners and developers. UDFs should aim to be flexible by identifying key principles, objectives and design guidelines, whilst not dictating the actual design of the built form.

The Rockbank North Precinct Structure Plan (PSP) directs the development and future land uses in the PSP area, and requires that a UDF be prepared to expand on urban design principles illustrated and outlined in the Rockbank North PSP (and its appendices) and provide greater design guidance, focusing on the outcomes desired and the vision of the Major Town Centre (MTC).

The Rockbank North PSP identifies the Rockbank North (Aintree) MTC as a regional destination for a number of activities including employment, education, recreation, entertainment, health, civic, dining and shopping.

Development cannot occur within the UDF area until a UDF has been approved by Council

Purpose of the project.

The Rockbank North Precinct Structure Plan (PSP) and Rockbank North Development Contributions Plan (DCP) were approved by the Minister for Planning in June 2012 through Amendment C120 to the Melton Planning Scheme. The Planning Scheme Amendment also introduced the Urban Growth Zone (UGZ) – Schedule 4 which applies to the PSP area. Its is a requirement of the UGZ Schedule that an Urban Design Framework for the Major Town Centre is prepared and approved by the Responsible Authority (City of Melton).

Since the approval of the PSP, permits have been issued and acted on over the majority of the land south of Taylors Road. Development has commenced on the north side of Taylors Road from the eastern side of the PSP and is travelling west towards the MTC area.

The scale and speed of development that has occurred within the PSP has lead to the landowners within the MTC approaching Council to request the commencement of the UDF for the MTC.

The UDF will:

- Establish a clear and integrated vision for the MTC Land;
- Guide the use and development of the area through objectives and planning and design requirements and guidelines;
- Establish an implementation program of statutory and strategic initiatives;
- Include internal and external consultation with landowners, occupiers (businesses) relevant stakeholders, Council staff, Councillors and the wider community;
- Include a staging plan directing how the MTC can be effectively developed in a commercially feasible and community oriented manner; and,
- Establish a process for monitoring and review.

Purpose of the document.

A background report is required to identify issues and opportunities prior to commencing preparation of the UDF.

The purpose of this report is to document the analysis undertaken in relation to site constraints, technical investigations and relevant strategic planning policies and guidelines of the Melton Planning Scheme

This Background Report includes reviews and summaries of the following policies and studies:

- State & Local policy and key influencing documents
- Rockbank North Town Centre Technical Transport Report (including recommendations)
- Rockbank North Major Activity Centre Economic Assessment (including recommendations)
- Benchmarking of Activity Centres
- Key site opportunities & constraints
- Broad UDF recommendations

The findings of the background work will inform the development of a UDF for the Aintree MTC.

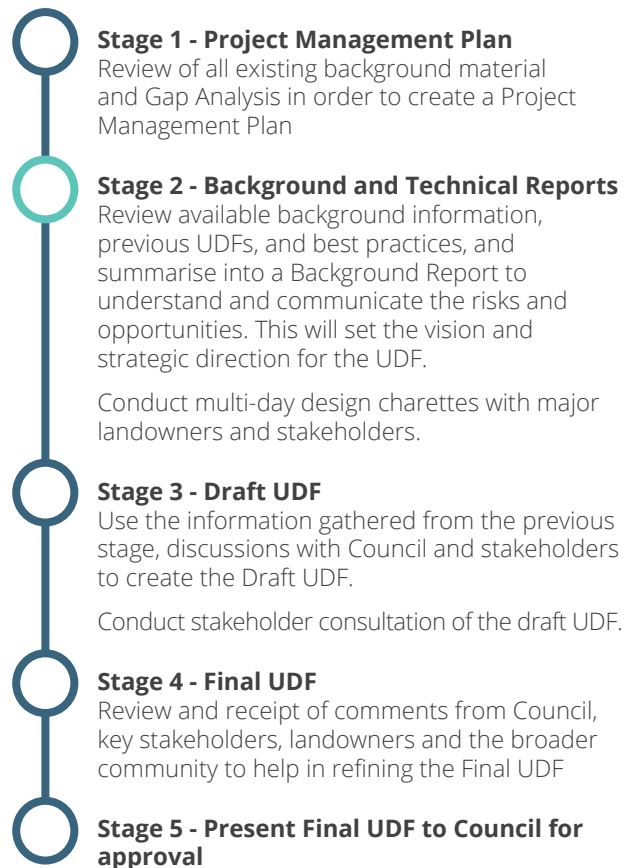
A set of technical reports will accompany this document, located in Appendix B. At the time of preparing this background report the following technical reports were available:

- Rockbank North Town Centre Technical Traffic Report prepared by The Institute for Sensible Transport
- Rockbank North Major Activity Centre Economic Assessment prepared by Urban Enterprise, and the Peer Review of that document prepared by HillPDA
- Stormwater Management Strategy (SWMS) prepared by Spiire

Melton City Council staff are undertaking a technical review of the reports and will be managing the preparation of any additional reports identified in this process.

Methodology and process.

The development of the Aintree MTC Urban Design Framework will occur throughout 2022/2023, and will be made up of the stages below.







Context



Figure 1 - Regional Context

Regional Context

The Aintree MTC UDF area is located 28km west of the Melbourne CBD in the City of Melton. Located in Melbourne's west, the City of Melton is bounded by Moorabool Shire (west), Macedon Ranges Shire (north), the Cities of Hume and Brimbank in the east and Wyndham City (south).

The Western Growth Corridor Plan set the strategic direction for future urban development of land that was included within the Urban Growth Boundary (UGB) as part of its 2010 review. The Melton Growth Area extends from Caroline Springs in the east through to Melton Township in the west, following the alignment of the Western Freeway and Melbourne - Ballarat rail line. The Western Growth Corridor Plan identifies Rockbank North as a Major Town Centre. The Western metro Region Land Use Framework Plan is currently in a draft form and is proposed to replace the Growth Corridor Plans. The Land Use Framework Plan identifies the Activity Centre as a Major Activity Centre and future Regionally Significant Commercial Land.

The Aintree MTC is part of a network of Town Centres within the Western Growth Corridor. The MTC is planned to service the north-west quadrant, including the Rockbank North PSP and future Melton East PSP and Warrensbrook PSP catchment. It is located on Leakes and Beattys Roads with interface to the Kororoit Creek.

Since the approval of the Rockbank North Precinct Structure Plan in 2012, seven further Precinct Structure Plans have been prepared and approved by the Victorian Planning Authority (VPA) in the City of Melton Growth Corridor – bringing the total number of approved PSPs to eleven.

Development in all of the City of Melton's approved PSPs have progressed substantially. In Kororoit and Plumpton in particular (which adjoin Rockbank North to the east), development is progressing rapidly towards the boundary between those PSPs and Rockbank North.

Melton East PSP, which is located directly to the west of Rockbank North, is currently under preparation by the VPA.

Major investment in new transport infrastructure is planned, in the form of the Outer Metropolitan Ring Road (OMR) and the electrification of the Melton rail line. When this occurs, it will underpin the corridor's urban growth and accessibility.

Together these projects will deliver important metropolitan connections and open up strategic employment routes that link Melbourne's south west to its north. In addition to attracting increased employment to the region, the improved transport facilities will also boost access to services and liveability for residents in Melbourne's west. The UDF for Aintree MTC will need to consider how the centre will link into these networks to optimise access and movement.

A Growing Community

The Municipality

The City of Melton is located in the outer western area of Melbourne, within 19 kilometres of the Melbourne CBD. The City of Melton is one of Australia's fastest-growing municipalities, consisting of a series of townships and communities; the largest being Caroline Springs and Melton (Caroline Springs is located 19 kilometres west of Melbourne's CBD and Melton Township is located 35 kilometres west of Melbourne's CBD). The context map (Figure 1) provides a high level overview of the area surrounding the Aintree MTC area.

The City of Melton is one of metropolitan Melbourne's growth areas and is estimated to have a population of 264,651 people by 2031 with an ultimate build-out of over 440,000 people. At present, a large portion of the municipality is undeveloped; however, this will change in the coming years, with large areas of land now within the Urban Growth Boundary (UGB).

Community History and Profile

The City of Melton has a rich Aboriginal heritage which goes back over 40,000 years. Two different but related language groups, each made up of a number of individual clans, lived in the areas now covered by the City of Melton Local Government Area. These two language groups are the Wurundjeri Woi-wurrung and Wada-wurrung peoples. These two Traditional Owner groups form two of the five tribes that make up the Kulin Nations. Historically and today, the inheritance of cultural practice for next generations is important, encouraging connection to people and places. City of Melton Aboriginal and/or Torres Strait Islander community members are diverse, coming from the two Traditional Owner groups, but also many Aboriginal nations and clans from across Australia.

Aboriginal stone tools and camp sites have been found along local water courses, as well as a number of scarred trees where bark had been excised out of the tree without causing harm to the ongoing health of the tree. This bark was used for making canoes, carrying containers, shields and shelters. There are a number of Aboriginal cultural heritage sites in the City of Melton; the Melton Valley Golf Course canoe scar tree, the Bullum Bullum camp site in Burnside and the site of the area's last known corroboree of 1863 in Hannah Watts Park, Melton.

The first European settlers arrived in the late 1830s. By 1862, Melton was created as a district, which would develop a rich pastoral and farming heritage. This era is still evident with numerous remaining pastoral homesteads, dry stone walls and dams. (Source: *City of Melton - Health & Wellbeing Profile 2020*)

In 1974, Melton was declared as Melbourne's first satellite city. Extensive suburban development led to a major increase in population through the 1980s, and throughout the last decade, the municipality has continued to experience unprecedented population growth. In 2020 Aintree had a population of 1841 and it is expected to increase by 77.9% to 12,586 by 2051 (Source: *Forecast ID*). As a result, Melton is the second fastest growing municipality in Victoria, and is also a relatively 'young' community compared to Greater Melbourne, with a lower median age.

The community profile of the Melton area also differs in a number of ways to that of Greater Melbourne. It is less diverse than many areas in Greater Melbourne although this is changing as the municipality grows. A larger segment of the local population were born overseas (30% compared to 28.4% across Victoria) with the major countries of origin including India, Philippines, United Kingdom and New Zealand. Melton has a higher percentage of single parent households compared to Greater Melbourne, and also features larger households compared to Greater Melbourne, with more than half of households including children.

Melton has relatively high rates of unemployment and higher levels of mortgage stress and rental stress. There area also a high percentage of households that have two or more vehicles compared to Greater Melbourne. The City has the lowest tree canopy in metropolitan Melbourne at only 4.1% compared with the metropolitan Melbourne average of 16.2%, and a high vulnerability to heat with a score of 5 on the Heat Vulnerability Index.

Overall, across the City of Melton growth will increase infrastructure and service needs across all age groups for the foreseeable future. While the age profile will stay relatively stable, there will be significant growth in the number of people in all age groups. In addition, the impact of COVID-19 on growth and diversity is not yet clear or properly understood, and will provide further change and evolution to the local community. (Source: *City of Melton - Health & Wellbeing Profile 2020*)

Policy and Key Influencing Documents

State Policy

Plan Melbourne Metropolitan Planning Strategy 2017-2050

Plan Melbourne 2017-2050 is the Victorian Government's long-term planning strategy, guiding the way the city will grow and change to 2050.

What this means for the UDF:

- Identifies the Rockbank North MTC area as a Major Activity Centre.
- Locates Rockbank North MTC area in close proximity to large future employment bases, such as Cobblebank, Plumpton, and Rockbank.
- Identifies the Outer Metropolitan Ring Road upgrade as a potential future project (Infrastructure Victoria's Infrastructure Strategy 2021-2051 identified that staging for the project should occur within the next 2 years and that subject to business cases the construction of the first stages should commence in the next decade)
- Plan Melbourne encourages 'Living Locally' and the 20-minute neighbourhood concept through:
 - Intensification of housing and employment within activity centres
 - Providing housing choice and diversity in locations
 - Encouraging people to walk cycle or use public transport to meet everyday needs and to make better utilisation of existing transport infrastructure.
 - Seeks to achieve a distinctive and liveable city with quality design and amenity

Rockbank North Precinct Structure Plan

The Rockbank North PSP was prepared by the Victorian Planning Authority in consultation with Melton City Council, and other various government stakeholders. The PSP and DCP were approved by the Minister for Planning in June 2012 through Amendment C120 to the Melton Planning Scheme. The PSP covers the suburb now known as Aintree.

This document is the long-term plan for urban development in the Aintree area, which provides direction on land use allocation, servicing and utilities, and the community infrastructure items required for a new residential community both in the MTC and the PSP more broadly.

It is important to note that the PSP is 10 years old and so the UDF needs to build on the principles of the PSP while reflecting changes in the planning framework and the development industry that have occurred over the past 10 years. These include but are not limited to the following:

- The 20 minute neighbourhood concept
- Delivery of affordable housing
- Consideration of new housing delivery models such as Build to Rent, Deliberative Development etc.
- Resurgence of the need for small employment spaces rather than just focusing on retail
- Evolution of Urban Design Principles in more recent PSPs.
- circa 36,500m² of retail floorspace, and will be supported in the centre hierarchy by a local town centre and a local convenience centre situated, respectively, in the western and south-western parts of the PSP.

What this means for the UDF:

The Rockbank North Future Urban Structure Plan details the broader land use configurations for the PSP area and provides information regarding to future public transport routes, and locations of open spaces and community facilities.

The supporting context provided in the PSP allows for a degree of certainty around the periphery of the UDF area, allowing for some comfort in the network of supporting streets and land uses.

The PSP also outlines a number of key social, community, and transport infrastructure pieces which also assist in providing the context required for the UDF. As outlined on the following page, the UDF provides direction on broad organising elements such as cycling and pedestrian movements. These must connect to the broader identified cycling and pedestrian connections in the PSP.

The PSP contains Requirements and Guidelines that apply across the entire PSP area as well as MTC specific Requirements including floor space controls (R39) and a break down of the items that must be addressed in the preparation of the UDF (R40).

The Rockbank North Major Town Centre Urban Design Framework Concept Plan provides a high level vision for the MTC, and how it may develop, with specific locations of buildings, location for parking, loading and active frontages.

Overall, the PSP proposes an average minimum density of 16 dwellings per hectare. Higher densities at 35 dwellings per hectare are proposed in the area surrounding the MTC, which will realise approximately 500+ dwellings within a walkable catchment of the Rockbank Train Station, bus interchange and the MTC.

The MTC is anticipated to be a vibrant mixed use town centre supported by a range of commercial, civic, educational, community, entertainment and recreational uses.

It is anticipated that the MTC will support both physical and economic growth as it evolves. Staging will likely facilitate the early delivery of essential services, with higher order retail developing in later stages.

Although outside of the UDF area, it will be important to consider the location and staging of the community (Community centre and indoor recreation centre) facilities as well as the Active Open Space areas and what impact this would have in relation to the planning and staged development of the MTC.

The PSP identifies an area in the north western corner of the UDF as an "Area subject to detailed flood analysis". This is largely based on the existing Land Subject to Inundation Overlay mapping and will be discussed later in this report.

Requirement 40 of the PSP identified the items that the UDF must address as follows:

- A response to the Major Town Centre Concept (Figure 2) and the vision and organising elements set out in this PSP;
- The role and function of the town centre as a whole;
- Appropriate land uses, their locations and relationships to the Town Centre;
- The location and integration of community facilities and services;
- The fine grain road network and how the network fosters connectivity within, to and from the Town Centre;
- The incorporation of public transport services, including a bus interchange, into the design of the Town Centre;
- The retention and enhancement of the natural environment and its integration into the Town Centre design;
- A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes. An overall landscape concept must be included within the Urban Design Framework;

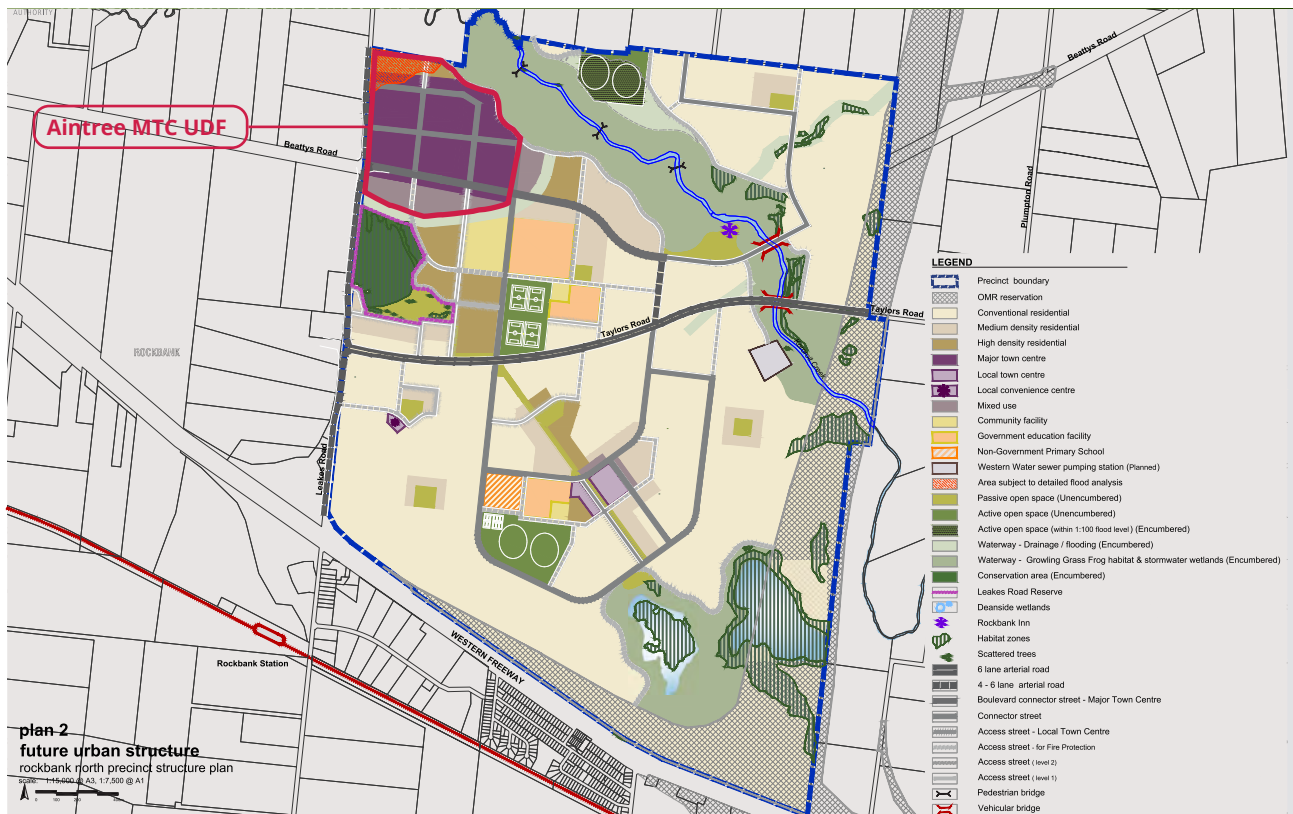


Figure 2 - Future Urban Structure concept plan from the Rockbank North PSP

- Placemaking elements, character precincts and nodal destinations within the Town Centre including a central meeting space within the urban core of the town centre (such as a town square, urban park or plaza space);
- Opportunities for medium and higher density housing and how this can be incorporated into the design of the Town Centre; and
- The staging and indicative development timing of the Town Centre.
- The interface between Kororiot Creek and the Major Town Centre to minimise detrimental impacts of the development including provision of dense planting and pollutant traps to minimise runoff into the creek.
- Demonstrate an appropriate design response that addresses the Rockbank North Major Town Centre vision, principles, objectives and organising elements and requirements outlined within this document;
- Address any relevant design guidelines prepared by the Victorian Government or by Melton City Council;
- Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation;
- Explain how the Urban Design Framework responds to feedback received following consultation with infrastructure agencies including VicRoads, the Growth Areas Authority and the Department of Transport and the landowners within the Town Centre;
- Show how the Town Centre relates to the existing or approved developments in the area;
- Set out 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;
- Set out arrangements for the 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 neighbourhoods;
- Set out design guidelines for the provision of advertising signs; and
- Set out clear and specific strategies, actions and guidelines for the development of the Rockbank North Major Town Centre which will form the assessment tool for future development applications for the Town Centre.

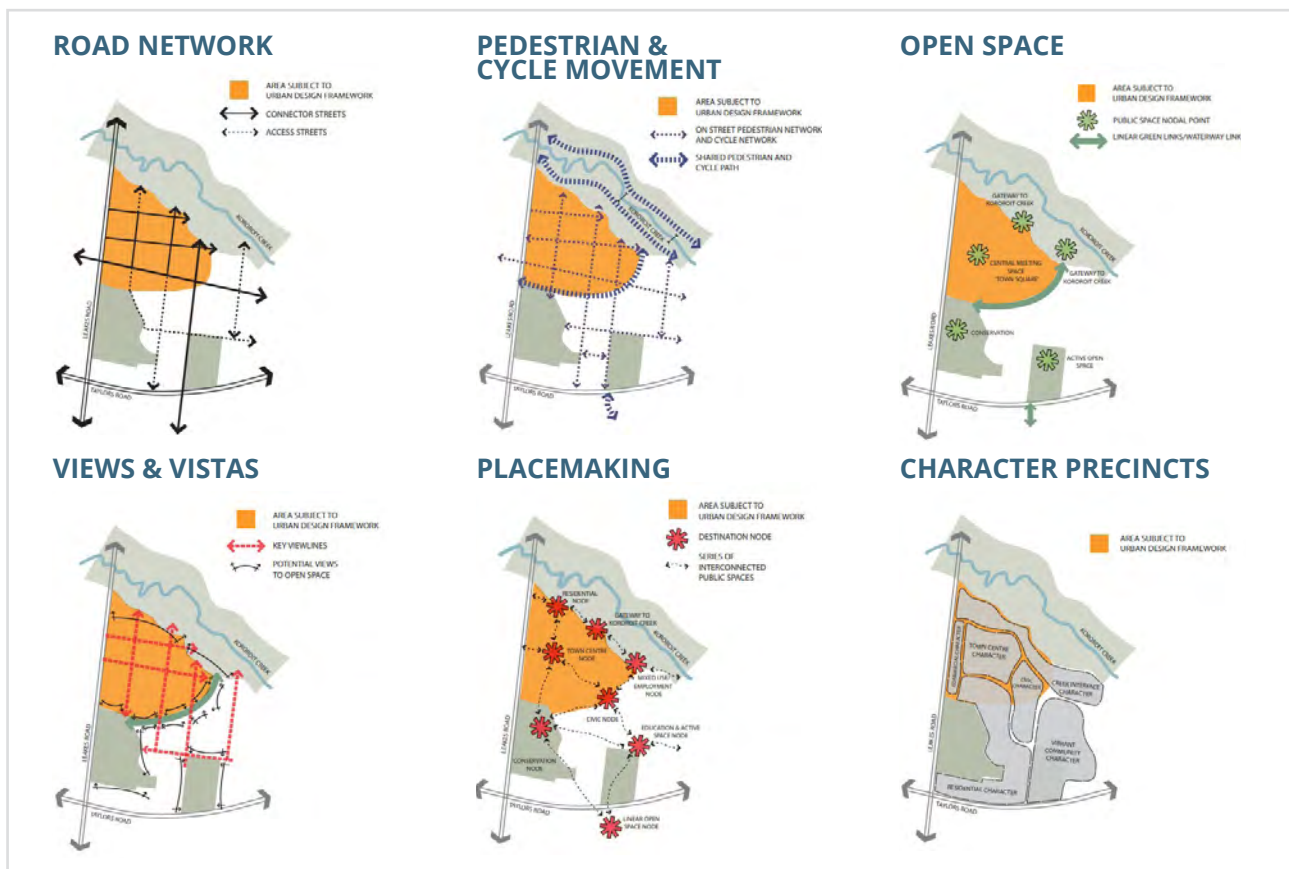


Figure 3 - Rockbank North PSP Organising Elements

Rockbank North Development Contributions Plan

The Rockbank North Development Contributions Plan sets out the requirements for development proponents to make contributions toward infrastructure required to support the development of the precinct. The DCP is a separate document incorporated into the Melton Planning Scheme, and applies to the same land area as within the Rockbank North PSP.

The Rockbank North DCP also outlines the critical pieces of road infrastructure required to connect Rockbank to the broader community. In addition, it also outlines the required community infrastructure and social spaces which will provide a sense of place and community in the detailed phases of this project.

What this means for the UDF:

The key infrastructure items related to the Aintree MTC include:

- RD06: Intersection. Land acquisition for ultimate and construction of an interim signalised intersection at the intersection of the Beattys Road collector and Leakes Road.
- RD08: Intersection. Land acquisition for ultimate and construction of an interim signalised intersection of the MTC and Leakes Road.
- RD12: Pedestrians Bridge Construction of 3 pedestrian bridges over Kororoit Creek.

Some of the key community infrastructure items (to be completed in relation to the Rockbank Major Town Centre include:

- OS09: Town Square. Land for the development of a town square within the Aintree MTC.
- C05: Library and Higher Order Community Centre 3. Land acquisition of 2 hectares for Library and Higher Order Community Facility within Aintree MTC.
- C06: Indoor Sports Centre Land acquisition for Indoor sports Centre adjoining the Aintree MTC.

Rockbank North Native Vegetation Precinct Plan 2012

The Rockbank North Native Vegetation Precinct Plan 2012 applies to all land within the PSP area, and addresses the conditions and requirements surrounding the protection, removal, destruction or lopping of native vegetation in Rockbank North. The precinct plan is listed under the Schedule to Clause 52.16 of the Melton Planning Scheme.

The Rockbank North Native Vegetation Precinct Plan, which provides guidance on the appropriate measures and objectives to protect, remove and conserve native vegetation and protected areas in the Rockbank North area, including the Urban Design Framework site.

The NVPP identified native vegetation to be retained in the Kororoit Creek corridor adjacent to the UDF and vegetation to be removed in the Beattys Road road reserve.

What this means for the UDF:

- Managing native vegetation to be retained for conservation purposes and allow for passive recreation such as walking and cycling on the edge of conservation areas, where appropriate, without damaging native vegetation.
- Maximise the ability of native vegetation to persist without human intervention.
- Protecting and manage the habitat zones and scattered trees identified 'to be protected', as they represent the genetic lineage of site-adapted local plant species and communities, provide existing habitat for indigenous fauna species, function to link habitat across the landscape, and provide a focus for re-vegetation activities.

Current Land Use Zoning

The UDF area is zoned Urban Growth Zone Schedule 4 (UGZ4), which refers to the applied zones based on the approved Rockbank North PSP.

The Urban Growth Zone Schedule 4 sets out a table of applied zones, as follows:

Land use/ development (carried out or proposed) generally in accordance with the precinct structure plan applying to the land	Applied zone provisions
Leakes Road Reserve	Clause 36.03 – Public Conservation and Resource Zone
Local Town Centre Major Town Centre	Clause 34.01 – Commercial 1 Zone
Mixed Use	Clause 32.04 – Mixed Use Zone
All other land	Clause 32.08 – General Residential Zone

The Rural Conservation Zone applies to the Kororoit Creek corridor.

Urban Growth Zone Schedule 4 in the Melton Planning Scheme

- UGZ Schedule 4 specifies that all land marked as 'Major Town Centre' in the Rockbank PSP will assume the applied Commercial 1 Zone. The periphery of the MTC area is identified for mixed use with an applied Mixed Use Zone.
- Residential and open spaces will assume the applied General Residential Zone 1, with the exception of Leakes Road Reserve, which will assume the Public Conservation and Resource Zone.
- A permit is required within the MTC area to use land for a shop if the combined leasable floor area of all shops exceeds 36,500 square metres
- Except with the consent of the Responsible Authority, a permit must not be granted to subdivide land or carry out works within the Aintree MTC until a UDF has been prepared to the satisfaction of the responsible authority.
- A UDF must be generally in accordance with the Rockbank North PSP.
- Any application for development within the Aintree MTC must be consistent with any UDF approved under this Schedule.

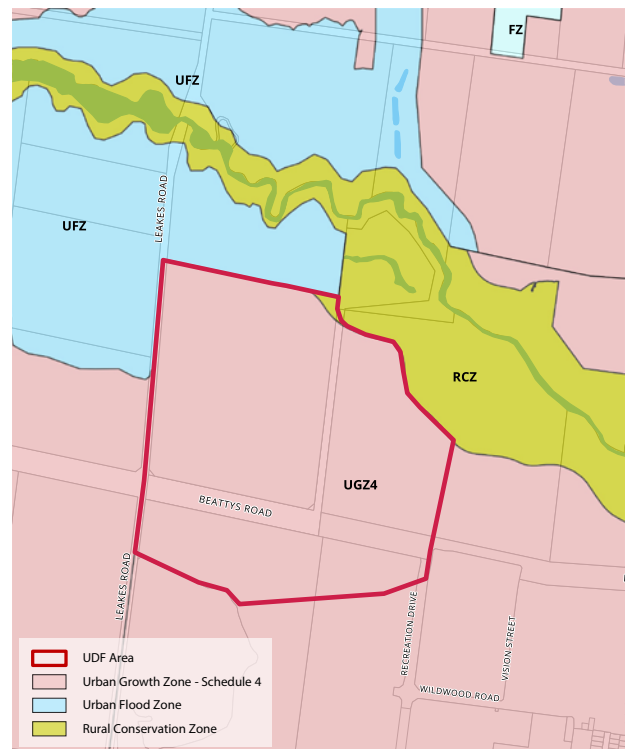


Figure 4 - Current Zoning Plan

Planning Overlays

Planning overlays which cover the land include the Land Subject to Inundation Overlay Schedule 2 (LSIO2) and Development Contributions Plan Overlay Schedule 2 (DCPO2).

Land Subject to Inundation Overlay - Schedule 2 (LSIO2)

The Land Subject to Inundation Overlay refers to land prone to flooding and associated with waterways and open drainage systems (also known as floodplains). The overlay aims to minimise the potential flood risk to life, health and safety associated with development as well as protect water quality and waterways as natural resources.

The LSIO2 is located in the north eastern corner of the UDF area and is identified in the PSP as an "Area subject to detailed flood analysis". This is discussed further in Technical Assessments and Recommendations in Chapter 4.

A permit is required to construct a building or to construct or carry out works in the LSIO area.



Figure 6 - LSIO Plan

Development Contributions Plan Overlay - Schedule 2 (DCPO2)

The Development Contributions Plan Overlay directs relevant land to implement the projects set out in the Rockbank North DCP, including works, services and facilities to be funded through the plan, including the staging of the provision of those works, services and facilities.

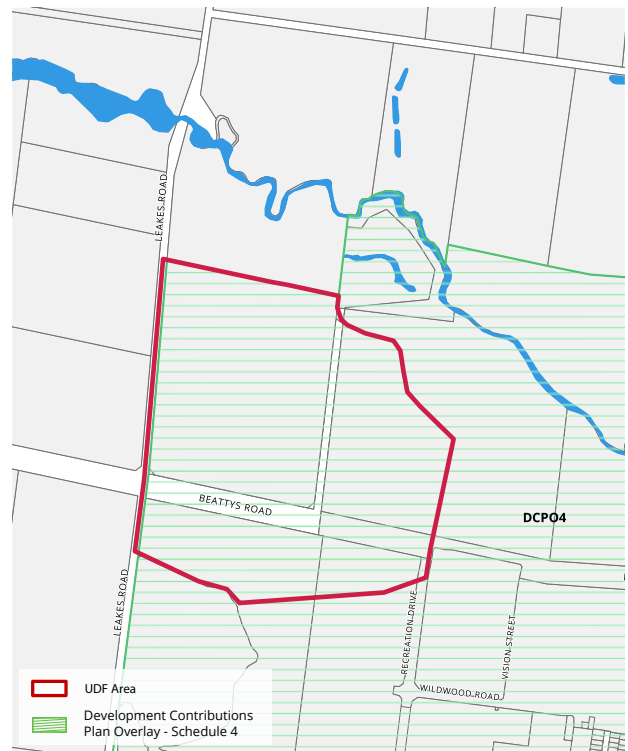


Figure 5 - DCPO Plan

Planning Practice Note 17: Urban Design Frameworks (DELWP, 2015)

The purpose of this practice note is to provide guidance on the preparation and use of Urban Design Frameworks.

What this means for the UDF:

Specifically relevant to the MTC, PPN17 identifies that a UDF should:

- Involve the generation of realistic design concepts based on consultation, research and analysis.
- Stakeholder and community consultation is essential in order to obtain broad support of the strategic vision of the plan.
- Be a vehicle to help control the overall direction of a particular place.
- Provide flexibility in its strategic vision, by identifying key principles and objectives rather than finite solutions which may be superseded.
- Contain enough detail to allow for rigorous testing regarding economic and functional viability.
- Be easy to assess a development application against, with clear controls for council officers to be able to cross check and critique a planning application.
- Set out an implementation strategy that involves short, medium and long-term time frames for objectives.

Urban Design Guidelines for Victoria (DELWP) 2017

The Urban Design Guidelines are a reference document in all planning schemes through the State Planning Policy Framework. They provide advice on:

- Design of public spaces,
- Building design in relation to a building's interface with public spaces, and
- Layout of cities, towns and neighbourhoods. Specifically, the guidelines provide objectives around the urban structure of Activity Centres including how to locate main streets, housing and blocks. They also cover safety, amenity, interfaces and how to respond to the evolution of Activity Centres.

Additionally, the guidelines cover other objectives such as movement (pedestrians, cyclists, roads), public space (streets, plazas, local parks), public transport environs, buildings (specifically in Activity Centres and higher density residential, and objects in the public realm (furnishings, trees, planting, fences, signs).

Local Policy

Melton Planning Scheme – Municipal Strategic Statement and Local Planning Policy Framework

21.06 Activity Centres and Retail Provision – This policy identifies the UDF Area as a “Major Activity Centre” in the Activity Centre Hierarchy as shown in Figure 7 below.

1. The objectives and strategies specifically relevant to the MTC UDF are included below:

- Objective 1 - To establish and support a network of viable activity centres that provide access to a wide range of goods and services appropriate to their role and function within the hierarchy.
- Objective 2 - To ensure activity centres develop as genuine mixed use areas.
- Strategy 2.1 - Facilitate a diverse range of land uses in centres such as retail, office, business, community (e.g. education, health and recreation), entertainment and residential uses.
- Strategy 2.2 - Facilitate mixed use, medium and higher density housing opportunities of an appropriate scale within and adjoining centres to provide diversity in housing and increase the vitality of centres.

- Strategy 2.4 - Support new activity centres to integrate residential land uses as part of any new activity centre development.
- Strategy 3.1 - Require activity centres to provide residents with a broad mix of everyday goods and services.
- Strategy 3.3 - Require that activity centres are accessible for residents via a well-connected road network, pedestrian and cycle network and public transport services.
- Section 21.06-2.3 also includes a number of key Objectives and Strategies relevant to Activity Centre design that will be heavily considered in the preparation of the UDF.

2. 21.08 Housing – City of Melton’s Housing Policy identified capacity of the established areas to accommodate increased residential densities. The need to protect neighbourhood character must be balanced with the need to provide for a growing population. Objective 4 is specifically relevant to the UDF as it aims to support more intensive residential development close to activity centres and major public transport nodes.

3. 21.09 Economic Development – The key driver of this policy is the stimulation of economic growth in the City of Melton. It established the importance of “growing the economic role of existing, planned and proposed Activity Centres”.

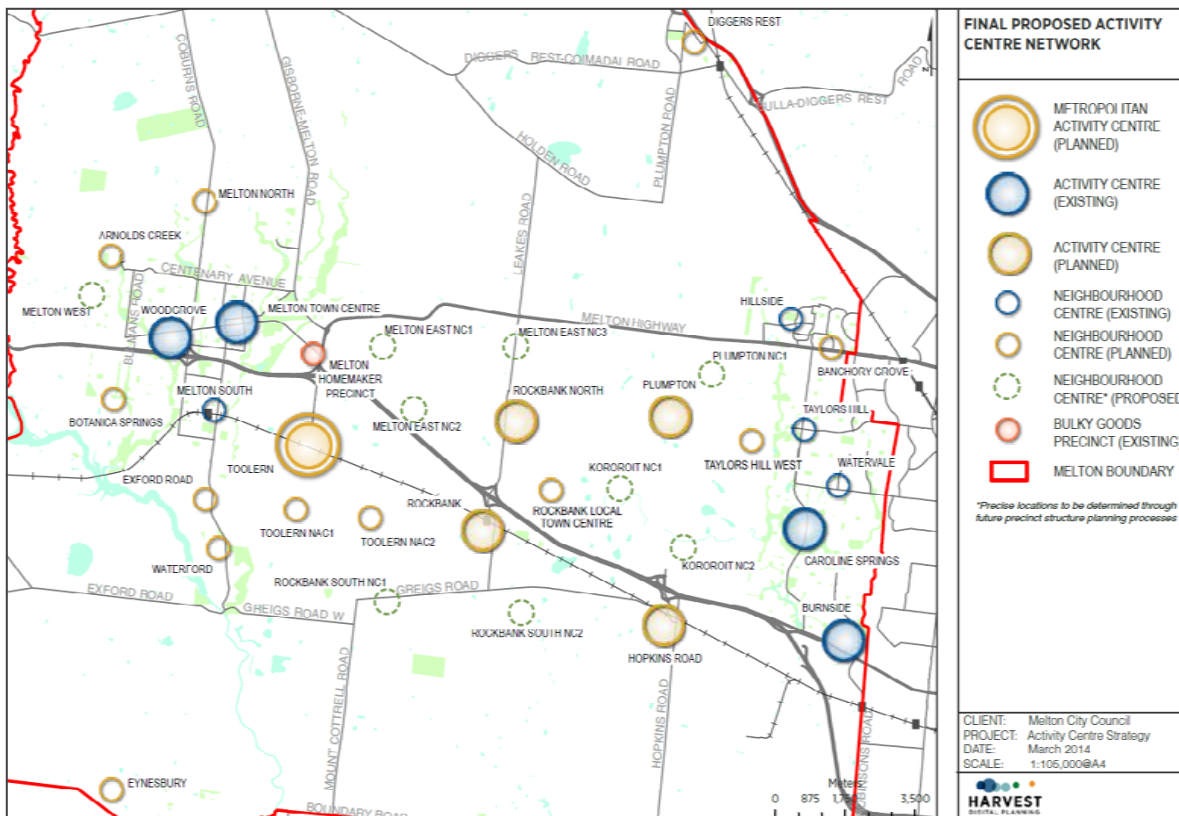


Figure 7 - Activity Centre Network

Melbourne industrial and commercial land use plan

The Melbourne Industrial and Commercial Land Use Plan (MICLUP) provides an assessment of current and future needs for industrial and commercial land across metropolitan Melbourne, putting in place a planning framework to support state and local government to more effectively plan for future employment and industry needs. MICLUP identifies the MTC area as “Regionally Significant Commercial Areas – Future” and states that these areas should “should provide for and support access to a wide range of goods and services, including office and retail development, and provide for a wide range of employment opportunities. They are expected to deliver more intensive forms of employment uses including office and commercial activity”.

Moving Melton: Melton Integrated Transport Strategy 2015

The Strategy provides the State Government and Council with short, medium and long term actions to improve integration for all modes of transport including walking, cycling, buses, trains, cars, and freight. The vision is for a sustainable integrated transport network to meet the needs of the city now and in the future. Melton City Council will work with the community, developers and other levels of government to make improvements to the transport system and seek to achieve this vision.

What this means for the UDF:

The key principles of Moving Melton are as follows:

- Improved, resilient and sustainable mode choices.
- Easy to use, safe, reliable and frequent transport network and facilities.
- Connected transport network – connecting the communities of the City of Melton to each other and beyond.
- A transport system to develop City of Melton as a centre for employment, services and recreation to provide social and economic opportunities.

City of Melton Retail and Activity Centres Strategy 2014

The City of Melton Retail and Activity Centres Strategy identifies goals and strategies to provide new communities with effective, equitable and sustainable services and opportunities for employment. The strategy recognises the region’s rapidly growing population, setting a target of one job per household, equating to 140,000 new jobs required to satisfy this with emphasis for growth on activity centres.

What this means for the UDF:

The Melton Retail and Activity Centre Strategy, which encourages strategic thinking in town centres, local job creation, and advocates for greater localised community infrastructure. The Strategy identifies the UDF area as a Major Town Centre.

The key principles that should be adopted include:

- Equity of access to jobs and services
- Improving sustainability of urban development
- Improving local employment opportunities
- Providing community focal points
- Encouraging viability of services, and improving quality of service.

The Strategy identifies that an amendment to the Rockbank north UGZ schedule should occur as currently a permit trigger for office floorspace above 100sqm applies to the Commercial 1 Zone. This is needed to encourage the development of mixed use centres.



Aintree Major Town Centre UDF

Site Features

The Aintree MTC site is approximately 47 Ha in area, located to the north of the Aintree suburb and the Woodlea residential development.

The PSP identifies the boundaries of the “Area subject to urban design framework” (See Figure 8 below). As Woodlea have progressed development of the residential area of the PSP the drainage alignment has been revisited and the design has been realigned in a straighter north-south alignment between Beattys Road and Kororoit Creek. This new alignment creates a logical eastern boundary to that will be utilised in the UDF (See Figure 9).

The key existing features and conditions include:

- The MTC area is comprised of a number of land parcels and titles, but is limited to two landowners - Landowner 1 who owns the western portion of the TC area, and Landowner 2 who own the parcels at the eastern and southern edges of the TC adjoining the balance of the Woodlea development,
- The MTC is located strategically on the nexus of major roads - Leakes Road arterial (existing) and Beattys Road connector boulevard (future construction) as well as the Kororoit Creek corridor,
- Kororoit Creek is a riparian waterway corridor that forms part of significant biodiversity assets linked to the Deanside Wetlands (downstream). It accommodates a wide variety of native fauna and includes growling grass frog habitat,
- The significant red gum woodlands are located on the southern boundary of the MTC fronting Leakes Road (Woodlands Conservation),
- There are important views to more distant landscape features including Mt Cottrell and Mt Aitken and particularly Mt Kororoit to the north,
- Vegetation over the majority of the site has been modified by agriculture and is mostly dominated by exotic species, however there are stands of existing mature canopy trees. Mature trees contribute to a sense of place, and should be retained where possible to add character and amenity in a future town centre environment,
- The north-western corner of the MTC area is constrained by an LSIO overlay, with existing topography that is subject to the 1:100 year flooding,
- The MTC is bounded by a major green drainage corridor (part of the Woodlea development), which carries stormwater drainage from Melton East PSP, east from Leakes Road along the southern edge of the MTC and then orientates north to join into the Kororoit Creek corridor. This drainage line forms a physical and visual edge to the MTC,
- Leakes Road is an existing road reserve that will be duplicated in the future to a 4-6 lane arterial road,
- There are two identified signalised intersections connecting the MTC directly to Leakes Road, as well as connecting into the future Melton East PSP area,
- Beattys Road is an existing road reserve with significant width and incorporating stands of mature trees - current works within Woodlea have begun the upgrade and formalising of Beattys Road adjacent to the MTC.



Figure 8 - Area Subject to Urban Design Framework, as identified by the Rockbank North PSP



Figure 9 - UDF boundary



Figure 10 - Site Features

- UDF Boundary
- Landowner Property Boundary
- Kororoit Creek
- Land Subject To Inundation Overlay
- Land Subject To Inundation Overlay (Within The Site)
- High Point
- Drainage Area
- Existing Trees
- Existing Conservation Woodlands
- Biodiversity Conservation
- Designated Connector Road (Beatty's Road)*
- Proposed Signalised Intersection (Rockbank North PSP)
- Existing Bridge
- Proposed Bridge (Rockbank North PSP)
- Proposed Future PSP Area
- Proposed Residential Area*
- Proposed Active Open Space
- Proposed P-12 School*
- Proposed Indoor Recreation Centre*

*Note that planning permit submissions have been made for land to the east of the UDF area, and alignments shown on this plan may have changed.



Leakes Road view south - this is currently the only experience of the site



Leakes Road view north

Physical Features

Geology and Landform

The MTC Site is reasonably flat and is characterised by a mix of open farmland with scattered rocky outcrops, wetlands, flood plain and scattered mature trees. It incorporates some minor undulations and gentle grades sloping down to Kororoit Creek, which abuts the site in the north. The creek flows in a south easterly direction, meandering through an extensive low lying flood plain that extends from the western side of Leakes Road in the Melton East PSP area, across the northern boundary of the MTC site.

The PSP identifies a ridge-line and high point with views within the MTC site, and this aligns with an existing rocky outcrop that should be retained and integrated into the MTC development. Rocky outcrops and high points are extremely beneficial to biodiversity, and important for contributing to a sense of place in an otherwise flat landscape.

It is typically characterised as high strength basalt (QVN) and an area of fluvial soil to the north. The depth to the basalt layer will be confirmed following a geotechnical investigation prior to detailed design and will inform the sewer strategy.

Key view-lines

Whilst the MTC site is relatively flat, there are a number of important view lines from the site:

- Distant views to the north that take in the distinctive form of Mt Kororoit, that could be celebrated in the layout of the MTC. Views to the south to Mt Cottrell and Mt Atkinson are less obvious and are partially obscured currently (and will generally be obscured by future development).
- Localised views to be celebrated and captured in the MTC particularly into the Kororoit Creek corridor, and towards the Conservation area to the south of the MTC on Leakes Road.

Views should be taken into consideration and preserved through careful planning of locations of open space, future roads, and pedestrian links, to create desire lines and contribute to a sense of place.

There is potential to retain some of the mature canopy trees across the MTC site and feature them within the future development and streetscapes.



Subject site viewed from Leakes Road



Subject site viewed from Leakes Road



Subject site viewed from Leakes Road

Drainage

The MTC falls under Melbourne Water's Drainage Scheme '4140 Kororoit Creek Upper DS' which is interim status and does not currently have a drainage scheme plan available. The drainage scheme is being prepared as part of the preparation of the Melton East PSP

The Site is situated in close proximity to Kororoit Creek, one of Melbourne's largest waterways, at approximately 52km in length. Adjacent the Site the Kororoit Creek is approximately 95-96m AHD with the MTC site ranging in surface elevation from 98m AHD (3m above creek line) at the low point in the north up to 102m AHD (7m above creek line) in the south west. The majority of the site is around 100-101m AHD (5-6m above creek line).

The area immediately north and west of the MTC site is currently zoned as 'Urban Flood Zone' (UFZ) with the north-west portion of the Site zoned as 'Land Subject to Inundation Overlay - Type 2' (LSIO2). During a 1% AEP (1 in 100 year ARI) storm event this LSIO2 is subject to flooding up to depths of approximately 1.0m. This area of the MTC is currently nominated for high density development within the PSP plan.

The LSIO2 means that development could not occur without the land being filled to above the flood level (in this case, likely 600 mm above the flood level).

Appropriate water management in this area is important for both the Kororoit Creek Corridor and the Woodland Reserve. Future water management strategies should consider landscape health and biodiversity, especially in relation to these important environmental assets.

Leakes Road Culverts

Modelling indicates that localised flooding through the MTC site is likely caused by a constriction at Leakes Road which causes a spreading out of flows before overtopping. This likely due to the Leakes Road culverts not having adequate size to convey the 1 in 100 year ARI flows. The proposed upgrade works to Leakes Road will need to consider this culvert and its constraints in its ultimate functional layout.

Melbourne Water together with the VPA are undertaking work on the Upper Kororoit Creek DSS and the future design of Leakes Road. This work is still in progress, and as such there is little conclusive information on how this is likely to affect the LSIO2 and the MTC site.

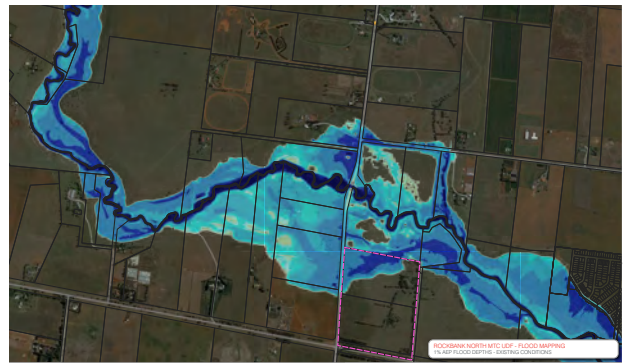


Figure 11 - 1% AEP Flood Depths - Existing Conditions (Spiire, June 2022)

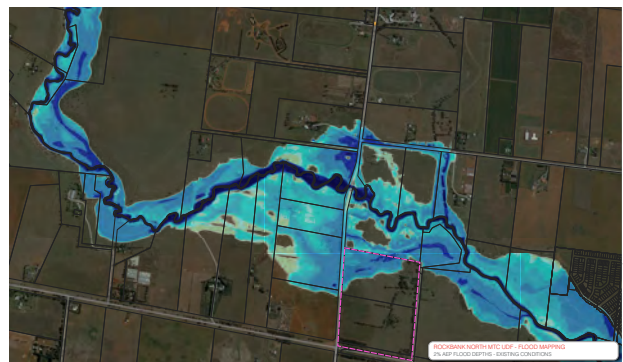


Figure 12 - 2% AEP Flood Depths - Existing Conditions (Spiire, June 2022)

Road Network

The MTC site is located on the major existing arterial corridor of Leakes Road. There are no other established roads or streets existing within the site.

Leakes Road

- The MTC has approximately 570m of road frontage to Leakes Road. The existing Leakes Road reserve is 21m wide with a 7.0m wide pavement.
- The PSP indicates that the initial upgrade of Leakes Road was scheduled for the short term (2012-2015). This upgrade has not yet occurred.
- The Rockbank North PSP stipulates Leakes Road to become a 4-6 lane arterial road. This will require widening of the existing Leakes Road reserve to between 34-41m. The PSP has nominated that this land will be acquired from the west, outside of the current PSP.

Beattys Road

- The Beattys Road reserve is 64m wide with a gravel road that is closed off from public use and it borders the south of the Site for approximately 440m.
- The PSP nominates this portion of Beattys Road to become a 34m wide Boulevard Connector Street. This upgrade is not covered in the DCP and will be developer funded. Consideration should be made in the UDF to the treatment of Beattys Road and what can occur in the excess road reserve.

Intersections

- In addition to the widening and upgrade of Leakes Road the PSP has nominated two signalised intersections adjacent the Site on Leakes Road and a left-in-left-out intersection. The Development Contributions Plan (DCP), includes funding for the construction of the first carriageway of Leakes Road and both signalised intersections on Leakes Road. The left-in-left-out will be a developer funded intersection.
- The PSP indicates that these items are all candidates for works-in-kind arrangement between the City of Melton and the developers.

Internal Road Network

- The Site does not currently contain an internal road network. The PSP has nominated a series of connector and access streets within the development along with details of the proposed cross sections.
- In all cases the road cross-sections will be designed to cater for utility services, standard verge alignments, street trees, on-street parking areas where appropriate, and off-street and on-street cycling lanes in accordance with the overall pedestrian and cycling network.
- Consideration will be given to maintaining cycling and walking connections between the Woodland Reserve and the Kororoit Creek



Beattys Road intersection view east



Leakes Road view south

Site Interfaces

There are a number of different existing and future interfaces to the MTC land that will inform and shape the environment of the centre.

Leakes Road Interface

- The Leakes Road interface to the western boundary of the MTC will be the primary address and entry point for much of the centre. The existing arterial road will be upgraded in the future,
- The consideration of this interface and connections west into the Melton East PSP area will be critical to the success of the MTC over time.

Warrensbrook PSP Interface

- The north-western boundary of the MTC abuts the future Warrensbrook PSP area, which sits on LSIO flood plain within the Kororoit Creek corridor.
- While this part of the Warrensbrook PSP is not included in the MTC concept, it will need to be considered and planned for to ensure its integration and connection into the future MTC environment.

Kororoit Creek Interface

- The north-western corner of the MTC sits on LSIO flood plain within the Kororoit Creek corridor, and this zone will require further flood and drainage investigation.
- The Kororoit Creek corridor runs across the northern boundary of the MTC, east of the Warrensbrook PSP abutment.
- As the Kororoit Creek frames the MTC to the north, the views and amenity of the creek will significantly benefit the town centre.

Conservation Woodlands Interface

- The southern boundary of the MTC abuts the Conservation Woodlands, a natural and ecological green space which will be an attractor for walking and passive recreation.
- The Woodlands zone is currently not accessible, but will in the future incorporate some paths and trails to explore the area, and to connect through to residential neighbourhoods to the south.

Drainage Corridor Interface

- The south-eastern boundary of the MTC abuts a significant drainage corridor within the Woodlea development, which connects drainage from the Melton East PS area across Leakes Road and into the Kororoit Creek corridor.
- This drainage corridor will be a green linear space, with shared paths and crossings to connect residential neighbourhoods directly into the MTC.

Melton East PSP Interface

- The western side of Leakes Road incorporates the Melton East PSP area (currently in preparation by the VPA).
- Important components of the PSP area that will affect the design and planning for the MTC include the allocated Active Open Space areas abutting Leakes Road and Kororoit Creek (on LSIO land) and the signalised intersections and key vehicle and pedestrian connects west into the future PSP area.
- Additionally, the drainage scheme for the Melton East PSP will provide more certainty for the development potential of the north west corner of the UDF area.

Woodlea development Interface

- The eastern interface for the MTC incorporates the Woodlea residential neighbourhoods currently under construction.
- This also includes the future P-12 Government School site, the Indoor Recreation site, and the Active Open Space (soccer ovals and park) which are all within walkable catchment to the MTC.
- Permits have now been issued for residential development right up to the eastern boundary of the UDF.



The Leakes Road interface to the western boundary of the MTC will be the primary address and entry point for much of the centre



Conservation Woodlands will be an attractor for passive recreation, and will require a well-considered and well-connected interface treatment



The Kororoit Creek Corridor is an important interface, as views and amenity of the creek will provide an instant sense of place in the future development



Woodlea medium density streetscapes will form the eastern site interface for the MTC

Opportunities & Constraints

There are a series of opportunities and constraints related to the subject land. Recognising and celebrating the area's landscape and cultural heritage in the MTC will lend authenticity and character to new development. This is likely to prove more engaging and appealing to the development's target demographics and assist in the creation of community identity.

There are opportunities for the acknowledgement and celebration of the Aboriginal cultural heritage values of the Kororoit Creek. Opportunities to create a local sense of place and identity are presented by the landscape character provided by the Kororoit Creek, existing trees along Beattys Road, and the ridge-line and rocky outcrop with views within the MTC site. Potential connections and future networks which can be created through the UDF are also significant opportunities.

The major constraint to development is the LSIO that applies to the north-western corner of the site. The LSIO area requires further corridor drainage studies to analyse development suitability. Due to the proximity to the Kororoit Creek Corridor, drainage will play an important role throughout the MTC, and will require considered design and planning.

Other constraints relate primarily to the small residential MTC catchment that currently exists, however this will be addressed through considered staging of development.

Opportunities:

- 1 Liaise with the concurrent and adjacent Woodlea upgrade and revitalisation works in the Kororoit Creek Corridor.
- 2 Transition in function of Leakes Road from a key arterial route to a truncated connector road.
- 3 Proposed Government Secondary School – Plan for direct and efficient connections between the school and the activity and attractions of the MTC.
- 4 Provide legible walking and cycling networks within and beyond the MTC.
- 5 Facilitate a rapid bus transport service (or similar public transport service) between Rockbank North MTC and Rockbank Train Station.
- 6 Establish the 'heart' of the centre around the key movement spines.
- 7 Facilitate ease of access from neighbouring residential suburbs into the Aintree MTC through a connected road network
- 8 Road widening and intersection works to the Leakes Road/ Beattys Road intersection, as required by the PSP.
- 9 Maximise the early delivery of the Beattys Road corridor (scheduled as part of the Woodlea development works).
- 10 Planned design and locations of DCP items such as signalised intersections provide certainty regarding the road network and connections points. Prioritise new signalised intersections on Leakes Road.
- 11 Connect into the core of the MTC
- 12 Direct connections and wayfinding into the proposed regional active open space.
- 13 Retain and incorporate significant elements of the existing mature vegetation and feature the existing rocky outcrop in the open space network.
- 14 Create clear and direct view-lines and connections to the Woodland Conservation Area.
- 15 Create visual and physical links into the Kororoit Creek corridor.
- 16 Embed WSUD principles throughout the MTC, ensuring minimum impacts to the Kororoit Creek.
- 17 Create a network of public green urban spaces at the 'heart' of the centre.
- 18 Embrace the Woodlea drainage corridor as a key linear space around the edge of the MTC.
- 19 Encourage early delivery of the community facility/ library.



Figure 13 - Site Opportunities & Constraints

Constraints:

- ① Lack of current adjacent residential catchment within the Melton East PSP and within the future Warrensbrook PSP.
- ② Leakes Road culvert/ drainage crossing.
- ③ LSIO area requires further corridor drainage studies to analyse development suitability of the north western corner of the UDF area
- ④ Managing early vs long-term demand for the delivery of medium and higher density housing options within and surrounding the MTC
- ⑤ Mitigating the noise and visual amenity impacts along Leakes Road.
- ⑥ Providing logical connections into the existing road network.

**Note that planning permit submissions have been made for land to the east of the UDF area, and alignments shown on this plan may have changed.*

- UDF Boundary
- Landowner Property Boundary
- Kororoit Creek
- Land Subject To Inundation Overlay
- Land Subject To Inundation Overlay (Within The Site)
- High Point
- Drainage Area
- Existing Trees
- Existing Conservation Woodlands
- Biodiversity Conservation
- Designated Connector Road (Beatty's Road)*
- Town Centre Street Network (Rockbank North PSP)
- Metropolitan Cycling Trail
- Visual and physical links and connections
- Destination Node
- Proposed Signalled Intersection (Rockbank North PSP)
- Existing Bridge
- Proposed Bridge (Rockbank North PSP)
- Proposed Future PSP Area
- Proposed Residential Area*
- Proposed Active Open Space
- Proposed P-12 School*
- Proposed Indoor Recreation Centre*



Technical Assessments & Recommendations

At the commencement of the project a Gap Analysis was undertaken to assess the volume and relevance of the information available in relation to the MTC as identified in the Rockbank North PSP.

The Gap Analysis concluded that it was also necessary to commission flood modelling to assess the level of development (if any) in the area of the site subject to an LSIO2.

A Stormwater Management Strategy, Economic Assessment, and Traffic Technical Report were commissioned by Council as part of the Background Report process to understand the various constraints in the development of a MTC.

Economic Assessment

An economic assessment was undertaken by Urban Enterprise and peer-reviewed by Hill PDA. The main conclusions are summarised as follows:

Planning

The policy basis (Local Planning Policy 21.06) for the Rockbank North MTC states that the centre is to perform a Major Town Centre function, providing a range of retail, entertainment, commercial and civic functions in a fine grained urban environment that is integrated with higher density housing and development for a subregional catchment.

The PSP nominates a shop floorspace cap of 36,500 sqm, beyond which justification is required to obtain approval. The PSP identifies a nominal land budget allocation for centres but this is being refined in the Urban Design Framework preparation process.

Economic Assessment

The economic assessment has reasonably identified demographic, economic and policy context issues and directions for the Rockbank North MTC. Seeking to deliver a large number and diverse range of jobs is appropriately identified.

The report recommends an ambitious target for non-retail employment uses (58,500 sqm to 72,500 sqm), which the peer-review considered appropriate for long term planning purposes.

Retail Floorspace

The review of retail floorspace potential for the Rockbank North MTC at full development indicates a total retail floorspace in the range of 55,500 to 61,500 sqm to be reasonable.

The results can be refined over time as more information becomes available and more detailed analysis is undertaken.

The analysis provides an indicative guide to store numbers, which suggests that the centre would, in approximate terms, support around 236 shops anchored by a discount department store and three supermarkets.

Land Area Needs

The planned allocation of approximately 16.5 Ha of land for core employment uses by the proponent is appropriate if density of development is around or more than 0.68 floor space ratio. A larger land area would be needed if density is significantly lower.

An additional allocation of land for non-employment uses of roughly the same area (say 15 to 16 ha as proposed) appears appropriate for higher density residential uses, mixed use activities (including home offices) and open space.

Traffic & Movement Assessment

A traffic assessment was conducted by The Institute for Sensible Transport. The following is a summary of the advice and guiding principles contained in the report:

Public Transport

Aintree should be connected to its surrounding neighbourhood and broader region by public transport. Given the context and proximity to the Rockbank Train Station, and buses are likely to be the public transport mode for the foreseeable future.

Both a neighbourhood bus network and a broader regional network would be required. Services have been identified along four alignments, that would create a connected and legible public transport network and enable a high frequency service between the Aintree MTC and Rockbank Train Station.

Bus Interchange

The potential bus interchange location would be in the centre of the town, on the western proposed main street running north-south. This would mean it is most attractive to a larger number of users, as most of the town centre would be within 400m.

The location is also on a street which is unlikely to have high amounts of motor vehicle traffic. Given this location, and the role of the street, a kerbside bus interchange would be an appropriate design response. Bus bays could be located on either sides of the street, allowing to flexibility in bus operations. Determining the final number of bays requires a more in-depth analysis. Any space not immediately required for buses could be used for loading zones, taxi ranks, or parking, ensuring the space is available in the future.

Walking, Cycling, and Micro-mobility

In Victoria, more people walk than catch public transport, and it is a popular form of recreation.

One of the most important determinants of walking is having somewhere to walk. Studies have shown that the most important predictor of how much walking occurs in a suburb is how many places people can walk to within a 10 – 15 minutes. From a practical perspective, what this means for Rockbank North is that a diversity of destinations (shops, schools, parks, medical services, cafés) will need to be planned, all within a 10 minute walk of people's homes in order to create an environment that enables walkability.

The emergence of e-bikes, and e-scooters has resulted in a jump in the number of people interested in two wheeled mobility (the term 'micro-mobility' is now frequently used). It is therefore important that a much wider spectrum of users be considered when designing bike infrastructure. In addition to bikes, mobility scooters, e-bikes, e-scooters, and bicycle delivery are different forms of micro-mobility that Aintree should be catering for to maximise the diversity, sustainability and safety of the transport system.

Intersections

The level of protection desired by pedestrians increases with traffic speeds and volumes. Careful consideration of the type of crossing and the associated treatments is essential when designing pedestrian crossings.

The distance required to cross is a significant barrier to many pedestrians. This is particularly important for Rockbank North, where large arterial road intersections into the MTC will create barriers for pedestrians.

Roads and Parking

The following design principles accommodate motor vehicles while also ensuring a 'people first' approach is maintained:

- Turning radius should be minimised to slow vehicles and increase pedestrian safety at intersections.
- Slip lanes should be avoided as they create unsafe environments for pedestrians and cyclists.
- Locate off-street parking lots behind the main street frontages, and provide pedestrian access paths through to the main street
- Accessibility parking should be more highly prioritised than general access parking, especially in high value locations. Freight and deliveries are also critical to the economic performance of an area, and loading zones should be located to ensure they are convenient and plentiful enough to avoid delay.

Freight

Freight and heavy vehicle access will be important for the MTC to facilitate deliveries. While access may be required from time-to-time, the MTC is unlikely to regularly require access for B-Double trucks or heavier. The most common are likely to be garbage and supermarket delivery trucks.

Summary of the key opportunities identified by The Institute of Sensible Transport for the Aintree MTC:
















Topic	Opportunities	
 <p>Public realm and vibrancy</p>	 <ul style="list-style-type: none"> Facilitate transit oriented developments Creating pedestrianised zones and village squares Creating people focused streets 	
 <p>Traffic circulation</p>	 <ul style="list-style-type: none"> Safer and more consistent speed limits 	 <ul style="list-style-type: none"> Providing easy access to car parking from the periphery
 <p>Parking</p>	 <ul style="list-style-type: none"> Developing a coordinated, consistent and strategic car parking management framework Consolidate car parking to maximise space efficiencies Real time parking availability in high-demand areas 	
 <p>Public Transport</p>	 <ul style="list-style-type: none"> Provide a kerbside north-south bus interchange in the MTC Advocate for a neighbourhood and regional bus network, connecting new residential areas with the western suburbs Advocate for electrification of metro services to Melton 	
 <p>Cycling and micro-mobility</p>	 <ul style="list-style-type: none"> Create a Melton Cycle Network Improve cycling links to adjoining Councils Grade separation over freeways 	 <ul style="list-style-type: none"> Active transport wayfinding plan Better wayfinding and user information for public transport
 <p>Walking</p>	 <ul style="list-style-type: none"> Prioritised pedestrian crossings Safer speed limits Enhance pedestrian permeability 	 <ul style="list-style-type: none"> Grade separation over freeways Creation of pedestrian only areas Active transport wayfinding plan

Figure 14 - Aintree MTC Transport Opportunities

Stormwater Management Strategy

The Stormwater Management Strategy (SWMS) prepared by Spiire contained a summary of the following finding and recommendations:

This SWMS has investigated the management of catchment runoff and water quality to ensure the subject site is in accordance with best practice and Melbourne Water guidelines.

This involved investigating:

- Flood protection treatments to protect surrounding environments; and
- Implementation of stormwater quality elements to treat post-developed pollutant laden run-off to back practice guidelines.

Both RORB and TUFLOW modelling has been undertaken to assess the proposed conditions. Results have shown that the following elements will need to be incorporated into the MTC development, to ensure sufficient flood mitigation is achieved and no negative afflux to surrounding areas occurs:

- Implementing an inlet collection channel/ depression on the western side of Leakes Rd;
- Lifting the road to provide 2% AEP (50 year) flood immunity;
 - Noting that Melbourne Water may require the road to be lifted to above the 1% AEP plus climate change level

- 20no 900mm (h) x 1500mm (w) culverts to convey an expected 2% AEP flow entering the site;
 - Where it is expected that flows in excess of the 2% AEP event, will overtop Leakes Rd
 - If Melbourne Water require 1%AEP plus climate change immunity, culverts will have to be upsized accordingly
- Shaping of a waterway corridor downstream of Leakes Rd and through the north-west corner of the MTC site, to sufficiently convey the 1% AEP event; and
- Raising the proposed developable land adjacent to the major flow path, to allow for 600mm freeboard to the 1% AEP flood levels.

In addition, IWM opportunities have been considered. These may include:

- Rainwater tanks to capture roof water,
- Passive irrigation of street trees using kerb inlets,
- Utilising water and power efficient appliances and infrastructure,
- Stormwater harvesting in wetlands or retention ponds, and
- Opportunities to improve the liveability and amenity should be maximised through the site, creating connections and habitat to the downstream constructed waterways and wetlands in neighbouring properties.

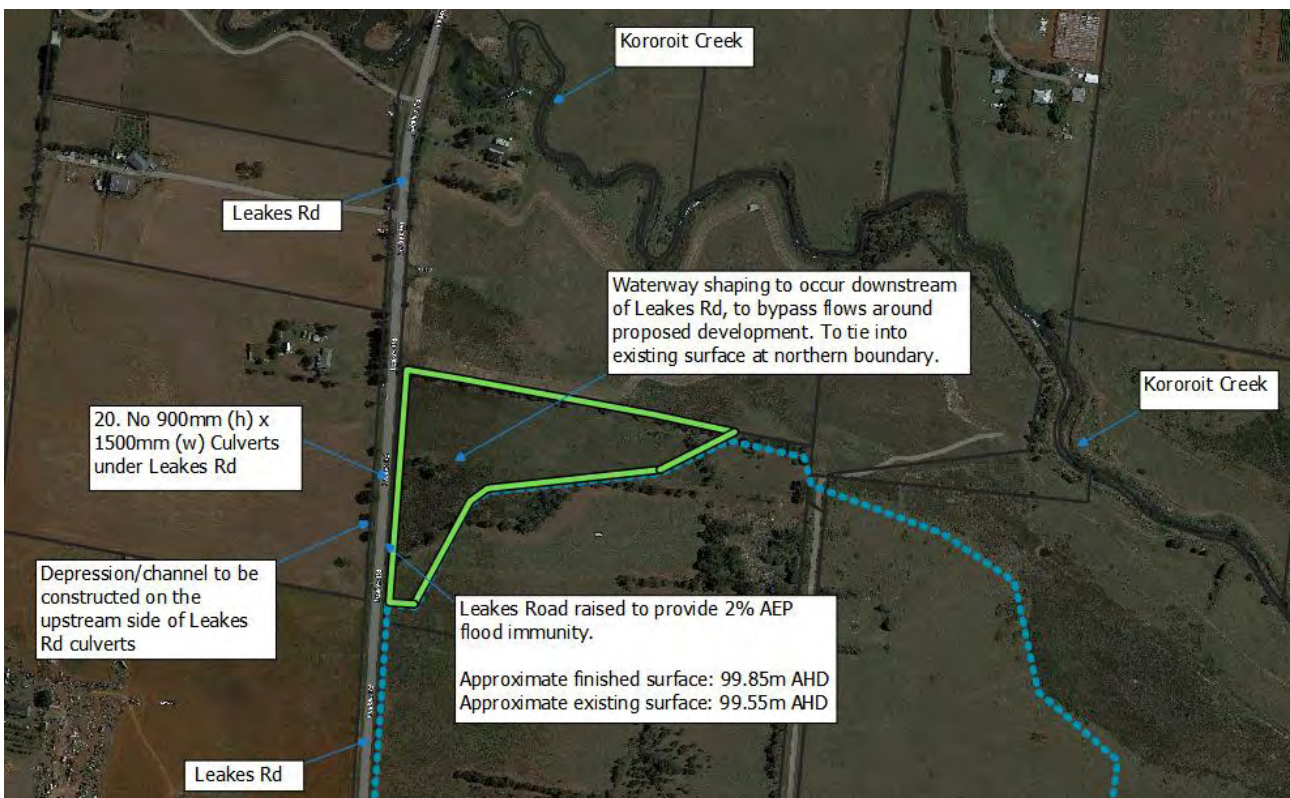


Figure 15 - Proposed Conditions Layout (Spiire, Feb 2023)

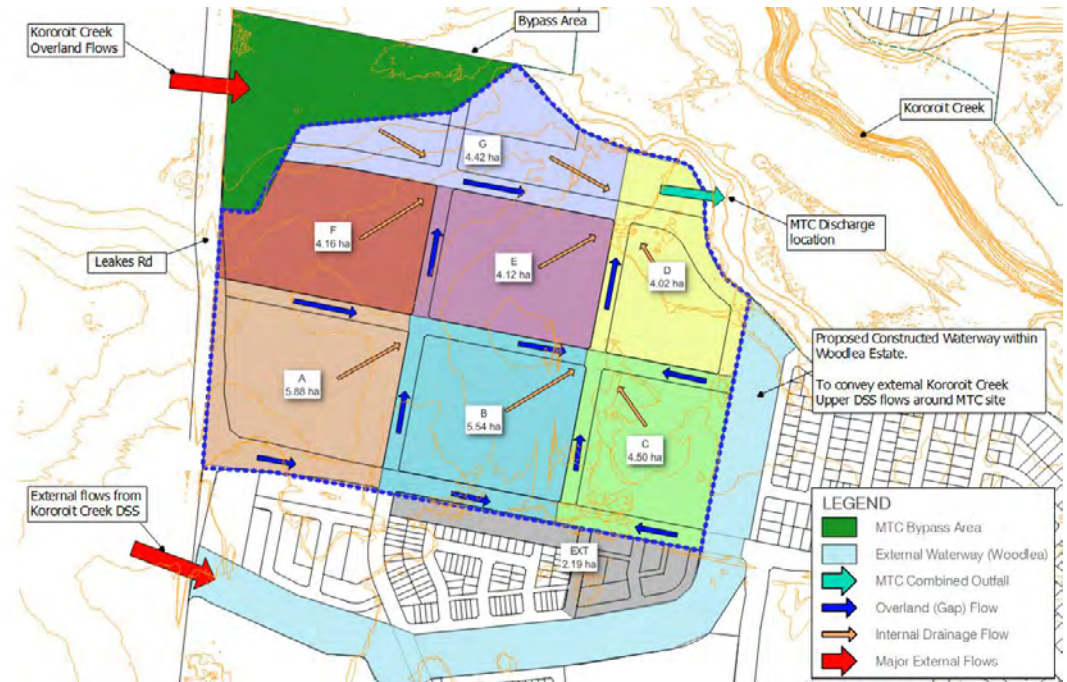


Figure 16 - MTC Developed Conditions Flow Layout (Spiire, Feb 2023)

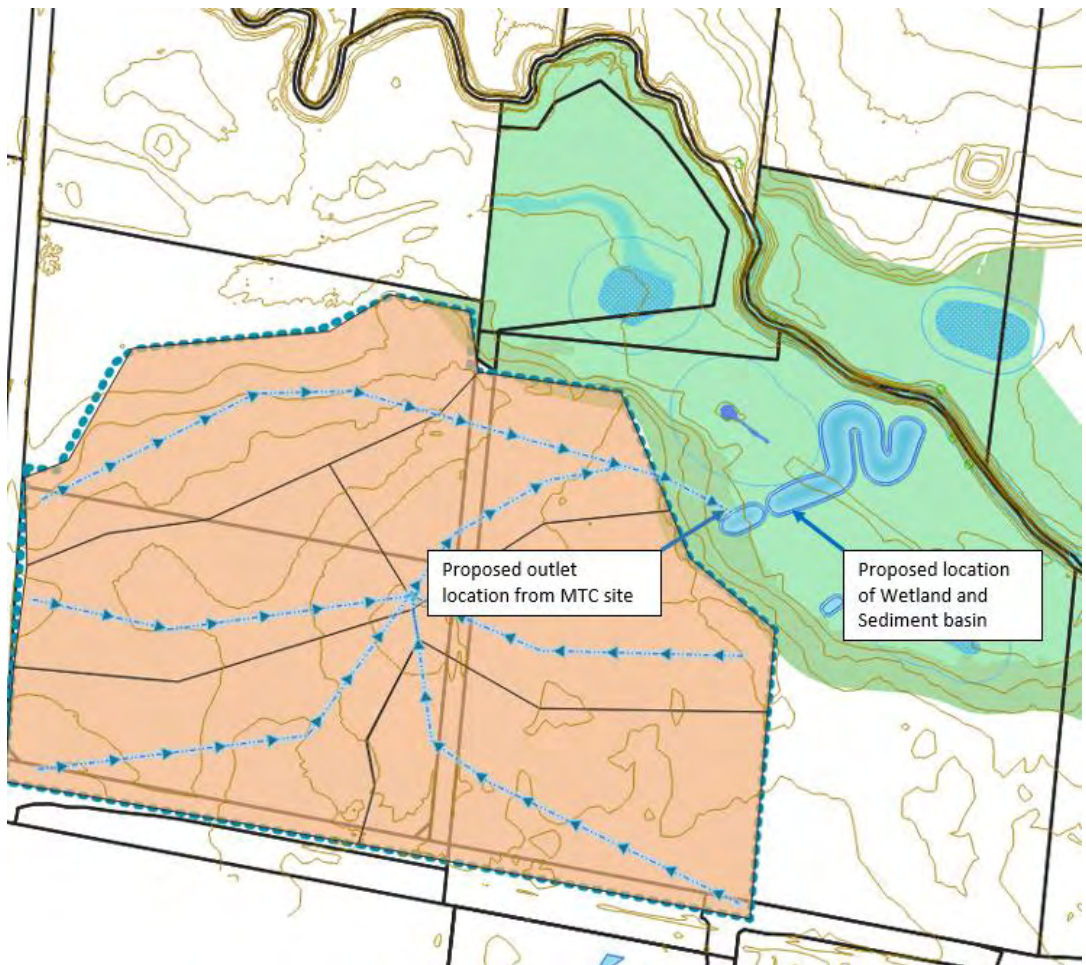


Figure 17 - Proposed development flows and approximate location of future water quality assets (Spiire, Feb 2023)



Vision & Strategic Directions

Consultation Summary

Engagement with stakeholders, authorities and the key landowners is a critical component of the successful UDF.

A consultation program has been undertaken centred around an initial intensive 3 day 'Charrette' program - designed to bring key decision makers, planners and designers together to workshop the key opportunities for the Town Centre.

A design charrette was chosen for the project, to maximise the collaboration and rapid generation of site constraints, and ideas for development. It is typically a multi-disciplinary collaborative event consisting of consultants clients/ staff working together to produce 'a plan'. Stakeholders—anyone who can approve, provide valuable information, promote or block the project, as well as anyone directly affected by the outcomes—were involved in the design process through a series of short feedback loops, discussions and rapid presentations.

The charrette generated a creative burst of energy across project stakeholders to build momentum for the balance of the project. It also set up the UDF with a feasible plan that has 'buy-in' from key decision makers, has unearthed the important decisions and challenges for the project, and can inform the preparation of a successful UDF.

Stakeholder sessions and land-owner presentations were held subsequent to the charrette and the preparation on initial UDF ideas and directions - in order to maintain the collaborative inputs to the project.

A further round of consultation specifically planned for City of Melton Council departments will capture the engagement from technical specialists across Council. Similarly a public consultation period will present the draft UDF to the wider community and seek input and feedback to improve and refine the final UDF.

The collaborative nature of the engagement process for the project has been critical to generating an authentic Town Centre Vision for the UDF. In addition it created a series of Strategic Directions for the Town Centre, generated from land-owners, stakeholders and decision makers, that have been collaboratively and creatively tested, reviewed and refined for the project.

Aintree Town Centre Charrette Presentations

The presentation slides are organized into three rows, each focusing on a different aspect of the town centre development:

- Row 1: Landmarks and Early Stages**
 - Slide 1: Landmarks and Early Stages. Question: "HOW DO THE EARLY STAGES OF THE AINTREE MTC CREATE A PLACE THAT IS INVITING, FEASIBLE AND EFFECTIVE?"
 - Slide 2: Landmarks and Early Stages. Question: "HOW DO THE EARLY STAGES OF THE AINTREE MTC CREATE A PLACE THAT IS INVITING, FEASIBLE AND EFFECTIVE?"
- Row 2: Ideas, Initiatives and Actions**
 - Slide 3: Ideas, Initiatives and Actions. Question: "IDEAS, INITIATIVES AND ACTIONS TO ENSURE THE AINTREE MTC IS A GREAT CENTRE AND A HEART FOR THE COMMUNITY?"
 - Slide 4: Ideas, Initiatives and Actions. Question: "IDEAS, INITIATIVES AND ACTIONS TO ENSURE THE AINTREE MTC IS A GREAT CENTRE AND A HEART FOR THE COMMUNITY?"
- Row 3: Community Facilities**
 - Slide 5: Community Facilities. Question: "IDEAS, INITIATIVES AND ACTIONS TO ENSURE THE AINTREE MTC IS A SUCCESS FROM ITS EARLY STAGES?"
 - Slide 6: Community Facilities. Question: "IDEAS, INITIATIVES AND ACTIONS TO ENSURE THE AINTREE MTC IS A SUCCESS FROM ITS EARLY STAGES?"

Aintree Town Centre Charrette Collaboration



Vision

A new major Town Centre is emerging with a distinctly local feel, paving the way for a greener, more climate-responsive future. Aintree Town Centre will be a place for locals to live, work, and play, and a destination for visitors to experience the best of the West.

Aintree MTC will offer exceptional amenity, leveraging its location on the Kororoit Creek to create a character and identity that is local and authentic. Community, health and education facilities will be important, and a diverse range of people and socio-economic groups will be considered.

It will include a major new central town square, and will be flanked by a network of sporting fields to the west and passive open space networks to the north and south. Within this natural landscaped setting, the Aintree Town Centre will be truly urban, with a medium-high density mix of retail, commercial, housing, health, education and community facilities embedded in a sustainable and walkable environment.

With a focus on quality public and mixed use spaces, it will set a new benchmark for the design and delivery of Town Centres. It will be well integrated with public transport and new transit modes, and it will provide a diversity of medium and high density housing options catering for the widest possible range of residents.

With an emphasis on street life and **high quality public realm**, it will be active and inviting day and night, fostering an environment that maximises opportunities for independent businesses to thrive. More people will live in **a range of housing types** close to the Town Centre, and the **streets will be designed to encourage active transport** so that walking, cycling and e-scootering will be safe, easy and accessible.

An integrated bus network and micro-mobility options will connect residents to employment and education beyond Aintree, while the Main Street will provide a destinational retail component and also cater for local residents' every day convenience. There will also be a logical connection via Leakes Road to the Rockbank Train Station, connecting the Town Centre further to Greater Melbourne.

Strategic Directions

The Aintree MTC will comprise an intensive mix of uses, creating a walkable, well-connected, sustainable, compact Town Centre that fosters human activity and well-being and maximises housing choices and liveability for the local community.

The following strategic directions will guide the development of a context responsive Urban Design Framework for the future Aintree Town Centre community:

- Deliver a placed-based activity centre that creates **'places for people'** within a 20 minute neighbourhood .
- Create a Major Town Centre that is **connected and accessible** via multiple modes of transport and integrates with the surrounding residential neighbourhoods.
- Plan for a **deliverable and economically viable** Major Town Centre, particularly in the early stages of development, whereby the role of design is to enable delivery of short term projects, while recognising the long term goals.
- Provide opportunities for small and medium local businesses and enterprise.
- Plan for the early delivery of **accessible, high quality public spaces and destinations** of interest.
- Ensure the Major Town Centre has **inbuilt capacity for growth and change** to enable adaptation and the intensification of uses as the needs of the community evolve.
- Provide capacity for a minimum of 36,500 sqm of shop floor space and the capacity for 58,500 sqm to 72,500 sqm of commercial development.
- Incorporate flood mitigation measures and WSUD to minimise impacts to the Kororoit Creek Corridor, and to **create climate positive, resilient spaces** within the MTC

Principles

The following guiding principles outline the integrated aspirations for the MTC into the future. The Emerging Vision describes the experience of the MTC, that would result from these aspirations. The Strategic Directions capture the key ways in which these aspirations will be realised through the UDF.

A truly Liveable Town Centre

A true mixed-use precinct that supports local business, employment, community and residential uses.



A Smart and Connected Town Centre

A Town Centre that is connected to the broader transport network, whilst also providing local transport options.



A Retail Heart

A destinational retail environment that supports a diverse local convenience offering.



A Food and Hospitality Hub

An urban destination that connects people with great places to work, shop, eat, drink relax and socialise.



A Commercial Destination

A Town Centre that supports a wide-range of commercial businesses, work and employment options.



A responsive urban environment focused on health and wellbeing

A heart for the local community that supports healthy lifestyles, and great liveability choices.



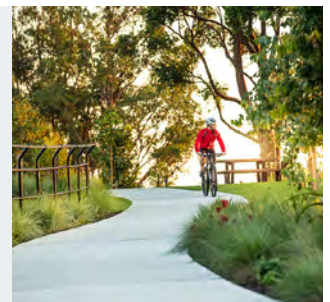
Climate and Culturally Responsive

An environment that facilitates more resilient, and adaptable, and responds to the diverse culture of it's residents and visitors in different ways.



An ecologically supportive Town Centre

It will embed sustainable living and ecological practices through relationships to nature, space, technology and design.



A place for local recreation events and festivities

A thriving day and night economy with local entertainment and community activities.



People-Friendly Streets and Open Spaces

A network of streets, links and outdoor spaces that are safe and accessible for all ages and abilities, and support a local 'street life'.



Delivering Successful Town Centre's

Town centres play a key role in the life of any community. They are the public spaces and places where people can meet, purchase goods and access services, socialise and feel at home. They provide employment and economic opportunity and are particularly important in greenfield suburbs where established areas with retail or community services are not often nearby or easily accessed.

The increasing understanding of the benefits of resilient and sustainable communities, and the introduction of the concept of the 20-minute neighbourhood in Plan Melbourne 2017-2050 place even greater emphasis on the role that town centres inhabit at the heart of suburban life.

The emergence of 'shopping centre' style retail forms in the post-war period has often been criticised for a number of reasons - generally for the poor integration with surrounding areas and unattractive inward-facing retail focus. Economically they are perceived to limit local retail business opportunities and adopt standard formats that favour franchises.

The design of town centres has often encouraged car usage and made access by walking and cycling more difficult creating significant social and health impacts.

There is also concern that the privatised nature of the shopping mall reduces community interaction to commercial transactions in a controlled environment. Without equitable, inviting, 'free' public spaces, those less able or willing to purchase goods, such as youth, elderly and the disadvantaged, may be unwelcome or unable to utilise the spaces for gathering and socialising.

Additionally, the uniformity of the standard retail model fails to reflect the identity of the local community as it favours chain stores over individual local businesses. While there is some diversification and innovation in the design of new centres in Melbourne, most remain stubbornly car based and monotonous in their retail offerings.

Consideration will also need to be given to the timing of retail provision in new neighbourhoods. Long delays cause significant dissatisfaction amongst new residents, reducing community cohesion and entrenching patterns of car dependency.



Springfield Orion Town Centre

The Challenges

A number of planning, design and development shortcomings have been identified that commonly constrain the successful delivery of a new town centre:

- **Short-term involvement** — Developers build and leave, without maintaining and improving the community as it grows over time, resulting in unsuitable infrastructure and amenity. The developer is not incentivised to be innovative, sustainable, or community-responsive given they will not 'hold the asset' in the long term.
- **Standardised over customised** — The approach to design is often standardised and relatively constrained, resulting in retail and community spaces that all look the same.
- **Restricted creative license** — Developers are heavily influenced by the needs of conventional retail, particularly big retail players that tend to convey a degree of conservatism. This tends to drive town centre environments that can easily 'look like the last one'.
- **Packaged for the big retail players** - The risk averse development approach tends to 'package' the retail offering for the bigger, national retail franchises and groups. This makes it difficult or impossible for small local business, or 'mums and dads' retail, to get a foothold tenancy within their own community.
- **Environmental disconnect** — Limited consideration for open, green space and the need to connect with nature to create a happier, healthier community. This is often a key criticism of local retail centres from the community living nearby.
- **Lacklustre journeys** — Communities designed around the traditional street 'grid' to maximise traffic and servicing efficiencies, rather than focusing on walkability and the user 'journey' or experience.
- **Sense of separation** — Creating spaces that fail to connect shoppers, visitors and workers to their community and environment, and that focus solely on retail footfall and not the sense of the town centre as the 'heart' of the community.



Edmonson Park Town Centre



Alkimos Town Centre



Oran Park Town Centre



Ripley Town Centre

Benchmarking Key Findings

A range of key elements were identified that are significant in terms of their positive contribution to creating a successful town centre. In summary the Aintree MTC should look to incorporate the successful characteristics of town centres including:

- Early delivery retail (Stage 1) that manages to create a 'sense of place' and something more than just a convenience destination for supermarket shopping,
- Better accessibility by active and public transport,
- Decreased focus on vehicle accessibility and car parking,
- An open urban form,
- Be located centrally to be a community anchor
- A 'main street' that encourages people to linger, gather and experience those incidental social and communal moments,
- Public places and spaces that are shady in summer, weatherproof in winter, and generally comfortable and equitable places that all ages want to actually visit,
- An urban environment that balances retail and commercial business with a connection to nature, water and landscape - through canopy trees, urban water management and generous green spaces,
- Character precincts that allow people to experience different journeys in different spaces, far removed from the traditional street 'grid,'
- Have increased density of housing around retail centres to provide a larger catchment of people within walking distance, increasing viability for a range of businesses,
- Include office accommodation for small business start-ups, community services and activities should be available,
- Unique and playful 'moments' within a town centre that encourage walkability and excitement for young families,
- A considered 'skyline' (even in early stages) that provides a visual landmark for the core of the centre, and establishes some building height to provide visual cues for public spaces and a sense of enclosure,
- Shared infrastructure initiatives that foster a sense of community sustainability and resilience, and can replicate/ complement the sustainable aims of residents,
- More opportunities for smaller businesses and start-ups which reflect the local community, and therefore add to social inclusion.



Appendix A

Benchmarking Studies

Benchmarking Key Findings

A benchmarking process has been undertaken to review and analyse case studies of town centres from around Australia. The objectives are to learn from the planning, design and development delivery of similar centres and assess the good and bad components of current greenfield town centre creation.

A selection of town centres were examined, including:

- Springfield Orion Town Centre, Brisbane
- Ripley Town Centre, Brisbane
- Edmonson Park Town Centre (Ed Square), Sydney
- Oran Park Town Centre, Sydney
- Alkimos Town Centre, Perth
- Armstrong Creek Town Centre, Geelong

A number of other centres were included in the analysis for specific elements of their delivery and development, including Mawson Lakes (Adelaide), Gungahlin Town Centre (Canberra) and Point Cook Town Centre (Melbourne).



Edmonson Park Town Centre



Oran Park Town Centre



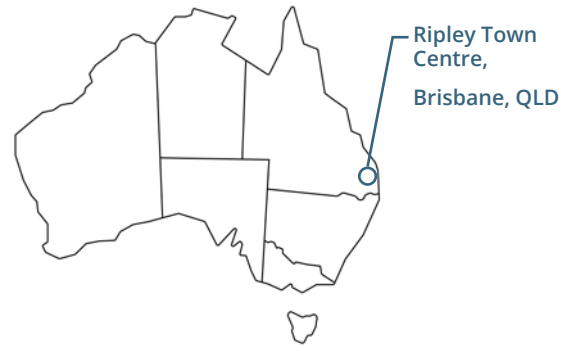
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Ripley Town Centre

Location and Summary

- Located in Ipswich in south-east Queensland,
- The Ripley Valley Priority Development Areas covers a total area of 4,680 hectares — one of the largest PDAs in Australia.
- The broader Ripley region will see approximately 133,800 new residents by 2036.
- Sekisui House Australia, as master community developer is challenging traditional conventions of masterplanned communities
- Creating a \$1.5 billion masterplan vision of a low-carbon, connected community.



Key Metrics

- Growth Area - 4,680 Ha
- Town Centre Site - 31 Ha
- Surrounded by 40 hectares of parkland and open space (including Ecco Ripley)
- 2 hectares of public and cultural outdoor space within Ripley Town Centre
- Stage 1 (2018/2019) - a Coles Supermarket, BWS, Anytime Fitness, Medical Centre, and approximately 20 specialty stores across café and casual dining, health, beauty, services and business.
- A community facility 'Minka Place' opened, reinforcing Ripley Town Centre as a mixed-use environment catering to the needs of a thriving local community.

Project Focus for this Case Study

- **Landscape and Ecological Approach**
- **Low-Carbon Framework**

Why is this interesting?

- **Liveability** - 20-minute neighbourhood philosophy
- **Ecological connection** - Satoyama focuses on the mutual benefits of integrating natural habitats with built environments, connecting people through 'ribbons of green'.
- **Future-proofing low carbon** - Private community energy network
- **EV Ready** - Private electric car share scheme
- **Lifestyle housing models** - Body corporate shared guest apartment scheme



Planning and Design Highlights

- The masterplan vision draws on the 20-minute neighbourhood philosophy to create a low-carbon, connected community, with major facilities and amenities within a 20-minute walk.
- Underpinning the TC is the Japanese concept of Satoyama. At its core, Satoyama focuses on the mutual benefits of integrating natural habitats with built environments, connecting people through 'ribbons of green'.
- Guided by Satoyama, significant value has been placed on generous green spaces, creating community and resident engagement, and to embed healthy, fulfilling lifestyles that fosters continued growth and prosperity of the community,
- The 'Gohon no ki' ('five trees') landscaping concept, which incorporates Satoyama design, also aims to promote biodiversity protection by creating gardens with indigenous tree species suited to the local climate and to increase green coverage in the community.
- The community 'circular model', develops community and commercial operators to realise considerable savings and benefits, while also reducing their carbon footprint and adding long-term asset value
- A private community embedded energy network enables electricity to be purchased in bulk and provided to existing tenants at a competitive rate.

- Ripley Town Centre's car park currently incorporates solar panels generating ~75% of the electricity for the existing shopping environment.
- Early infrastructure delivery during the planning and development phase to allow for smart technology that is agile for change
- Incorporation of the 'guest apartment' concept allowing residents to utilise living space better while having access to shared guest accommodation



Edmonson Park Town Centre

Location and Summary

- Located within the Liverpool LGA, and developed by Frasers Property in conjunction with Landcom.
- The masterplanned community covers more than 25 hectares and will incorporate 1,884 dwellings on completion.
- Ed.Square Town Centre will be home to approximately 90 retailers across 25,000m² of retail space, including additional amenities and a kids' play zone
- The second stage is anticipated to include an additional 15,000m² of retail space.



Key Metrics

- Growth Area - 423 ha
- Town Centre Site -26.1 ha
- Retail GFA - up to 45,000 sqm of retail, business and commercial floorspace along with associated uses
- Inclusion of 912 dwellings within the town centre

Project Focus for this Case Study

- **Residential density around Retail core**
- **Highway interfaces**

Planning and Design Features



Why is this interesting?

- **A community landmark** - Utilises a landmark 68-metre high residential tower atop the shopping centre as the visual totem for the TC,
- **Early character** - Huge landmark public digital screen by artist James Dive - an interchangeable outdoor artwork that sends greetings to patrons and is "unapologetically cheerful".
- **Wellbeing focused** - embeds planning that can tackle obesity, loneliness and growing depression issues,
- **Urban Liveability** - includes significant medium and higher density housing right in the core of the TC, and has delivered it early



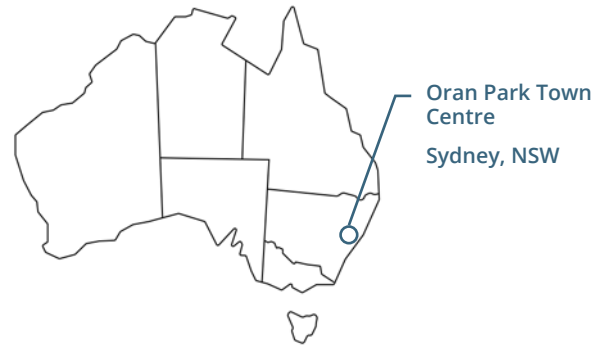
- Inclusion of a single 'landmark development' building of up to 30m in height (within 300m of the train station)
- The next stage will include Eat Street and more than 40 specialty retailers.
- Promoting family play, outdoor dining and community events, Town Square at the spine's centre, becomes the 'living room' for the community.
- Unlike many mixed-use town centre developments where homes are set back from the retail and commercial components, HDR's design has embedded homes into the overall town centre experience.
- The precinct has achieved a 6 Star Green Star Communities rating from the Green Building Council of Australia, representing world leadership. It has also achieved 5 Star Green Star Design & As Built for the apartments, and 6 Star Green Star Design & As Built for the retail component



Oran Park Town Centre

Location and Summary

- Located in the Oran Park Precinct, approximately 10km from the Campbelltown-Macarthur centre, and forms part of the South West Priority Growth Area
- Since rezoning, Oran Park Town has grown to form a thriving new community of around 6,500 people, and over 3,100 approved residential dwellings / allotments
- Completion of Stage 1 of the Podium Shopping Centre;



Key Metrics

- Town Centre Site -26.1 Ha
- Retail GFA - a maximum of 50,000m2 GLAR of retail premises,
- Existing facilities include Stage 1 of the Oran Park Podium retail complex (comprising over 9,000m2 of retail floor space and 3,900m2 of commercial floor space) and main street, Camden Council Administration building, Oran Park Town Library and the Town Park.
- In total, there is currently over 20,000m2 of retail and commercial floor space in the Town Centre.

Project Focus for this Case Study

- **Town Centre Staging (early delivery)**
- **Built form approach**

Planning and Design Highlights

Why is this interesting?

- **Local landmark** - Early delivery of 12 storey residential tower as a landmark within the Town Centre that visually anchors the Main Street and the Civic Node.
- **Flexible work** - SmartWork hub concept
- **Indoor/ Outdoor** - Bringing the outside in through naturally ventilated winter garden connecting a proposed “Market Place” to the Town Park.
- **Early stage anchors** - New Camden Council offices (early delivery)



- Beyond Stage 1 - additional ground floor retail floor space to accommodate improved retail and leisure (restaurants/bars and the like) activities;
- A commercial building, comprising five levels above the ground floor retail; and
- A residential apartment component that will provide additional and more affordable housing product
- Housing diversity with exceptional access to a great variety of retail, leisure, civic activities.
- A 12 storey residential tower will become a focal point of the Town Centre above the ground floor retail at the corner of the proposed Main Street and Central Avenue - marking the confluence of leisure, civic, employment and residential activities.
- A Smart Work Hub has also been delivered as part of the Oran Park Town Centre Stage 1 development and provides office space for up to 100 people, for hire on a temporary or permanent basis. The Smart Work Hub is an innovative approach to providing a better work-life balance for people who typically travel long distances to and from the South West.



Orion Springfield Town Centre

Location and Summary

- Located in Springfield, the rapidly growing masterplanned city, Orion Springfield Central was developed by Mirvac in March 2007
- Underwent a major expansion that was completed in March 2016
- The Greater Springfield project is Australia's largest master planned City and community development project in single private ownership City and community development project in single private ownership (ultimate planned population 105,000 by 2030).



Key Metrics

Growth Area - 320 Ha

Town Centre Site - 40 Ha

Retail GFA - Approx. 71,000 sqm (full build out)

Current Retail GFA - 32,000 sqm

Project Focus for this Case Study

- **Main Street pedestrian environment**
- **Built form scale and controls**

Planning and Design Highlights



Why is this interesting?

- **Pet Friendly** - Sirius Off Leash Dog Park on Main Street! Complete with canine public art.
- **Community anchor** - Locate the Ipswich Library on an important entry corner
- **Solar responsive** - Orientation and solar aspect considerations of the built form and street façades
- **Issues with backs and fronts!** - successful frontages and activation falls away dramatically beyond the main Street environment as blank façades face out on to empty future development parcels.
- **Local work options** - Incorporates a new mobile worker hub, The Third Space (co-working hub)



- Main Street is a really comfortable human scale - with enough enclosure and active shop fronts to feel vibrant and inviting.
- Two storey built form has been located on the northern-side of the street, providing some shading and verandah/ awning elements to the footpaths, while the southern side is typically a (high and articulated) single storey, with façades often setback for sunny outdoor seating. In this way it provides really clear options in poor, good, or hot weather.
- On-street carparks on Main Street are very limited, and constrained to 30min parking - essentially either 'hero' carparks or some limited service deliveries. The focus is on pedestrianisation and a slow speed environment.
- Generous pedestrian crossings connect the north-south laneways and mall spaces, typically either enclosed or shaded and semi-enclosed. These are delineated with overhead roofing and shelter across the street which adds as a visual cue to the entries but also provides a seamless weatherproof pedestrian environment.
- Street trees and streetscape greenery is a little limited particularly in the western end of Main Street, but there are mature street trees in outstands to the eastern end.
- Landscaping and catenary lighting is more prevalent in the town square space, central to main street - a successful community space (if a little commercialised with the surrounding retail and cafe tenancies).
- The Town Square is small by most typical centres - approx. 30m x 30m - but has a good sense of enclosure and upper level.



The Town Square anchors the main north-south pedestrian axis known as the North Star Crossing. There are major public spaces to the northern, and southern end of the North Star Crossing alignment, beyond the Main Street environment, and these are more challenging in their success as public spaces and activated places.

- Incorporates an Off Leash Dog Park on Main Street, which is located to utilise a dead corner with little activation (on a blank wall of the Target store). The Sirius dog park has public art and sculpture to embed it into the character of the Main Street.
- This is predominately as the activity of the centre drops off dramatically as you walk beyond the core and the Main Street - and the centre suffers that typical problem of staged Town Centres in that the blank, inactive service frontages face out to the wider street network and are the dominant visual cue as you approach on foot from the north or south.



Armstrong Creek Town Centre

Location and Summary

- Located 7 kilometres south of the Geelong Central Activities Area and is centrally located within the wider Armstrong Creek Growth Area
- Will accommodate around 22,000 dwellings and 54,000 - 65,000 people in a wide range of housing and densities

Key Metrics

- Growth Area - an area of 2,350 hectares
- Town Centre Site - 40ha masterplanned retail, commercial and residential community
- Retail GFA - Total of 75,000 sqm of retail, 50,000 sqm of non-retail including commercial, childcare and medical facilities and over 1200 residential dwellings
- Stage 1 - 9755 sqm retail complex on a 2.07ha site

Project Focus for this Case Study

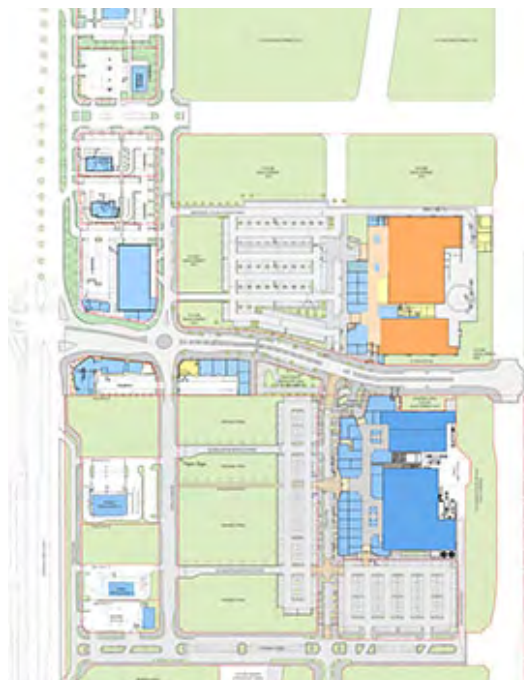
- **Residential density around Retail core**
- **Highway interfaces**

Planning and Design Highlights



Why is this interesting?

- **Main highway frontage** - Surf Coast Boulevard and its access arrangements into the TC are similar in their challenges to Leakes Road environment
- **The missing 'doughnut'** - major challenges in the short-medium term development of the key parcels around the TC core
- **Short-term uses** - currently large format hardware stores are being developed between the Stage 1 retail and the Highway
- **Planning detail** - the Structure Plan also took a highly prescriptive approach to the layout and design of the retail floorspace within the retail core. This has received some criticism for unduly limiting the retail build out and progress.



- The site adjoins a future home of the Armstrong Creek train station. The State Government has committed to start planning for the transit corridor to consider future land use, environmental issues and development and population plans.
- The Surf Coast Boulevard Central Precinct objective is to provide a gateway entrance to the ACTC from Surf Coast Boulevard. This will be achieved by encouraging key iconic buildings to frame and enhance the primary vehicle and pedestrian entrance into the TC
- The Surf Coast Boulevard Edge Precinct objective is to provide employment opportunities close to the core of the town centre. It will provide for a mix of small to medium format restricted retail, commercial and higher density residential uses fronting the Surf Coast Boulevard, Boundary Road and Burvilles Road.



Alkimos Town Centre

Location and Summary

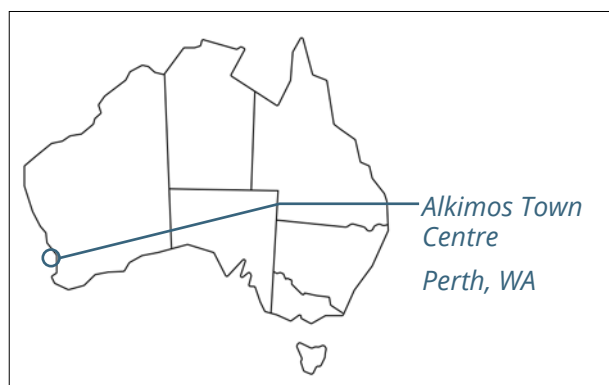
- Located 17 kilometres north of the Joondalup Strategic Metropolitan Centre and approximately 8 kilometres south of the Yanchep Strategic Metropolitan Centre.
- DevelopmentWA is working together with the State Government, City of Wanneroo, partner developers and builders, community groups, landowners
- Future 100,000 population within the Alkimos broader catchment area, and the TC is planned to accommodate around 13,500 jobs
- The 198ha Alkimos Central site is located within the central portion of the Alkimos region. Built around the new Alkimos train station, Alkimos Central will be a transit focused pedestrian hub

Key Metrics

- Growth Area - an area of 2,626 ha
- Town Centre Site - 198 ha
- Retail GFA - 75,000m² of retail floorspace
- Commercial GFA - 67,000m² (retail NLA) and 60,000m² (bulky goods NLA)
- Total of 1895 dwellings (2040) and longer term 3335 dwellings (2060) within the TC

Project Focus for this Case Study

- **Sustainability Framework**
- **Early delivery of Community Activation**



Why is this interesting?

- **Leading sustainability** - Awarded Australia's first 6 Star Green Star – Communities rating for a residential master-planned project from the Green Building Council of Australia (GBCA).
- **Zero-carbon energy** - Australian-first community energy storage trail now underway is certainly among the most exciting - more than 50 homes across the community are now connected virtually to an innovative 1.1MWh solar energy storage system.
- **Place activation** - Incorporates an Activation Plan for the Town Centre to focus the State Government's commitment for activation from 'Day One'
- **Participatory education** - Community education strategy around the environment, water and energy.
- **Local business incubator** - The Sprout Hub is also fostering a sense of community and helping micro businesses get off the ground. The Hub has been established for three years to host community events, support local groups, businesses and not-for-profits



Planning and Design Features:

- Fibre-to-the-premises internet to every home has been installed to encourage teleworking, while WiFi will be provided in major public spaces to foster economic and social opportunities.
- Mandatory solar panels on all new buildings
- “There is usually quite a lag between when residents move in and when community infrastructure is built. The Sprout Hub bridges that gap.”
- Australian-first community energy storage trail now underway - more than 50 homes across the community are now connected virtually to an innovative 1.1MWh solar energy storage system.
- Incorporates ‘Interim Uses’ clauses, defined as:
 - ‘A land use that is permissible within the prescribed zone, but because of its nature, scale, form or intensity, is not an appropriate long-term use of the land within the Activity Centre Plan area.’
 - This includes restrictions on interim uses that must contribute to the public realm, incorporates built form structurally capable of vertical intensification over time; and forms part of a large staged built form strategy; or be easily removed from the site or be appropriately adapted to suit a permanent use that is to the satisfaction of the Council

