Aintree Major Town Centre

Urban Design Framework

August 2023

Contents

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.

1.

Introduction

1.1 Purpose of this Document

This is the Urban Design Framework (UDF) for the Aintree Major Town Centre (MTC) as identified in the Rockbank North Precinct Structure Plan (PSP). The Aintree MTC was formerly known as the Rockbank North Major Town Centre.

The purpose of the UDF is to set out an integrated vision for the Aintree MTC and guide its use and development over time. The aim of the UDF is to provide guidance for the future development, including land use, built form and public realm outcomes, within the UDF area.

The goals of the UDF are to:

- Establish a clear and integrated vision for the Aintree MTC.
- Guide the use and development of the area through objectives, planning and design requirements and guidelines.
- Establish an implementation program of statutory and strategic initiatives.
- Provide certainty in preferred development outcomes to Council, private sector and the community.

1.2 Background to the UDF

The UDF builds on the work undertaken as part of the Rockbank North PSP and the Aintree MTC Background Report, which looked at the specific issues and constraints relevant to the site. Given some ten years have passed since the completion of the Rockbank North PSP, specialist reports including a Traffic Report; Flood Modelling report and Economic Assessment Peer Review have been prepared as input into the preparation of the Aintree MTC Background Report and the UDF itself.

Council Stakeholder and landowner consultation occurred throughout the UDF process through community consultation sessions, landowner and Council stakeholder Design Charette Sessions and receipt of submissions. The charettes occurred early in the process with an intention of agreeing on the key objectives of the UDF and working through the major design decisions.

1.3 How to use this Document

The Aintree MTC UDF is arranged into five sections, as outlined below:

INTRODUCTION

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

CONTEXT

Section 2 will outline the site and regional context, and summarise the key site considerations outlined in the background report.

URBAN DESIGN FRAMEWORK

Section 3 will address the vision and urban design principles. To further explain the vision for the MTC, this section is organised into the following broad themes:

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

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

IMPLEMENTATION & STAGING

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

REVIEW

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

This UDF adopts a considered structure which is underpinned by the contextual and site analysis, which informs the Vision, Key Principles and the Framework plans. It then details the Objectives, Strategies and Guidelines to be met through future planning applications in order to achieve the overarching vision of the MTC.

Principles – Guide the creation of a great town centre.

Requirements – Must be achieved by the development of the MTC.

Guidelines – The Guidelines provide a series of requirements that must or should be complied with in order to deliver on the objectives and activate the strategies.

2.

Context

Regional Context Plan

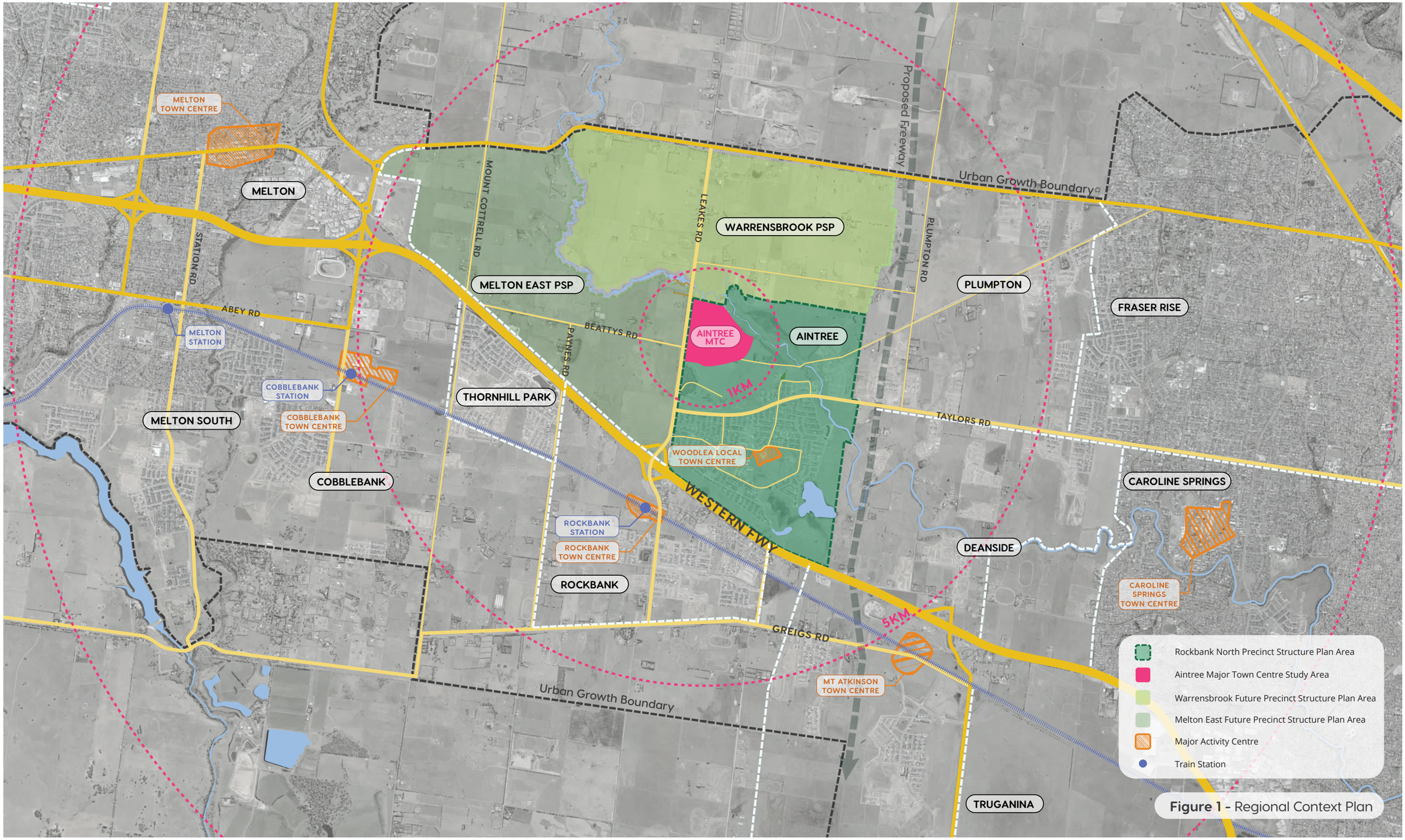


Figure 1 - Regional Context Plan

2.1 Site Context

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

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 own the majority of the TC area, and Landowner 2 who own the parcels at the eastern edge 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 significant stands of existing mature canopy trees that could be retained and celebrated in a future town centre environment,
- The north-western corner of the MTC area is constrained by a Land Subject to Inundation Overlay (LSIO), 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.

The Kororoit Creek Corridor interface

Conservation Woodlands interface

2.1.1 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.

- **Kororoit Creek Interface** - The Kororoit Creek corridor runs across the northern boundary of the MTC, east of the Warrensbrook PSP abuttal. As the Kororoit Creek frames the Aintree Major Town Centre 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 abutts 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 PSP 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 the planning phase with 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.
- **Warrensbrook PSP Interface** -The north-western boundary of the MTC abutts the future Warrensbrook PSP area, which sits on LSIO flood plain within the Kororoit Creek corridor. While this area 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.
- **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 a walkable catchment to the MTC

Site Features Plan

Figure 2 - Site Features

2.2 Rockbank North Precinct Structure Plan (PSP)

The Rockbank North PSP is the guiding document for the preparation of the Aintree UDF as set out the urban structure for the greater Rockbank North area and defines the role and purpose of the MTC within the Melton Growth Corridor.

A Concept Plan (Figure 4) was included in the Rockbank North PSP which illustrates the overall vision for the Major Town Centre and is underpinned by a series of 'Organising Elements' diagrams which help to further explain the preferred vision for the MTC.

The Concept Plan and the relevant Requirement and Guidelines set out in the Rockbank North PSP were considered when preparing the UDF to ensure that the UDF document responds to the Concept Plan in the PSP. Refer to Appendix 1 to see an assessment of the UDF against the relevant Requirements and Guidelines.

The PSP identifies the boundaries of the "Area subject to urban design framework" (See Figure 3). 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 that will be utilised in the UDF and is referenced throughout this document.

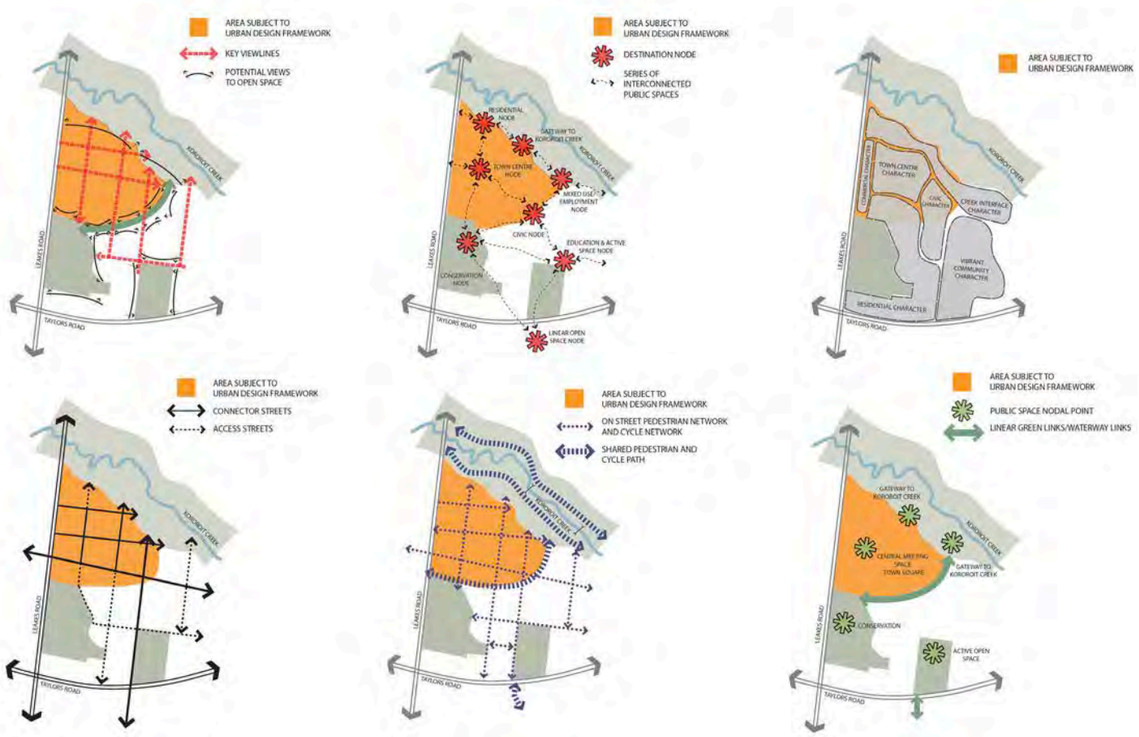


Figure 3 - Organising Elements from Rockbank North Precinct Structure Plan (2012)

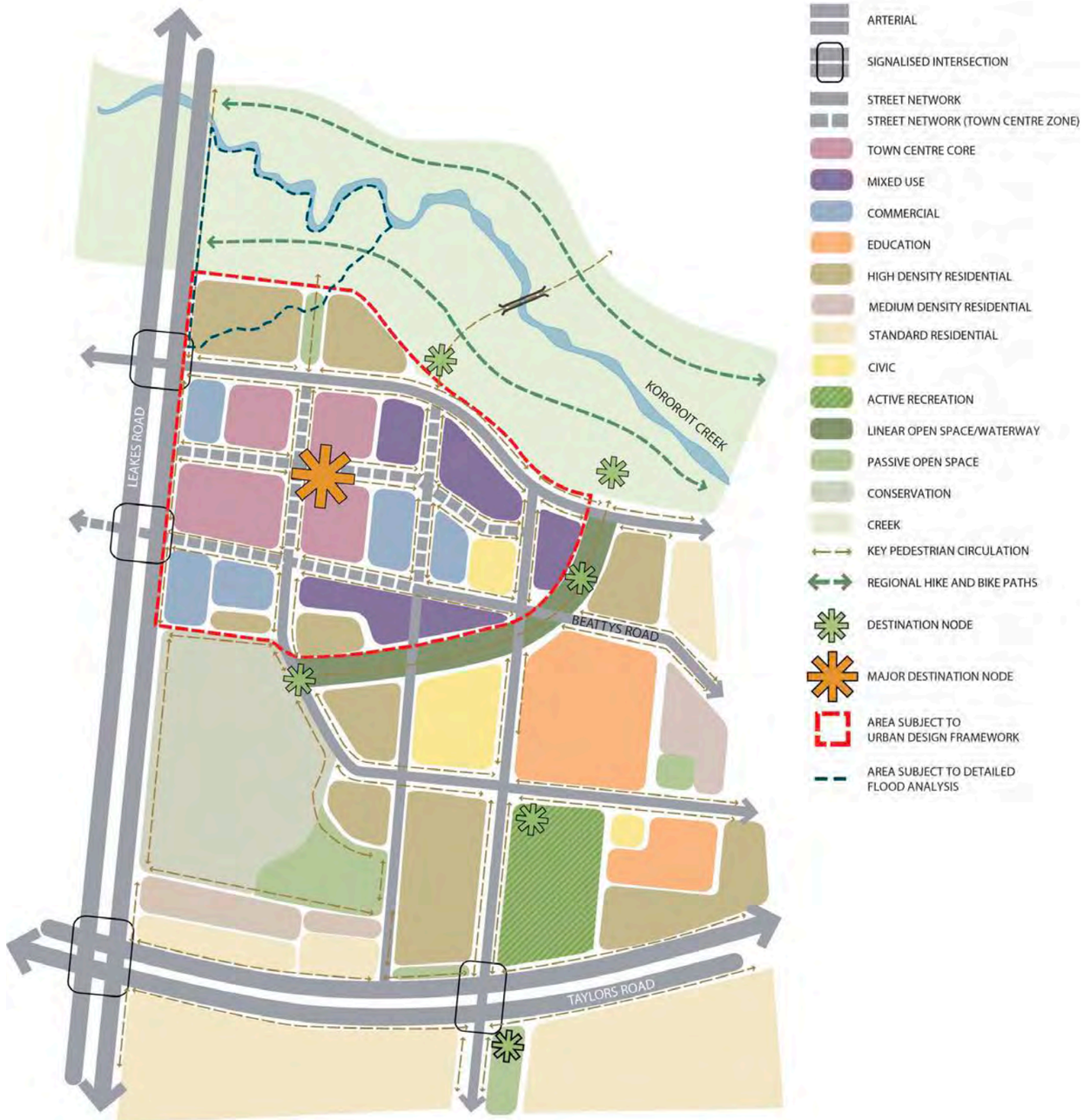


Figure 4 - Major Town Centre Concept Plan from Rockbank North Precinct Structure Plan (2012)

3.

Urban Design Framework

3.1 Summary

The Urban Design Framework responds to a number of key influences, including the:

- The Kororoit Creek Corridor and floodplain,
- The limited existing vegetation or topographical elements,
- The nature, scale and progress of the Woodlea development of a new community that incorporates the balance of the Rockbank North PSP area,
- The unplanned nature of the Melton East PSP, and the Warrensbrook PSP that form major interfaces to the Aintree MTC,
- The existing alignment and profile of Leakes Road, its nature as an arterial road abutting the Aintree MTC, and the future plans for its duplication,
- Local demand for expanded retail services and offering in the area, particularly from the Woodlea development,
- Community facilities requirements in the area,
- Higher density housing requirements in the area,
- Public realm requirements in the area,
- Staging and funding of major infrastructure in the area.
- Impacts of the existing LSIO land in the north east corner of the UDF.

The UDF has been prepared in response to a number of significant project inputs, including the:

- Planning context including the PSP Objectives, Strategies and Guidelines,
- Site Analysis and Opportunities and Constraints identification,
- Case Study Benchmarks of other Town Centres, including key learnings,
- A Design Charrette process (held over 3 days) which captured developer, landowner, Council and Authorities key aspirations and ideas,
- Economic viability and timing of development,
- Review of best practice,
- Feedback from Government agencies, service authorities and landowners.

A a result of the project process with the above inputs, an urban layout for the Aintree MTC has been achieved that delivers all elements as outlined in the PSP concept plan in a contemporary, site-responsive and compact urban form. The design is considered to be generally in accordance with the PSP.

The Plans in the UDF refer to a range of land uses including office/ commercial, mixed use and medium/ high density residential. The MTC has an underlying zoning of Commercial 1 Zone and all uses within the UDF area will be required to be consistent with the Commercial 1 Zone provisions. The periphery of the MTC has an applied Mixed Use Zone to facilitate a mixed use environment with a focus on higher density residential.

The Aintree MTC will be a place for people, activated day and night.

3.2 Vision

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

With a focus on quality public and mixed use spaces, it will set a new benchmark for the design and delivery of urban centres, integrating public and active transport with a range of medium and high density housing options catering for the diverse new community.

With an emphasis on street life and high quality public realm, it will be active and inviting day and night. More people will live in a range of housing types close to the centre, and the streets will be designed to encourage active transport so that walking, cycling and e-scootering will be safe, easy and accessible. There will also be a logical connection via Leakes Road to the Rockbank Train Station, connecting the Town Centre further to Greater Melbourne.

Main Street will include a major new central Town Square, surrounded by destinational retail offerings balanced with local residents' every day convenience shopping. It will also incorporate a variety of opportunities for small local businesses to thrive.

Within its natural landscape setting, the Aintree MTC will be truly urban with a medium-high density mix of retail, commercial, housing, health, education and community facilities. It will be a community 'heart' that offers exceptional amenity, leveraging its location on the Kororoit Creek to create a character and identity that is local and authentic for Aintree.

3.3 Urban Design Principles

A truly Liveable Town Centre

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

The Town Centre will be a natural destination for employment and business uses, linking high-quality housing, community facilities and transport connectivity.
Housing options to live within, and around the Town Centre will be diverse, with affordable and accessible housing choices.

A Retail Heart

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

The Town Centre will create local convenience retail in the early stages of development allied with the secondary civic facilities and public space. It will also allow the retail to grow, mature, and evolve over time to focus on the core of the Town Centre. The retail will complement the Woodlea Local Town Centre and will service and support a much wider retail catchment as PSP areas to the North and West are developed.

A Food and Hospitality Hub

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

Aintree MTC will provide a food and hospitality offering not yet seen in the growth corridor. It will focus eating and socialising within the Town Centre and Main Street as key focal activities for the local community. It will also serve the local population living and working in the Town Centre, and draw visitation from a wider catchment.

A Commercial Destination

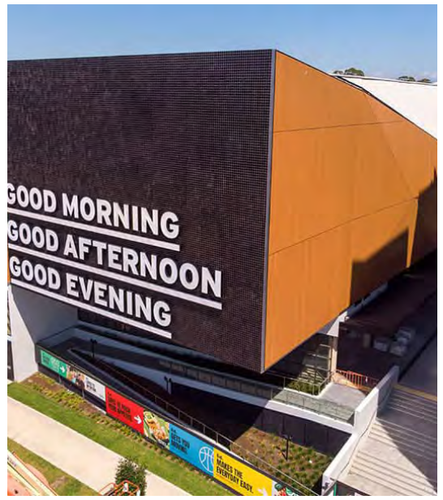
A Town Centre that supports a wide-range of commercial businesses, work and employment options.

Aintree MTC include scaleable business tenancies and footprints to support local businesses as they grow, and business incubator and accelerators. Co-working spaces will support more flexible work options for the local community, and longer term larger corporate business will make their home in the Aintree Town Centre.

A Smart and Connected Town Centre

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

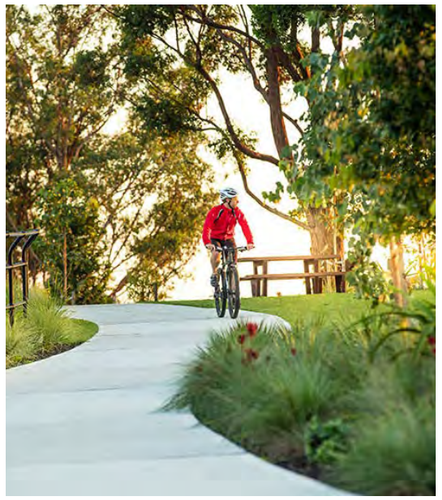
The Town Centre will provide good local transport options throughout the Town Centre and broader Aintree by providing a local bus network, bike access and amenities, micro-mobility options and an extensive pedestrian network, as well as a logical connection via Leakes Road to the Rockbank Train Station.



A Green and Ecologically supportive Town Centre

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

Aintree will incorporate a diverse network of connected open spaces, supporting a variety of passive and active recreation activities, and social gatherings. Living will be green, helping It will nurture a connection to nature and inspire a greater sense of local identity and pride.



A Place for Local Recreation Events and Festivities

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

Aintree will feature a significant retail and entertainment precinct at its core. A network of interesting urban spaces will provide a platform for activities for all ages, at all times of the day. The Town Centre will incorporate a night-time economy supporting local dining and socialising with the Town Square at its heart.

Climate and Culturally Responsive

An environment that facilitates more resilient, adaptable and future-ready places and also responds to the diverse culture of it's residents and visitors in a variety of different ways.

Aintree will take an integrated approach to sustainable living that is resilient and future-ready for changes in climate, sustainability, workforce and mobility. First Nations cultural frameworks will be embedded into the place, and tell the local stories of Melton.

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'.

The Town Centre streetscapes will have a network of comfortable and inviting places to meet and socialise, that support community life at all hours in safe and inclusive ways. Cycle and vehicle networks will prioritise a 'people friendly' Town Centre that hosts a vibrant daily and seasonal street life.

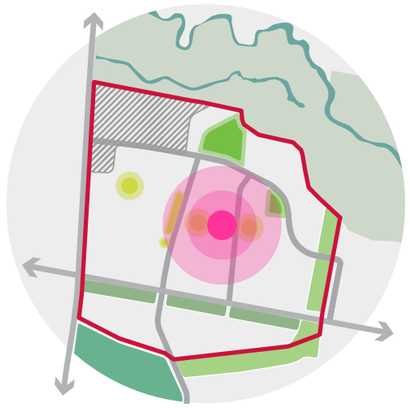
An Urban Environment focused on Health and Wellbeing

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

Aintree MTC is an urban environment that maximises health and wellbeing strategies through its design and planning. It supports healthy local communities by encouraging a range of physical activity and community interactions. It will provide safe places for people to walk and cycle, destinations within walking distance and easy access to public transport.

3.4 Urban Design Framework Organising Elements

The design and structure of the Aintree MTC is guided by the Organising Elements outlined below. These Elements reference the 'Organising Elements' outlined in the Rockbank PSP, expanding on those in order to achieve the outcomes identified in the Vision.

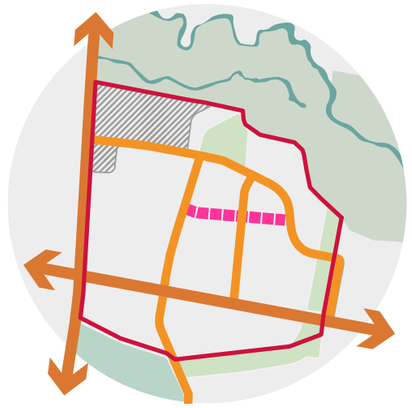


Urban Structure

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

Land Use

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



Movement & Access

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

Public Realm & Landscape

A dynamic and entertaining focal point where people catch up, relax and enjoy the vibrant and inclusive spaces within the centre, connected to a network of parks and open green spaces that ultimately lead to the Creek Corridor

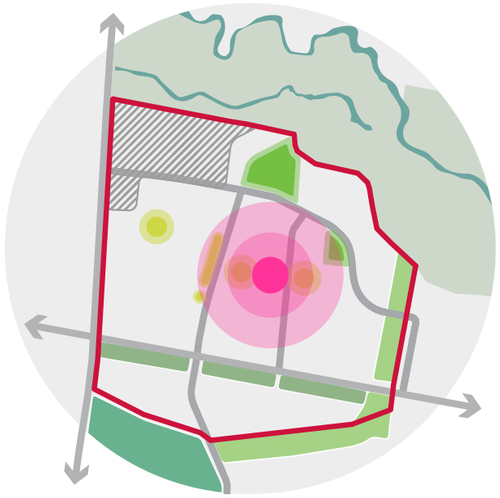
Built Form, Massing, Density & Interface

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

Sustainability & Environment

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

3.5 Urban Structure



Organising Element:

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

The Aintree MTC will be an active and inviting, contemporary urban environment - one that is ‘people-centric’ and prioritises ‘places for people’.

The urban core of the MTC will be centred around two north-south main streets north of Beattys Road and east of Leakes Road, and an east-west shared zone. It will be a pedestrian-priority zone providing a mixture of retail, commercial and civic or community uses. The main streets will connect Beattys Road, through the heart of the Centre to Aintree Park and the Kororoit Creek corridor to the north.

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

Anchoring the MTC heart will be the Aintree Town Square - a vibrant and welcoming place for all members of the community to gather and socialise, bringing activity to the town centre. Community, civic and retail uses will surround the Aintree Town Square, spilling activity out into the public spaces.

A network of complimenting urban plazas, open spaces and public realm will support the ‘street-life’ of Aintree MTC, as places for people to gather and socialise.

Upper levels of buildings throughout the MTC will support a mixture of uses including office and commercial, entertainment, and residential uses that provide passive surveillance of urban streets, a local population living and working within the centre, and new live/work choices for the wider community.

The eastern edge of the MTC will include higher density residential dwellings, connected into the surrounding residential neighbourhoods as well as the Kororoit Creek corridor, the school and the active open space facilities.

The western edge of the MTC will support gateway retail and commercial premises, fronting Leakes Road and providing a high quality interface into the Centre. These restricted retail or showroom uses will provide car parking away from view of streets, and architectural landmarks to important corners of the Centre.

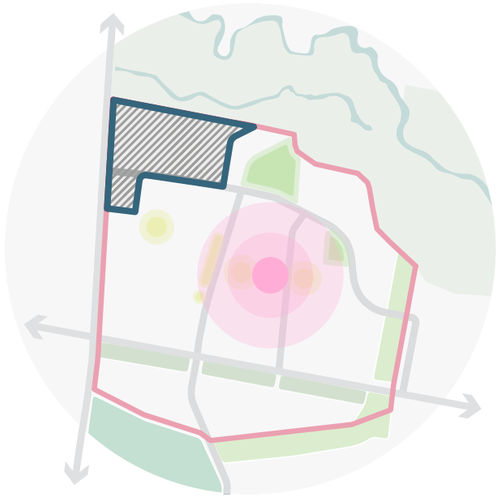
Vehicle access to the MTC will be managed via Leakes Road and Beattys Road, particularly connecting the community south to the Western Highway, and the Rockbank Train Station. Vehicle access will be efficient and effective within the MTC environment while ensuring the centre is a safe and welcoming place for pedestrians and prioritises active travel and non-vehicle modes of getting around.

Public transport connections will be centred around on-street interchange hubs located on Main Street, with easy and direct access and view lines from Aintree Town Square and the Greenway. Micro-mobility hubs and bicycle hubs will connect users across multiple transport modes across the MTC.

Creating a vibrant Town Centre for all ages

High levels of pedestrian amenity will be present throughout the Town Centre

The Town Centre will be activated day and night



Area Subject to Investigation

The north-western corner of the UDF area is subject to an LSIO. Preliminary investigation suggests that at this point the land has significant challenges to its development, however that is contingent on a number of variables that will impact future investigations, including:

- Future upgrade of Leakes Road.
- Future management and requirements of Melbourne Water assets.
- The decisions upstream in the Melton east PSP on basins sizes and locations.

Comprehensive drainage investigations would need to be conducted to determine the future development potential of that area. It is anticipated that these investigations will be resolved through the preparation of the Melton East PSP and DSS.

In order to progress with the UDF and allow development to occur, this area has been identified as being subject to future investigations, pending resolution by the responsible authorities. The majority of the UDF area will be unaffected by this, however the intersection on Leakes Road is within this area, and therefore the Area Subject to Investigation which needs to be factored into the development of the MTC.

If further investigations find that the land is developable, a concept is provided in Figure 5 to demonstrate a potential layout for this area which will ultimately be subject to the approval of Melbourne Water and the Responsible Authority.

If the investigations find that this land is undevelopable, consideration should be given to the incorporation of this land into the Kororoit Creek corridor, subject to negotiations with Council and Department of Energy, Environment and Climate Action.

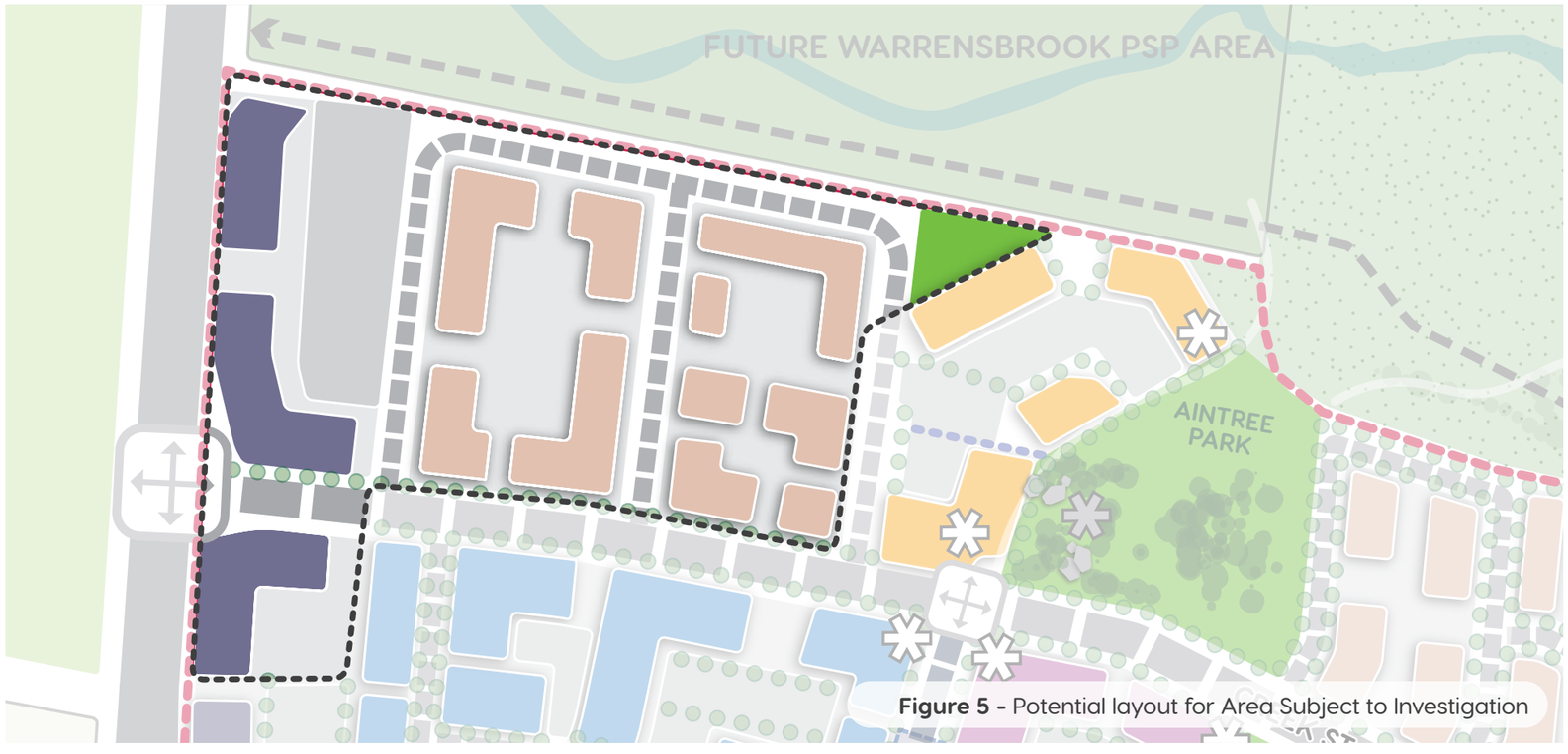


Figure 5 - Potential layout for Area Subject to Investigation

Urban Structure Plan

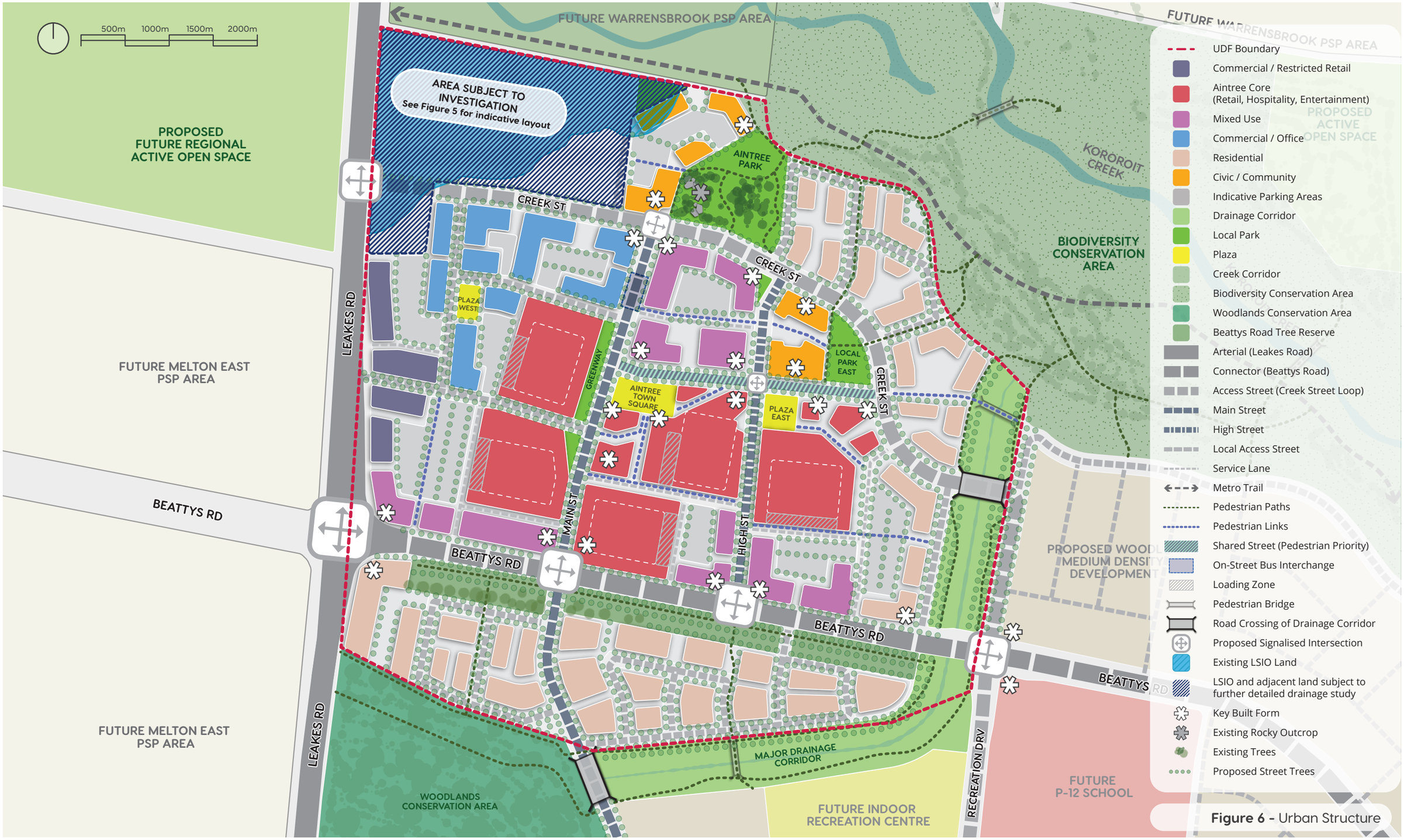


Figure 6 - Urban Structure

3.5.1 Precincts

The Aintree MTC comprises four precincts which are based on their intended land use, character, interfaces and the role of the MTC. The Precincts guide how land use, character and built form reflect the mixed use outcomes wanting to be achieved. Whilst the applied Commercial 1 zone allows for a range of uses to occur without a permit the location of these uses should be generally consistent with the land use precincts outlined below and shown on Figure 7. The precinct plan should be read in conjunction with the Vertical Mixed Use Plan (Figure 12) and the Preferred Land Uses table (section 3.6.5)

Gateway:

This Precinct will form the western entrance into the Centre and incorporates commercial/office, showroom, and large-format retail uses . This precinct is expected to have a larger street grain, accommodating some large format retail (restricted retail) built to front Leakes Road.

Land uses and buildings located close to on the intersection of Leakes and Beattys Road require careful consideration to ensure that they provide the 'front door' to the Centre from the west and the major transport route connection to the Rockbank Train Station.

The northern proportion of this precinct is covered by the Land Subject to Inundation Overlay (LSIO) and further investigation is required prior to approval of any development in the LSIO.

Town Centre Heart:

It is envisaged that the Town Centre Heart Precinct will be a dense mixed use urban environment incorporating retail, eateries, entertainment and civic uses creating a diverse and rich pedestrian experience. As the core of the centre it will have a fine grain structure and land uses which are strongly connected to the public spaces. Future development must create attractive and active frontages (glazed and accessible directly from the street) to the main streets. The focus of the upper levels in this Precinct is for uses such as Entertainment uses as well as commercial/office spaces (as identified on Figures 12 and 8 – Vertical Mixed Use Plan and Vertical Mixed Use cross section A.

Vehicular through-traffic is discouraged in key locations within this precinct to create a pedestrian priority environment and streets which can easily be closed off for public events and programs.

Town Centre (east and west of the Town Centre Heart):

This Precinct (located east and west of the Town Centre Heart) will incorporate a mix of retail, commercial, and residential uses (above ground floor). The focus of the upper levels in this Precinct will be on functions such as Entertainment uses to the west of the Heart and Residential to the east (as identified on Figure 12– Vertical Mixed Use Plan.

A widened green street is proposed on the main street adjacent to the western side of the precinct which will allow for opportunities for outdoor dining and outward flow from the retail uses onto the street with connections across to the Principal Plaza in the MTC "Heart".

Two smaller plazas provide amenity for these mixed use areas along with, Aintree Park and the Council Community Centre sites. There is potential that the interim Council community facility could also be located in this Precinct subject to agreements being put in place with the landowner

The western side of the precinct provides an important transport function, accommodating the bus interchange integrated with the road network (rather than a separate dedicated area) so that it is accessible and remains a safe and pleasant part of the Centre.

Due to the location of the eastern area of this precinct in proximity to the existing adjacent residential, this precinct is likely to be one of the first stages of the MTC developed and as such will need to set the tone in relation to the creation of a mixed use Centre with activated streets.

Residential:

The Residential Edge is located to the north, west and south of the MTC and is identified purely for residential uses.

The area to the north has views and proximity to Kororoit Creek and Aintree Park and is suitable for smaller product and dense residential outcomes. The Land Subject to Inundation Overlay applies (LSIO) and further investigation is required in this precinct prior to approval of any development in the LSIO. The applied zoning in the north east of this land, restricts buildings to 3 storeys (11m). A concept is provided in Figure 5 to demonstrate a potential layout for this area which will be subject to the approval of Melbourne Water and the Responsible Authority.

The western edge of this precinct will form the higher density residential component of the centre which will support residential at all levels with greater building heights. There is potential to utilise the block closest to the MTC core for a mixed use apartment to focus height and activity within the Precinct.

The southern section of this precinct is separated from the MTC core by Beattys Road. The Precinct is bounded on all sides by green spaces which include the proposed Beattys Road Tree Reserve (north), future drainage corridor (east and southeast) and Woodland Conservation area (southwest). This creates a unique residential pocket that can provide a range of housing typologies denser than the surrounding homes (outside of the MTC) but likely less compact and dense than the housing product within the Town Centre Residential Fringe Precinct. There is opportunity for a mixed use building/s to be located on the Leakes Road edge at the entrance to the MTC to include additional height and articulation as part of the western entry into the Centre.

Precincts Plan

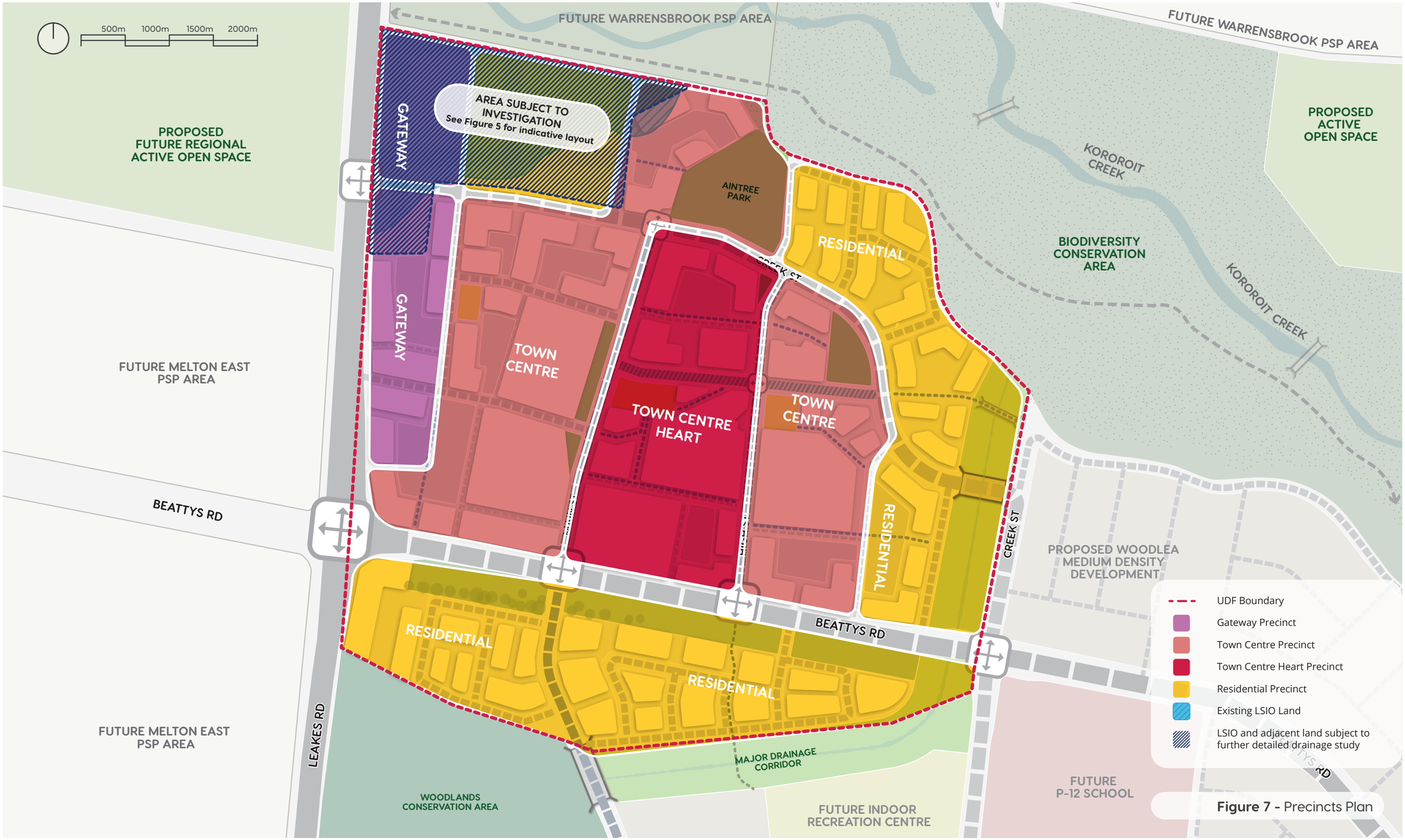


Figure 7 - Precincts Plan

3.6 Land Use

Organising Element:

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

3.6.1 Retail

The retail offering will be the core economic driver for activity within the centre, with supermarket, specialty retail shops and eventually a discount department store providing for the needs of the growing Aintree community. Retail is consolidated in and adjoining the core of the centre, which will work to reduce vehicle traffic and promote pedestrian activation along the street by concentrating activity in one main location.

The Aintree MTC provides for retail up to 55,600m2 for the use of 'retail', whilst allowing for other uses to permeate throughout the centre. The provision for up to 55,600m2 retail floorspace is derived from recent technical work prepared for the UDF. The 55,600m2 comprises 40,000m2 of shop floorspace and 15,000m2 of restricted retail floorspace. This Report supports shop land use above the shop cap of 36,500m2 set out in the Rockbank North PSP and associated Urban Growth Zone Schedule 4. As such, whilst the UDF contemplates and is designed to enable shop up to 40,000m2, a permit will be required for any shop above 36,500m2. The 'shop' floorspace has been increased in recognition that the anticipated population located within the Aintree MTC catchment (including the Rockbank North, Melton East and Warrensbrook PSP areas) has increased from what was originally envisaged.

3.6.2 Residential

The Aintree UDF promotes the inclusion of higher density residential development as a key component within the Centre. Although the UDF identifies distinct residential precincts on the periphery of the MTC, upper level residential development is encouraged in all areas of the Centre.

Residential uses on the upper levels are critical in supporting street activity and providing a stable customer base for dining and hospitality uses during the evenings. Providing higher density residential throughout the Centre both in the core and mixed use precincts in addition to the dedicated residential precincts will capitalize on the lifestyle and amenity opportunities which the Centre will provide.

The land identified for residential sits within the applied Commercial 1 and Mixed Use zone and as such there are no height limitations or specific design requirements which apply. Part of a residential precinct within the Town Centre Residential Creek Edge has an applied General Residential Zone which restricts heights to 3 storeys (11m).

Quality retail & hospitality environment

3.6.3 Office/Commercial

The Rockbank North Major Activity Centre Economic Assessment prepared by Urban Enterprise, dated February 2021 notes that there is a need for approximately 58,500 sqm to 72,500 sqm of non-retail employment space (such as commercial office floorspace and medical and entertainment space) to complement the core retail and hospitality role of the Centre.

Office and commercial uses could include shopfront uses such as banks, real-estate agents or medical consulting suites. In addition, the UDF seeks to provide for larger commercial spaces to enable professional service offices to locate within the Centre.

The UDF locates these uses within the Town Centre North Precinct as well as a smaller provision within the Town Centre Heart. Although the Centre will likely have a larger focus on retail than commercial given its location (i.e not located on a train line), there is ample land within the centre which is not highly constrained and therefore it may be an attractive location for larger office buildings or professional services over time.

Commercial buildings

3.6.4 Community Facilities and Open Space

The Rockbank North PSP and DCP include provision for the delivery of community and open space infrastructure within the Centre. The following table compares the PSP/DCP allocation versus the UDF proposal

Rockbank North PSP/DCP	UDF Proposal	Implementation Mechanism
Community Infrastructure: Multi-purpose community centre (C05 - DCP funded construction and 2ha land allocation)	In the context of the size of MTC 2ha of land is a significant area of land. Setting aside 2ha of land for a community facility in the middle of the MTC would result in a poor design outcome. As such the UDF proposes to create two smaller community facility sites (1.4ha and 0.6ha), one on each of the key landholdings. This outcome removes the risk of the poor design outcome and creates a strong Council presence throughout the centre. Acquiring the land for large community facilities such as this can take time as does designing and delivering the facility itself. Given the unknown, the UDF identifies the opportunity for Council to draw on other mechanisms to deliver early/and or interim facilities within the MTC such as short-term lease arrangements in private buildings during early stages of development of the Centre to meet the needs of the existing catchment. The UDF does not provide specific direction on the location of interim facilities but does directs the permanent facility to ultimately be built in the Town Centre Heart. The location of interim facilities can be established through negotiations between Council and the landowner. The UDF contemplates other private civic facilities (such as medical, childcare, education) to also occur within the Centre and potential locations for these are identified on the UDF Framework Plan.	Combination of: • DCP funding • Planning permit applications • S173 agreements • Private Leasing arrangements
Open Spaces (plazas, town square, parks): Town Square (0S-09 – DCP land allocation 0.5ha)	The PSP identifies a land allocation for a single plaza within the MTC. Due to the size of the MTC area, and the likely development fronts, the UDF identifies a principal urban plaza on the Town Centre Heart (approx. 0.25 hectares) and two smaller plazas in the east and west Town Centre precinct (combined 0.25 hectares). The UDF locates the town square, plazas and parks to maximise in line with their role to benefit either retail and non-retail uses, deliver a high level of amenity, create community focal areas and key destination points. The UDF nominates a small park adjacent to the eastern residential precinct which is anticipated to be delivered as developer works as it provides amenity to the surrounding residential uses and supports the higher density outcomes. Aintree Park is proposed in the north of the MTC, adjacent to Kororoit Creek. The purpose of the provision of this park is to be a key public space interface and entry into the Kororoit Creek environment while protecting existing trees and rocky outcrop in this location	• Combination of: • DCP funding • Planning permit applications • S173 agreements
Public realm (streetscapes, tree reserves): The PSP anticipates that streetscape delivery and landscaping will be delivered as developer works.	The UDF will provide further guidance on the expectation for the delivery of attractive and vibrant streetscapes and public realm. The UDF incorporates the wide Beattys Road Reserve which has the opportunity to protect existing established vegetation which will create a strong impression along the entry to Centre. The ultimate arrangement of Beattys Road will be negotiated between Council and landowners during the permit process.	Combination of: • Planning permit applications • S173 agreements

3.6.5 Preferred Land Uses

	Gateway	Town Centre Heart	Town Centre	Residential Precincts
Retail	• Large format retail premises • Showrooms (including the sale of automotive, marine, trade supplies and building supplies) • Indoor recreation • Manufacturing sales • Landscape garden supplies • Food and Drink Premises	• Supermarkets • Department stores • Shops • Cafes • Restaurants • Specialty retail stores • Health and beauty • Bars/clubs	• Supermarkets • Department store • Shops • Cafes • Restaurants • Specialty retail stores • Health and beauty • Bars/clubs	• Complimentary retail in the form of mixed use developments with residential
Commercial / Office	• Offices • Local service industry	• Offices • Child care • Medical services • Entertainment (including cinemas, gyms, bowling alley, yoga studios) • Home-based business	• Offices • Child care • Medical services • Entertainment (including cinemas, gyms, bowling alley, yoga studios) • Home-based business	• SOHO (Small office home office) products
Residential	N/A	• Apartments (above street level) • Hotel	• Apartments (above street level) • Hotel	• Townhouses • Apartments • Hotel • Aged Care • Retirement Village
Civic and Community Facilities	• Emergency services	• Council facilities (library, community centre etc.) • Health facilities • Place of assembly • Community Services • Private education institutions - Tafe etc.	• Emergency services • Health facilities • Place of assembly • Community Services	• N/A
Public Space	N/A	• Public squares / urban plaza	• Local park • Public squares / urban plaza	• Local park • Beattys Road Tree Reserve

Preferred Vertical Mixed Use

To achieve the desired land use mix a dense urban form within the MTC is needed. The core of the MTC is focused between Main Street and High Street and is where the highest concentration of built form will be located.

Figures 8 - 11 explain the vertical land use intentions outlined in Figure 12. These diagrams give an indicative understanding of the potential configuration and most appropriate land use distribution over multiple storeys. Higher density development will predominantly be concentrated in the Town Centre and Town Centre Heart precincts and land use will be distributed as:

- **Commercial** - Commercial or offices at ground level with residential above, and
- **Mixed Use** - Retail at ground level with commercial and residential above.

Figure 8 - Vertical Mixed Use A - Ground floor retail will sleeve the first level. Commercial and Office uses will be located on upper levels.

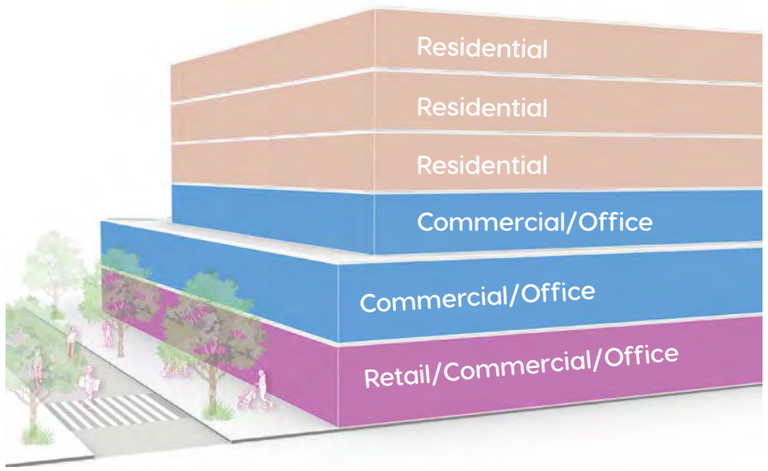


Figure 9 - Vertical Mixed Use C - Ground floor commercial with upper level residential and commercial uses

Figure 10 - Vertical Mixed Use B - Ground floor retail and upper level commercial or retail uses.

Figure 11 - Vertical Mixed Use D - Ground floor retail with upper level residential uses

Ground and Upper Level Use Plan

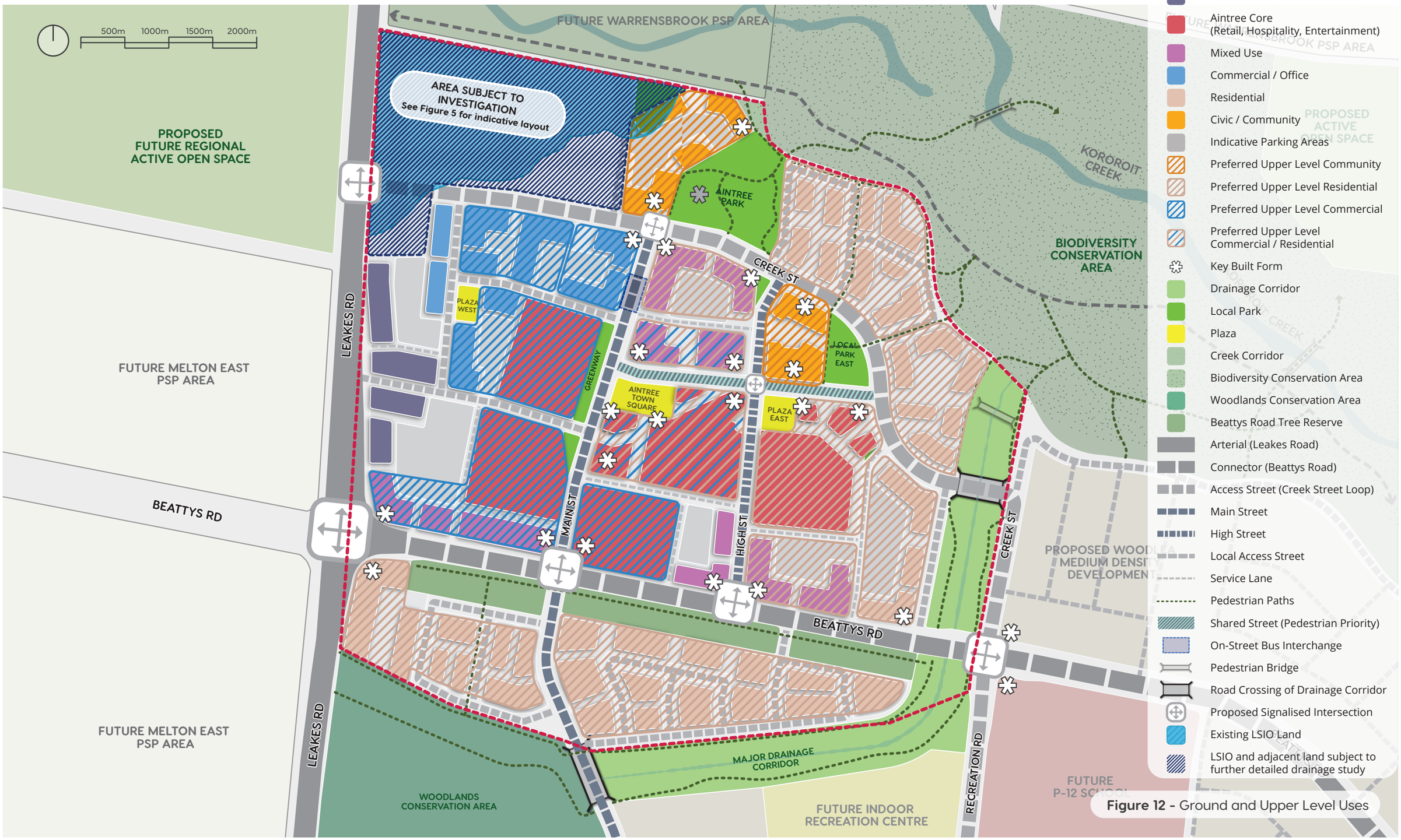


Figure 12 - Ground and Upper Level Uses

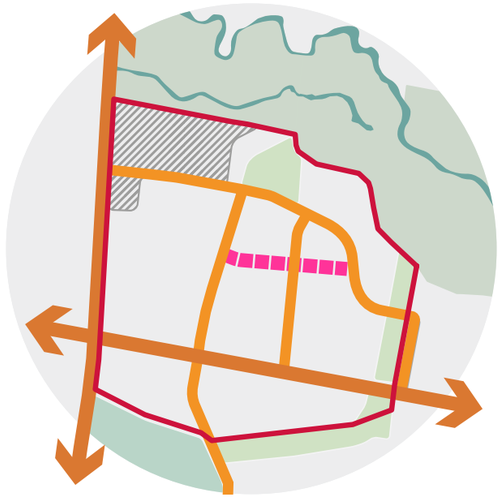
3.6.6	Land Use Requirements
R-1	A mix of core retail, specialty retail, mixed use, restaurants, medical uses, and medium-high density housing must be provided within the MTC generally in accordance with Figure 6.
R-2	Land uses/buildings fronting the urban plazas must facilitate an engaging street frontage either by locating shop front entries or outdoor dining or through architectural treatments
R-3	Uses fronting the Town Square must provide ground level opportunities for outdoor trading (i.e. street trading/dining etc.) or visual interaction to facilitate an engaging street frontage
R-4	Anchor retail tenants (larger than 1,000 square metres) must appear as secondary components in the streetscape through their location behind specialty retail/restaurants, entertainment venues, or appropriate landscape treatment
R-5	Land uses must be compatible at all times and not detrimental to surrounding uses
R-6	Land uses must provide a high level of activation within the MTC during the day and night and utilise the opportunity for seasonal/temporary uses where appropriate
R-7	Retail and commercial buildings must be strategically located to assist in forming gateways, landmarks and a sense of arrival to the MTC
R-8	Future development must create a vibrant centre by supporting residential development at medium to high densities that is integrated into the MTC (not solely on the periphery) as shown on Figure 12.
R-9	Community/Civic facilities must provide a high-quality street presentation with primary entrances located along primary street(s) or from civic plazas with secondary entrances only from car parking areas.

3.6.7	Land Use Guidelines
G-1	Future development should strategically locate retail and commercial buildings within the MTC core to minimise the dominance of car parking on the public realm.
G-2	Anchor tenants should be located with a positive relationship to specialty shops, car parking and Main Street.
G-3	Specific civic uses will be encouraged as part of the retail core. They should be embedded in the retail development and could be located on upper levels.

High quality built form creating a gateway to a retail and entertainment precinct

High quality built form addressing a key corner

3.7 Movement & Access Framework



Organising Element:

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

The Aintree MTC UDF emphasises a sharing of space between vehicles, cyclists and pedestrians. A clear and logical movement network allowing access to the centre has been developed. Some of the key design measures supporting the "movement and place" framework within the Aintree UDF area include:

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

The Aintree MTC is complex due to:

- Changing road hierarchies over time
- The staged construction of Leakes Road
- Changed access configuration to Beattys Road and Leakes Road

As such, balancing the need for vehicle access and the walkability and accessibility for pedestrians and micro-mobility users key to the creation of "place" and the long-term success of this centre.

3.7.1 Beattys Road

The existing Beattys Road road reserve is approximately 64m wide. The PSP nominates this portion of Beattys Road to become a 34m wide Boulevard Connector Street. Therefore, development adjacent to Beattys Road will need to consider the location of the road within the reserve and what occurs with the residual road reserve. The ultimate design should consider the potential for retention of existing vegetation coupled with the option for the deviation of the road to facilitate additional public realm or developable area.

3.7.2 Leakes Road Intersection

The northern intersection between Creek Street and Leakes Road is located within the area subject to investigation. Therefore, construction of this intersection is dependent on the further drainage analysis being complete. The implications of this on the staging of the UDF area are discussed further in Section 4. Implementation & Staging.

Example of shared street with surface changes to slow traffic

Urban streets supporting multiple uses, activities and happenings

Example of an intersection with adequate modal separation

3.7.3 Pedestrian Movement

Pedestrian access will be a priority of the Aintree MTC, with strong connectivity to and between open space, retail areas, community facilities, and into the surrounding residential streets, including the adjacent Kororoit Creek Corridor.

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

A 'streets for people' approach to the design and delivery of the streets within the MTC will bring all of these elements together in an integrated network. Footpaths will be designed to support adjacent land uses and allow for landscaping and kerb-side activity.

The UDF outlines a number of important pedestrian connections that aid mid-block desire lines at a finer grain than the street network, encouraging local trips to be undertaken on foot. These connections will take a number of different forms as the Centre develops and evolves, from open air pedestrian laneways to shared-zones and retail spaces.

Crossing Leakes and Beattys Road will be challenging - signalised intersections with pedestrian refuge islands and appropriate light phasing will be important to balance pedestrian and vehicle use.

Example of a multi-level car parking building screened by greenery

3.7.4 Cycling

The UDF promotes active transport modes, and emphasises the importance of cyclists within the Aintree MTC.

Located along the eastern side of Leakes Road, the planned Strategic Cycling Corridor (SCC) interfaces with the UDF area and connects into the proposed cycling network. The SCC will provide cyclists with a connected and continuous pathway between the Town Centre and the Rockbank Railway Station, promoting cycling to and from the Aintree MTC.

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

3.7.5 Public Transport

Public transport is a critical piece of infrastructure for the success of a town centre. The bus network will provide connectivity to the retail core of the centre, the Rockbank Railway Station (located approximately 3km from the Aintree MTC), and the surrounding residential catchment.

Bus Interchange

An on-street bus interchange is proposed, ensuring ease of access for the greatest number of visitors and residents. The bus network connects into the key community facilities and retail opportunities within the centre, as well as providing an efficient, frequent connection to the Rockbank Railway Station.

Supporting the bus services will be high quality amenities such as sheltered seating, bicycle storage facilities, clear and easy-to-read timetable information, signage and wayfinding, and digital bus service information.

3.7.6 Private Vehicles

Access into the Aintree MTC is via either Leakes Road or Beattys Road. Leakes Road connects most of the north-south moving traffic onto or over the Western Freeway, as well as over the Melbourne - Ballarat Train line.

As the Aintree MTC is adjacent to this major arterial route, convenient access into the centre is available. Roads within the Aintree MTC have different levels of vehicle priority and access, and different interactions with pedestrians and cyclists. The central east-west street is designed as a pedestrian-prioritised Shared Street, where all transport modes will share the road. This, in conjunction with the signalised intersections at Main Street and Beattys Road is designed to slow traffic, reduce the appeal of vehicles using Main Street as a thoroughfare, and increase pedestrian and cyclist connectivity.

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

3.7.7 Car Parking

A town centre should facilitate easy and convenient movement to key destinations such as shopping centres, community facilities and public transport hubs. Within the Aintree MTC this will be achieved without compromising the pedestrian experience and opportunity for street based retail and street-life.

Locating car parking away from the public realm reduces the chance of conflict between vehicles and pedestrians, whilst providing convenient access to key destinations.

Car parking demand changes throughout the day as different uses activate and deactivate. As such, there may be synergies in sharing car parking access between nearby uses, such as community facilities with mostly day time uses, and hospitality and entertainment which are more frequented after hours.

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

Movement & Access - Street Hierarchy Plan

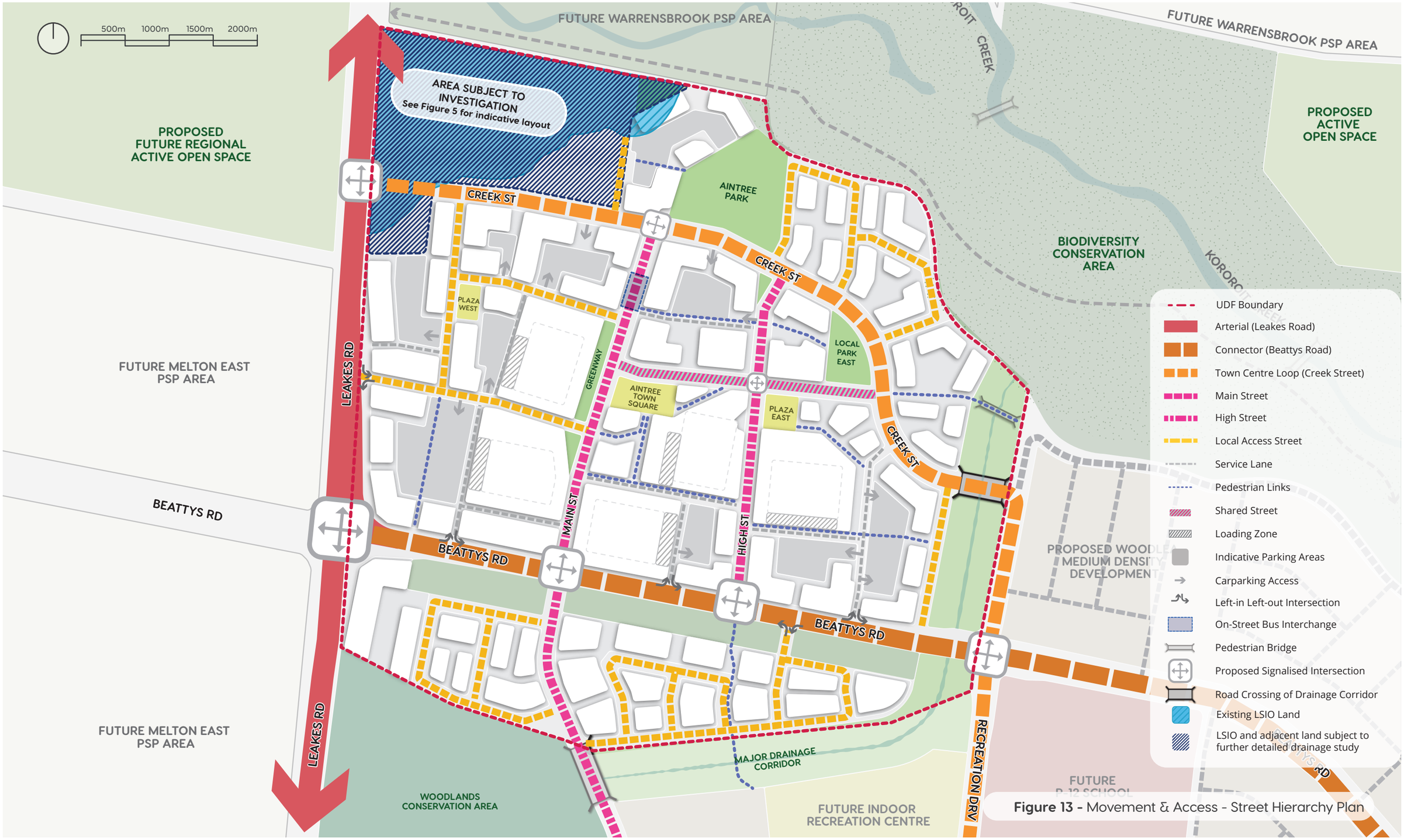


Figure 13 - Movement & Access - Street Hierarchy Plan

Movement & Access - Pedestrian & Active Transport Plan

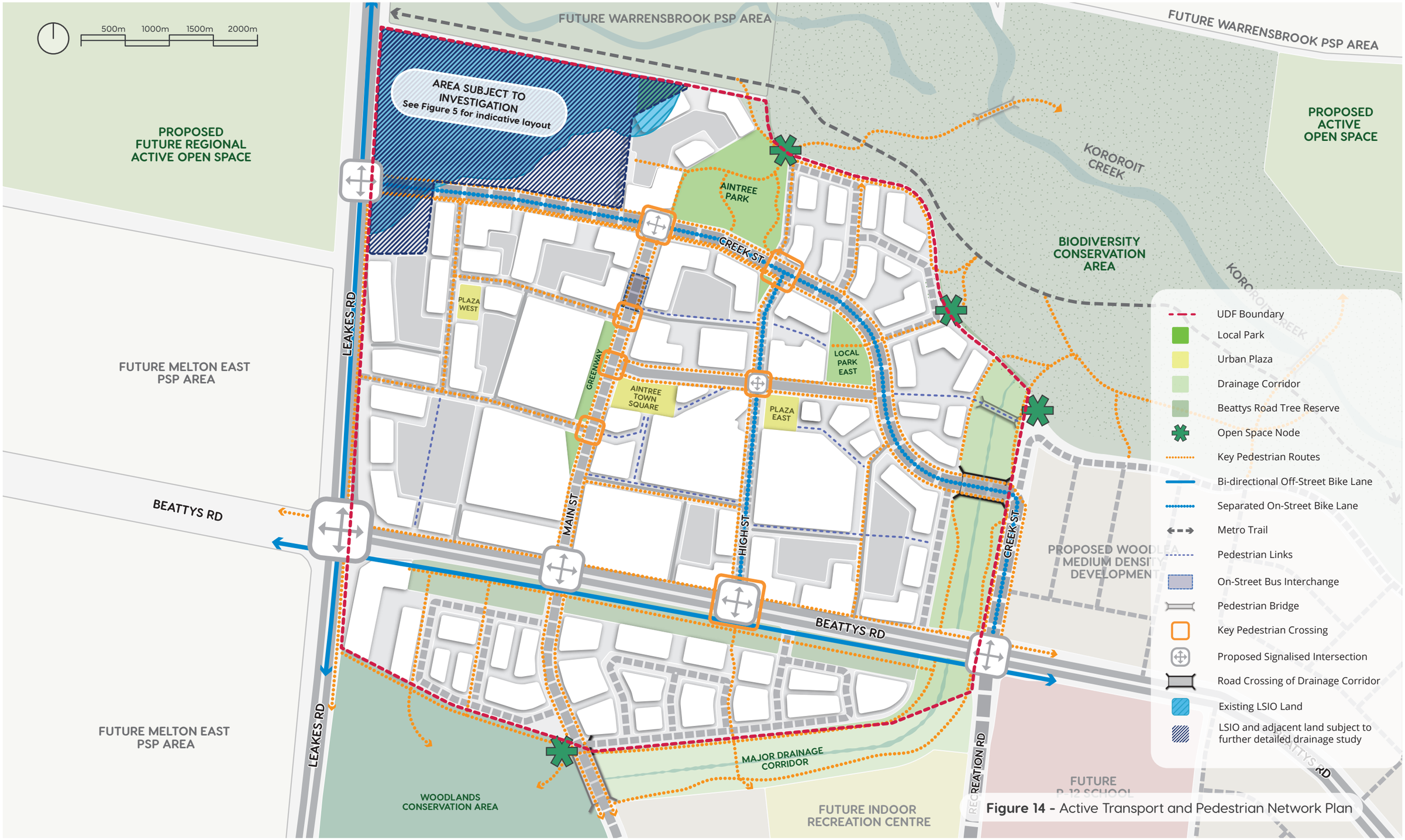


Figure 14 - Active Transport and Pedestrian Network Plan

Movement & Access - Public Transport Network Plan

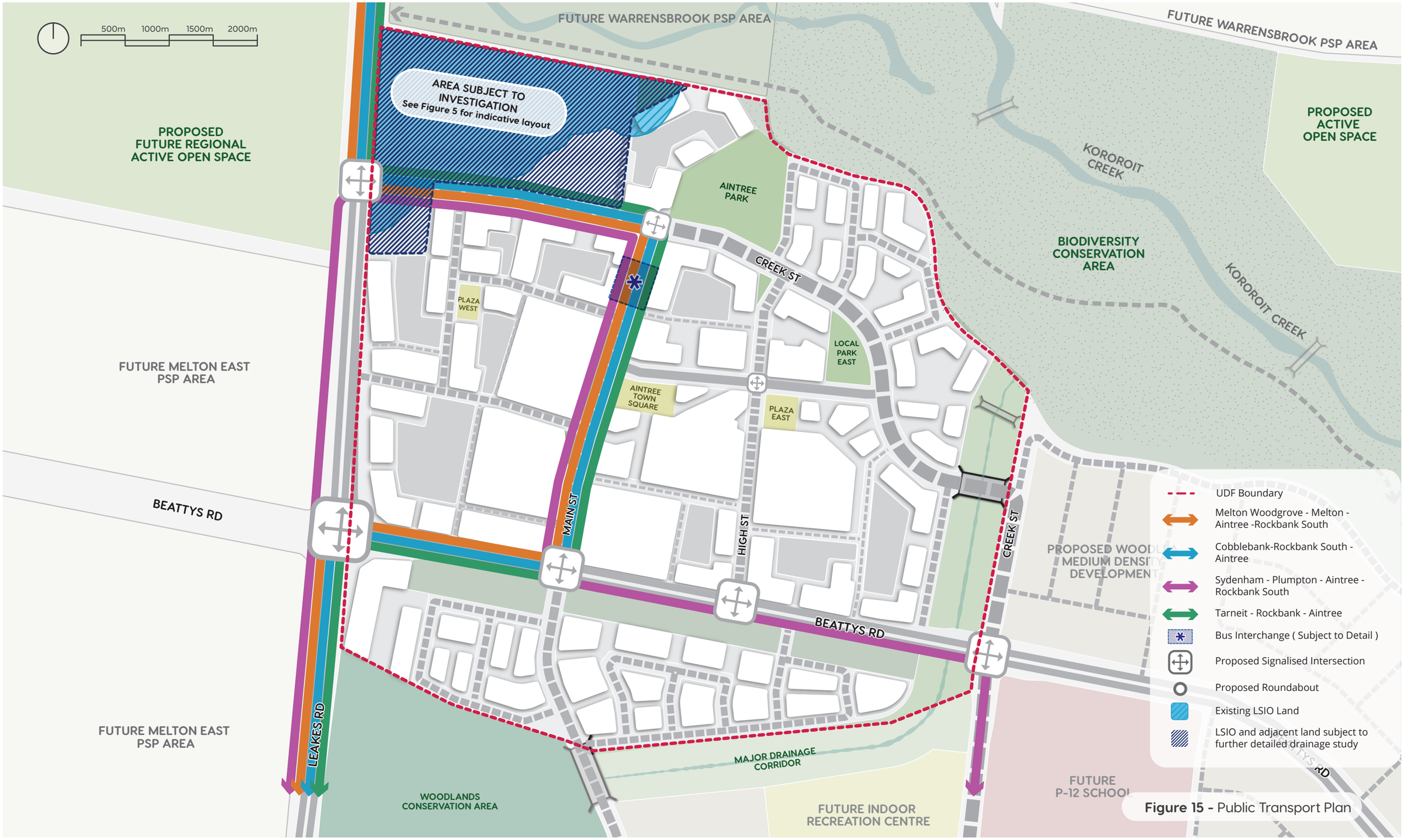


Figure 15 - Public Transport Plan

3.7.8	Pedestrian & Cycle Requirements
R-10	The active transport network must be designed generally in accordance with Figure 14.
R-11	Key pedestrian crossings, as identified in Figure 14, must prioritize pedestrian movements
R-12	Pedestrian and cyclist access to the MTC must be safe, convenient, and easily accessible.
R-13	Publicly accessible bike storage facilities and self-maintenance bike hubs must be provided near community facilities.
R-14	Street blocks must be permeable to allow for comfortable and safe pedestrian movement through the MTC.
R-15	Shared paths must be constructed along the drainage corridor and Kororoit Creek.
R-16	CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all streets, including pedestrian connections within the MTC.
R-17	Design of all subdivisions, streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing the following to the satisfaction of the coordinating road authority and the Responsible Authority: • Footpaths of at least 1.5 metres in width on both sides of all streets, roads and bridges, unless otherwise specified in relevant cross sections, • Shared paths or bicycle paths of 3.0 metres in width where shown on the relevant cross sections, • On road bicycle lanes where shown on the relevant cross sections • Safe and convenient crossing points of connector and local streets at all intersections and at key desire lines, • Pedestrian and cyclist priority crossings on all slip lanes, and • Safe and convenient transition between on and off-road bicycle networks.

3.7.9	Pedestrian & Cycle Guidelines
G-4	Bicycle parking should be co-located and integrated with other street furniture.
G-5	Early delivery of pedestrian focused streets should be prioritised to promote pedestrian movement and active participation with the streetscape.
G-6	Bicycle storage, change room and locker facilities should be located in new businesses where practical, in order to improve end of trip facilities for cyclists.
G-7	Where pedestrian priority is required, all footpaths traversing non-signalised intersections should utilise alternative road construction treatments such as raised pavements or alternative materials to visually highlight pedestrian priority.
G-8	Vehicle intersections and cross-overs should be minimised in locations adjacent to off road cycle paths and shared paths to ensure pedestrian and cycling priority and safety.

Laneways and mews as secondary public places

3.7.10	Public Transport Requirements
R-18	Drop off/pick up zones must not impede bus movements within the bus interchange.
R-19	All bus stops must include amenities such as seats, shelter and bus route information.

3.7.11	Public Transport Guidelines
G-9	Delivery of bus-capable roads to facilitate early adoption of sustainable travel options should be prioritised.

Bi-directional cycling path, separated from both the pedestrian walkway and the road carriageway

3.7.12	Vehicle Requirements
R-20	The road network must be designed generally in accordance with Figure 13 and applicable street cross sections.
R-21	Service and loading areas must be located to the rear and side of the property, away from street and significant public realm frontages and, where possible, consolidated with adjoining land uses.
R-22	Development must provide for landscaping of roads and streets to create key public spaces, landscape corridors and contribute to an attractive and green urban environment.
R-23	Appropriate street lighting must be provided on all streets to reinforce the preferred movement network hierarchy.
R-24	In the MTC and on all local access streets, development must provide a slow-speed environment that is self-enforcing.
R-25	All streets, including pedestrian connections where vehicle access is provided, must accommodate deliveries and waste disposal services.
R-26	All access for uses along Leakes Road and southern frontage of Beattys Road must be from side streets to ensure there are no vehicle crossovers.
R-27	The construction of roads within the MTC must consider the interim and ultimate staging of the road network, as discussed in Section 4.

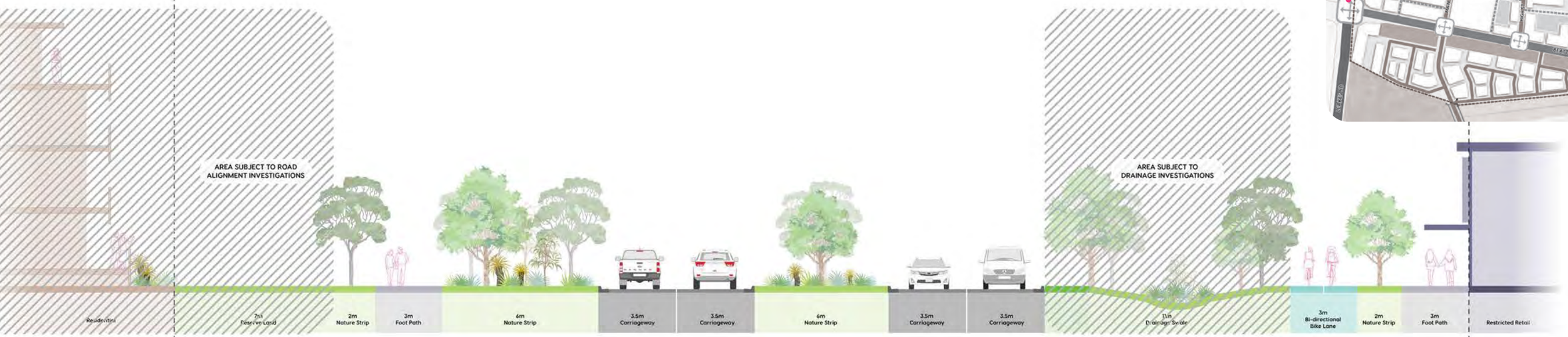
3.7.13	Vehicle Guidelines
G-10	On street loading bays should be time restricted and located at the end of street blocks.
G-11	Car share spaces should be provided within the street network, convenient to users of key facilities and land uses.
G-12	Electric car charge points should be provided within the street network at convenient locations.
G-13	The ultimate design of Beattys Road within the MTC should consider the relevant cross sections and be designed to the satisfaction of the Responsible Authority

3.7.14	Car Parking Requirements
R-28	Car park and site servicing access must be designed to minimise potential conflict between vehicles, building occupants, pedestrians and cyclists.
R-29	Off-street car parking must be screened from view, and may be achieved through one of the following methods: • Full basement parking completely submerged below ground. The ramp to the carpark will be the only visible element at street level, or • Car parking within multi-storey buildings completely hidden from the street or significant public realm frontage behind an active frontage with uses such as retail, commercial or residential, or this is to ensure active interfaces to all street, park and plaza interfaces, or • At-grade car parking screened from view via built form and landscaping.
R-30	Podium car parking must use suitable contemporary materials and screening techniques to create visual interest.
R-31	Car parks must include water sensitive urban design elements to the satisfaction of the Responsible Authority.
R-32	Car parking areas must be appropriately landscaped to the satisfaction of the Responsible Authority in accordance with Council's Off-Street Car Parking Guidelines.
R-33	Cars parked on the roof of multi-level car parks must be screened from view from the surrounding streets and public realm.
R-34	Vehicle access points to buildings must be located away from key pedestrian streets to minimise streetscape disruption.
R-35	Access to car parking areas must be provided by service streets and lanes to reduce congestion on Town Centre Main Streets.
R-36	Direct pedestrian access to public streets must be provided from car parking areas to generate foot traffic for retail uses and slow down traffic along the main thoroughfares.

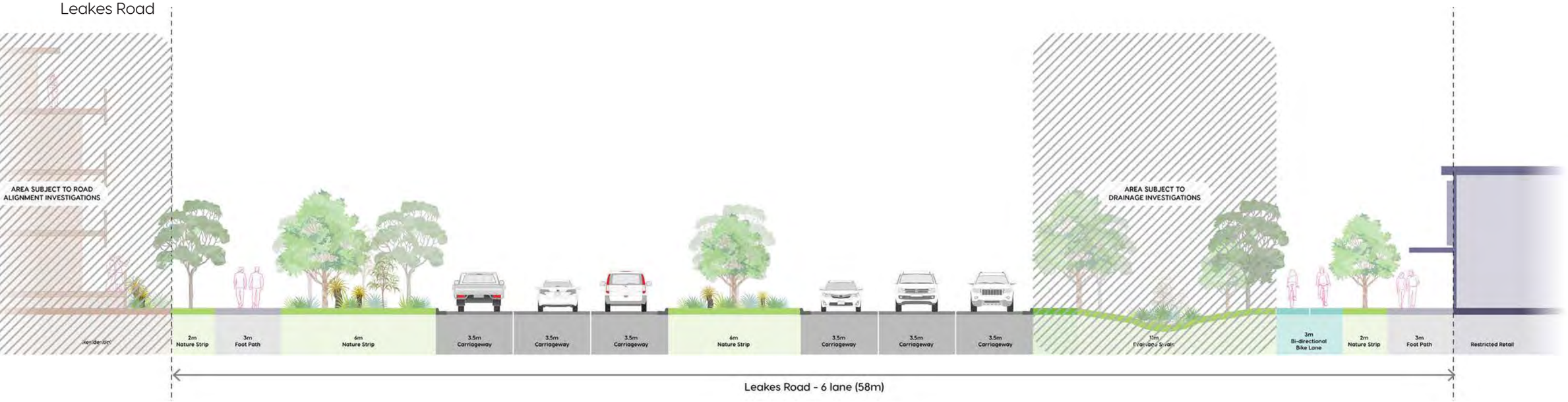
3.7.15	Car Parking Guidelines
G-14	Appropriate car park signage and smart parking technology should be provided.
G-15	Car parking reduction may be considered where appropriate to encourage alternative modes of transportation. Where car parking is required, sharing of car parks is encouraged to reduce the overall number of spaces across the MTC.
G-16	Uses above ground floor should have access to appropriate secure car parking locations.
G-17	Car parking areas should provide convenient locations for car share spaces.
G-18	Car parking areas should provide convenient electric car charge locations.
G-19	Opportunities to share car parking at different times of the day should be considered, noting that the peaks different uses will differ.
G-20	Long term removal of at-grade parking should be considered in order to utilise the sites for development as demand increases in the MTC.
G-21	At-grade car parking should only be utilised as an interim development scenario.

Typical Cross Sections

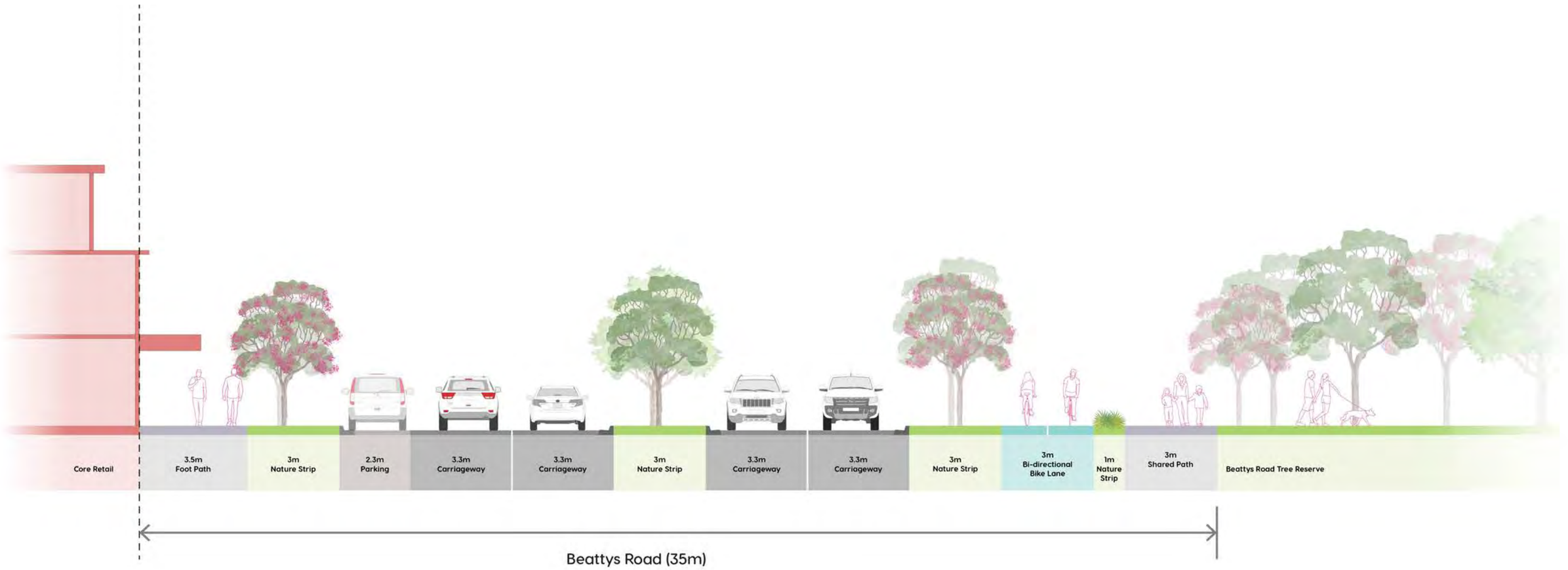
4 Lane Arterial - Option 1
Leakes Road



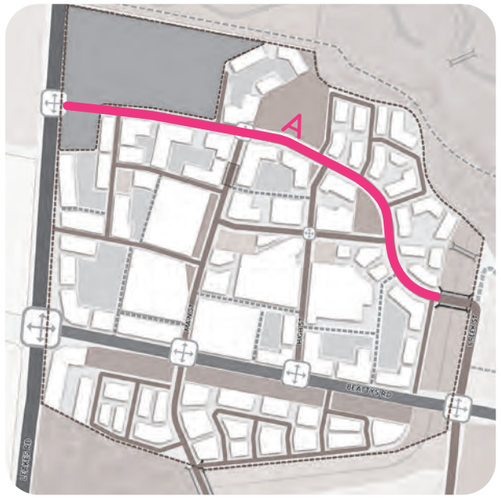
6 Lane Arterial - Option 2
Leakes Road



Section A
Beattys Road

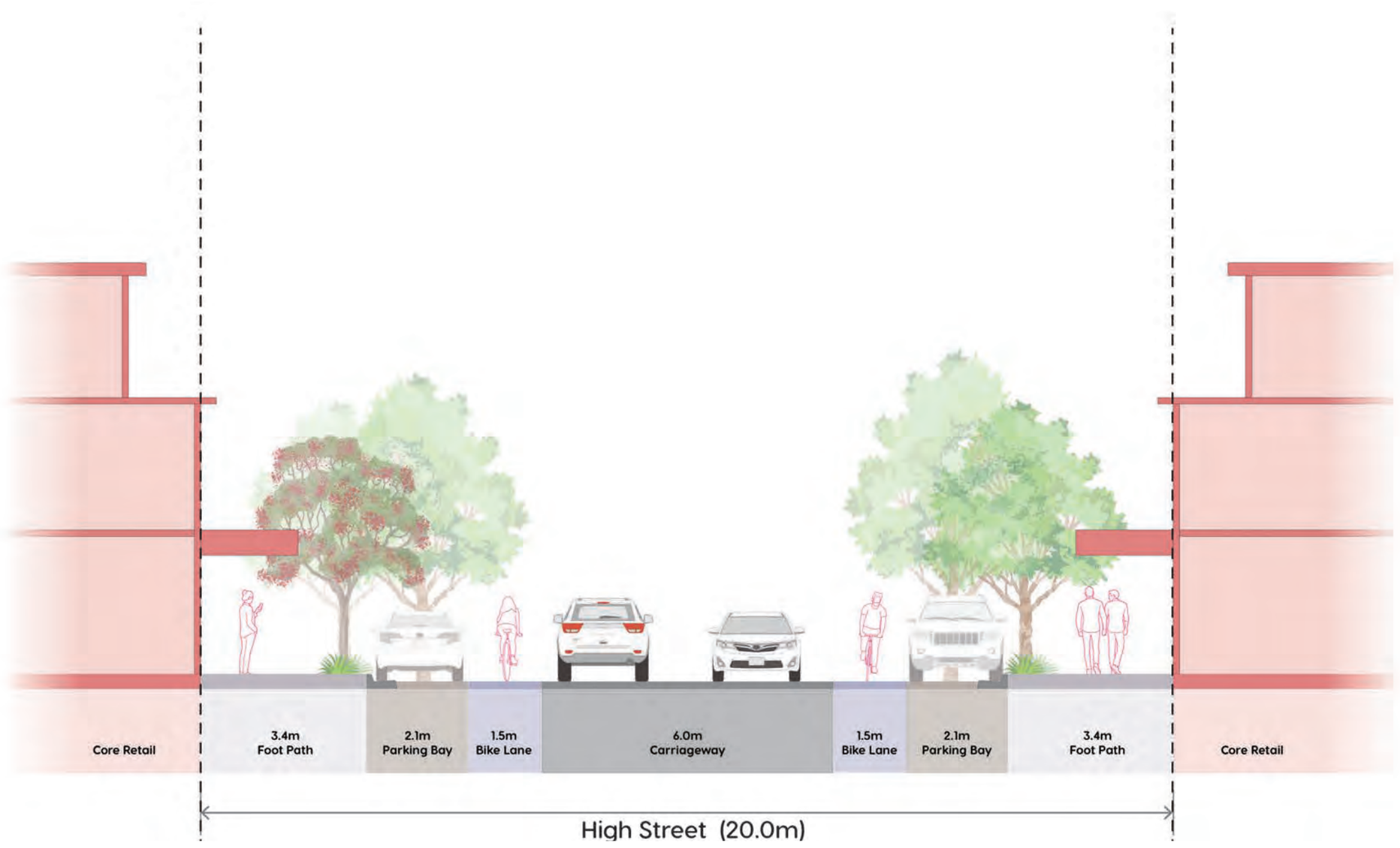


Cross Sections

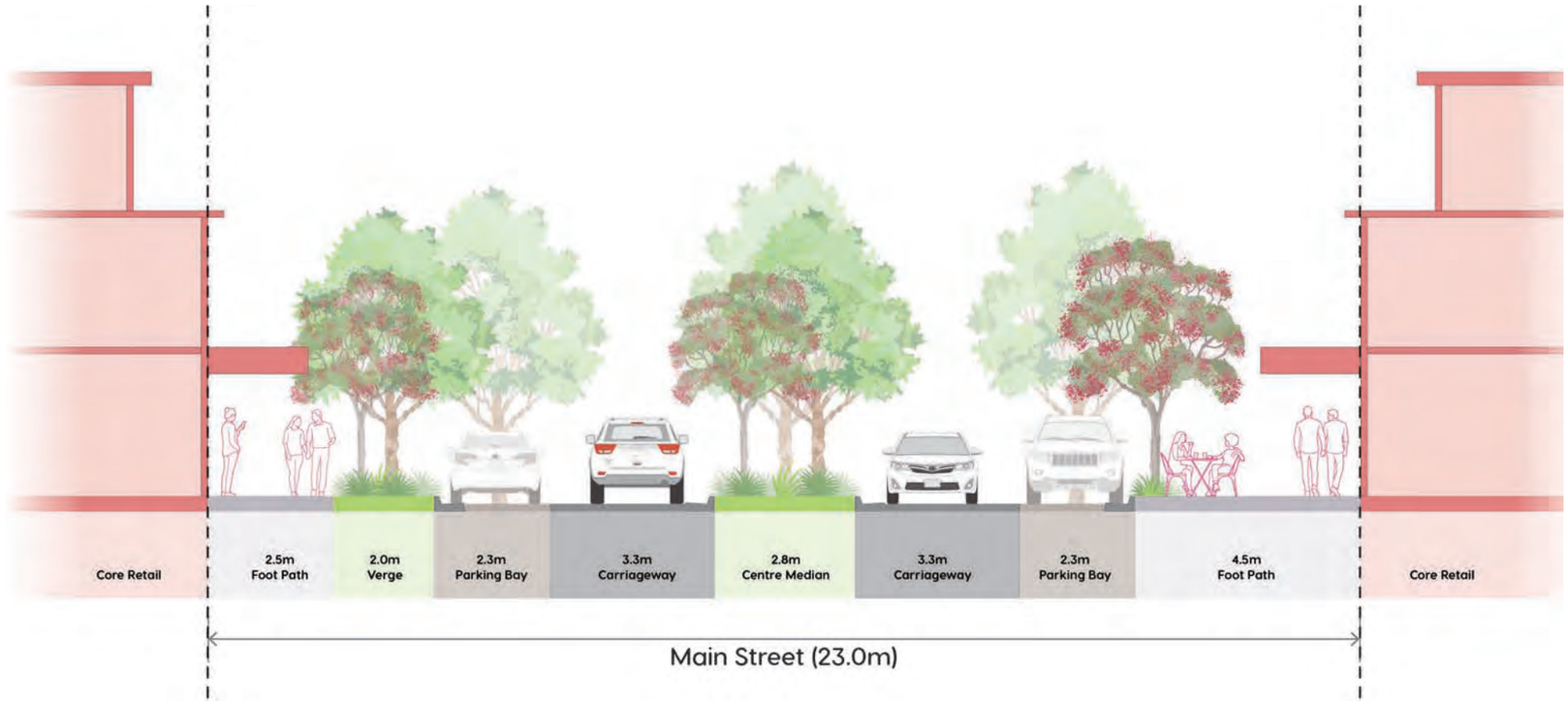


25m
Access Street - Creek Street Loop

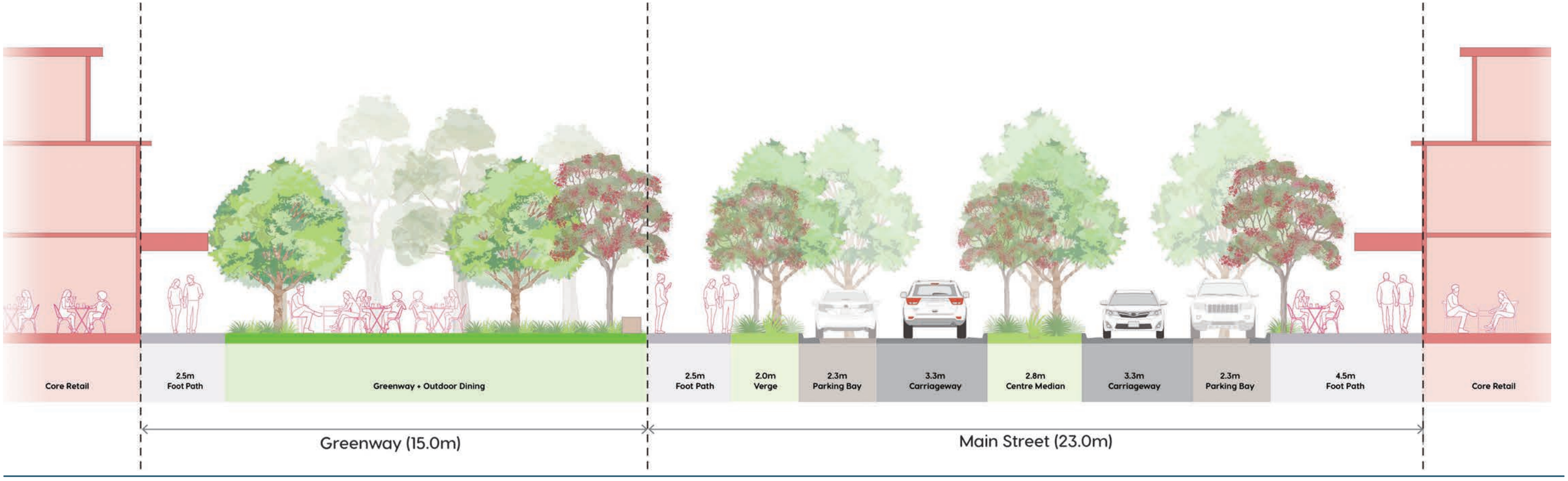
20m
High Street



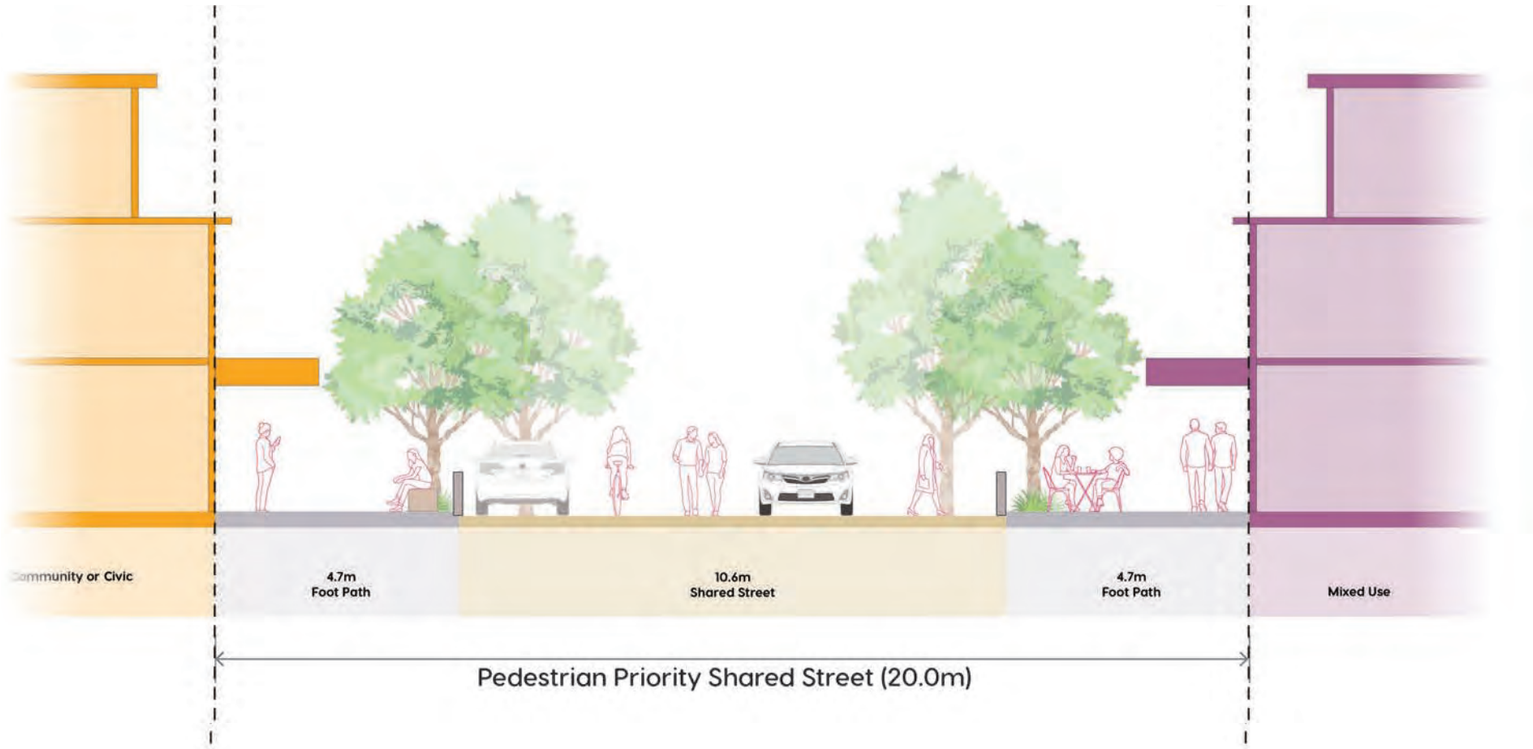
23m
Main Street -A



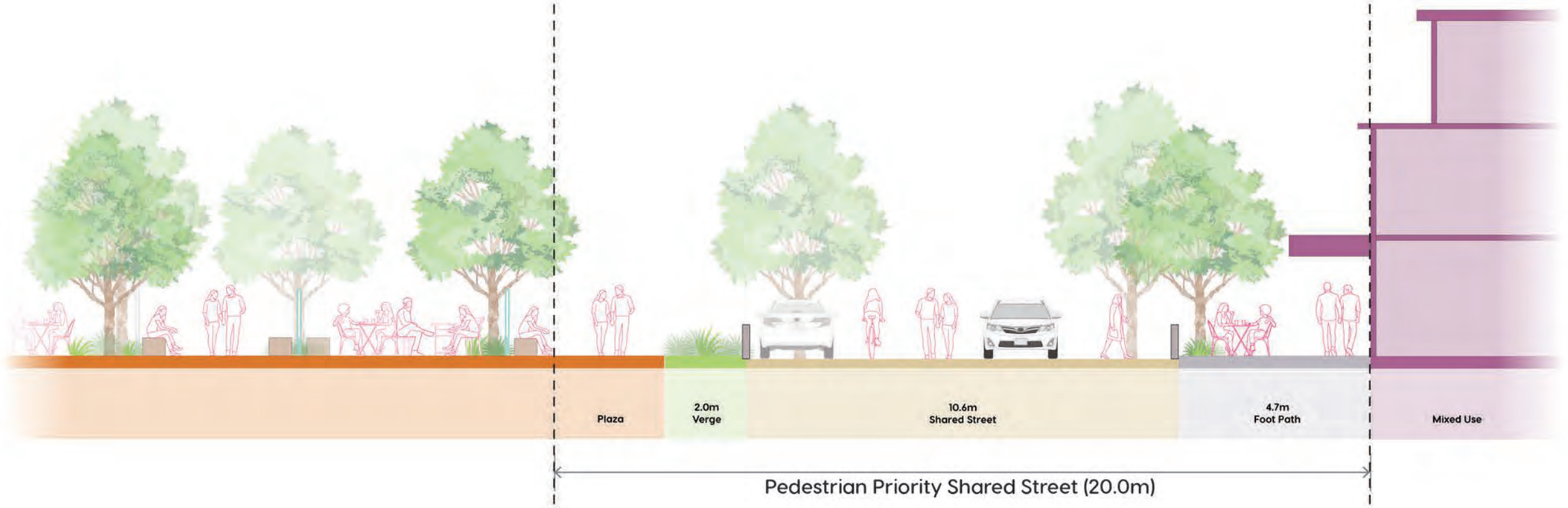
23m
Main Street + Greenway -B



20m
Pedestrian Priority Shared Street - A

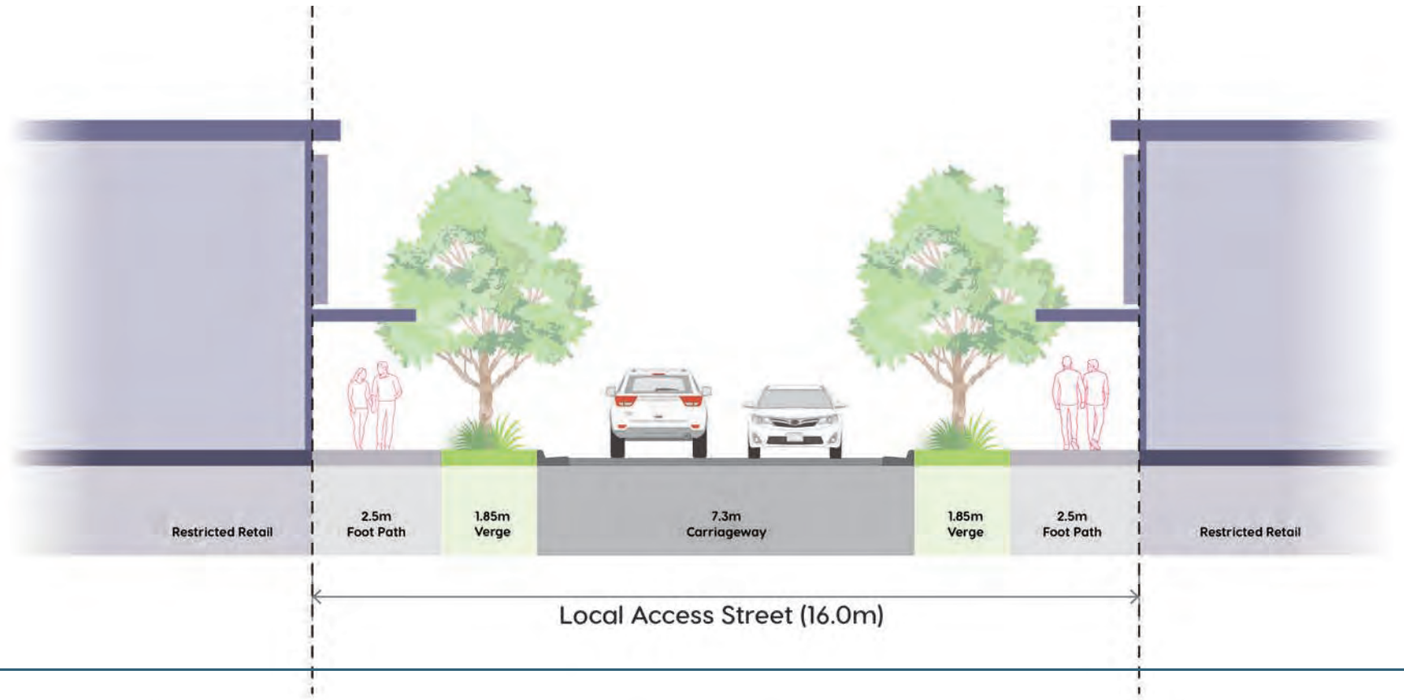


20m
Pedestrian Priority Shared Street - B

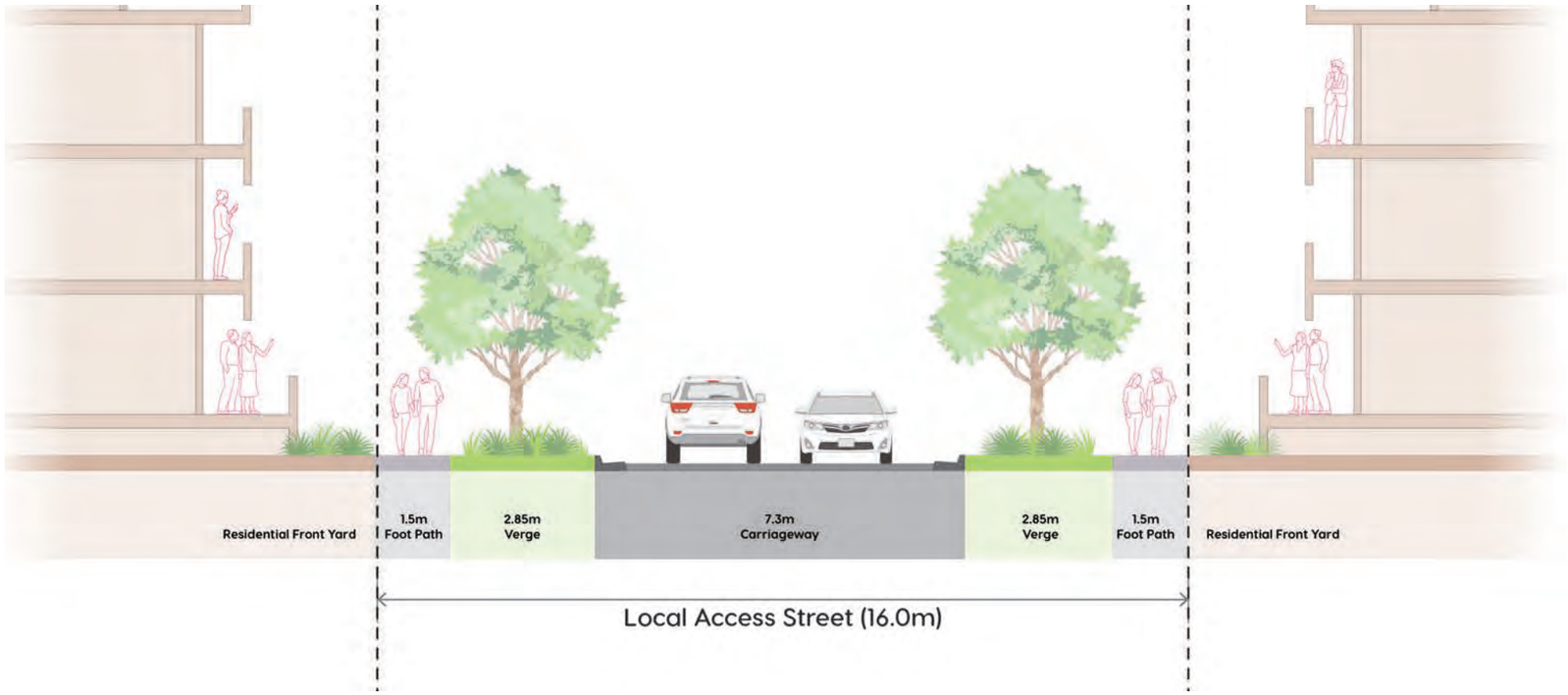


16m
Local Access Street - A

16m
Local Access Street - B



16m
Local Access Street - C



14.5m
Local Access Street - D

3.8 Public Realm & Landscape Framework

Organising Element:

"A dynamic and entertaining focal point where people catch up, relax and enjoy the vibrant and inclusive spaces within the centre, connected to a network of parks and open green spaces that ultimately lead to the Creek Corridor."

There will be a number of key public open spaces that contribute to the overall amenity and function of the centre and cater for high volumes of pedestrian traffic and activity, that will be integral to the design of the Aintree MTC UDF. The three categories of spaces in the MTC are:

- Pedestrian-Focussed Streets
- Urban Plazas, and
- Parks and Reserves.

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

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

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

3.8.1 Pedestrian-Focussed Streets

The MTC incorporates a strong prioritisation of people over vehicles in order to create a pedestrian and cycle friendly urban environment. This means that as well as designing streets to service and provide for vehicles, the framework also needs to provide streets for people and consider them a key part of the open space network.

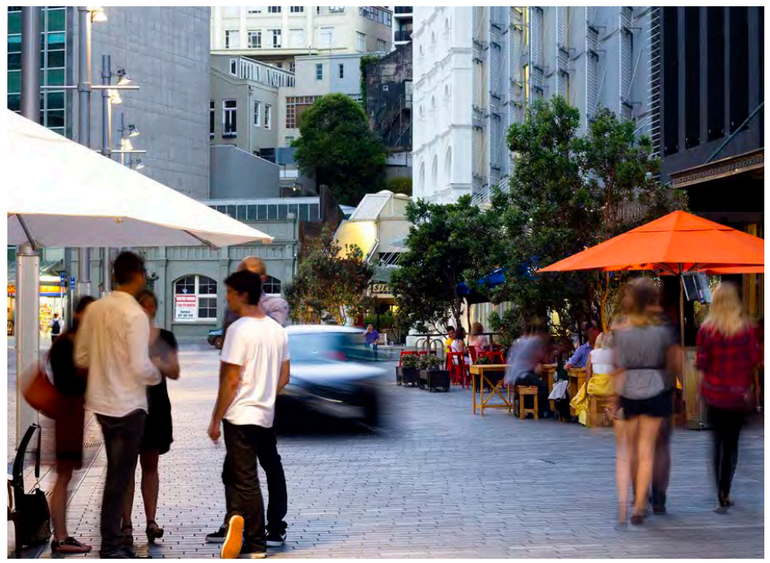
While all streets will have pedestrian elements such as footpaths, pedestrian-focused streets will provide an additional element to the non-vehicle user. This can include generous landscape treatments, wider footpaths, appropriate street furniture, lighting, shade, shelter, wayfinding, and pedestrian priority crossings in key locations, as well as providing suitable interfaces to adjacent buildings. These people-focused streets will be comfortable, safe, inviting and easy places for people to walk, gather, linger and socialise.

The Main Street will include a 15m Greenway (See Figure 16) opposite the main plaza to encourage street trading and outdoor dining, which will in turn support greater pedestrian movement and activity. The intent of the Shared Street is for a low speed area prioritising pedestrians, and shared between vehicles and micro-mobility uses including cycling.

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

Expanded footpath reserve offers opportunities for outdoor retail and dining, and creates a buffer to the road

Streetscape with green buffer and seating separating footpath and carriageway



Shared streets contribute significantly to the public realm

Greenway

- Approx 0.2ha
- Located on the Main Street, this expanded road reserve encourages street trading and outdoor dining,
- Operating as a transit plaza to cater to the nearby bus interchange,
- Incorporating high-quality seating, shade and shelter, signage and wayfinding,
- Mixture of hard paved areas softened by landscape features and green/grassed areas, with significant tree canopy,
- Lighting supporting all-hours uses and activity.

Shared Street

- The Shared Street will significantly contribute to the public space network, adding vibrancy and activity with outdoor dining, public seating, artwork, and landscaping,
- Prioritise pedestrians, while creating a space that supports businesses and residents and provides opportunities for a variety of activities.
- Distinctive public space in its own right, while also connecting the Town Centre Plaza and Park
- Provide a high-quality, attractive, and durable street that contributes to a sustainable and maintainable city centre.

3.8.2 Urban Plazas

Public squares and urban plazas are located on key sites that cater for, and encourage high volumes of pedestrian traffic. They will be designed in a way that facilitates maximum social interaction.

These public spaces will be able to facilitate public art, events, experiences and celebrations, contributing to a sense of community all linked together by the street and pedestrian connection network to ensure they are easily accessed and well utilised.

All public squares and plazas will be designed to be comfortable in all seasons, with various types of weather protection provided. They will be surrounded by active building frontages which will ensure good levels of passive surveillance and will make the spaces feel safe throughout the day and evening.

A level of flexibility in the design of the public squares and plazas will ensure that the spaces evolve to suit the needs of the community as the surrounding development occurs.

The following offers an indication of the role and character of the various Urban Plazas:

Urban Plaza East

- Approx 0.15ha,
- Character and role of a 'town square' where people meet, linger, gather and connect,
- Located adjacent to the Shared Street in the Town Centre Precinct, interfacing with community facilities and the retail core,
- Hard paved areas with potential for smaller green/grassed areas,
- Lighting supporting all-hours uses and activity, and
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.

This will be the only plaza space until the Western land is developed. As such, flexibility for future uses needs to be embedded into the design of the space.

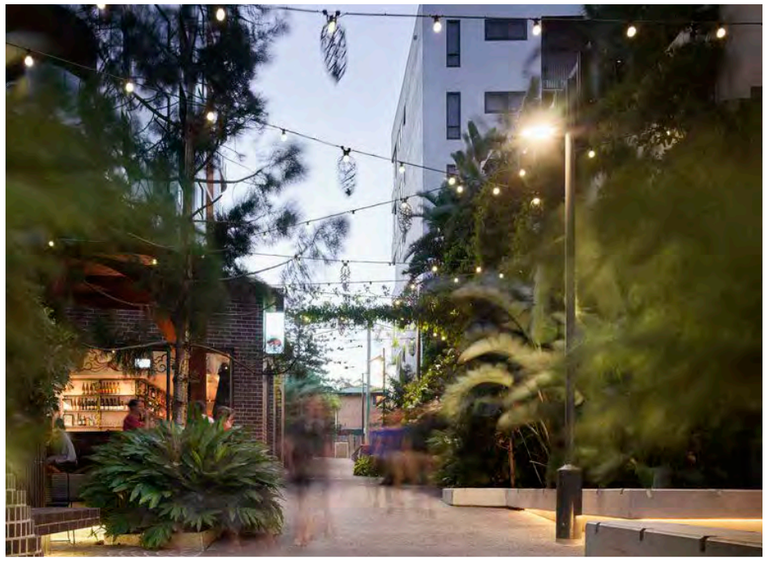
Aintree Town Square

- Approx 0.25ha,
- Character and role of a 'town square' where people meet, linger, gather and connect,
- Located on the Main Street, interfacing with the retail and hospitality core,
- Hard paved areas with potential for smaller green/grassed areas,
- Lighting supporting all-hours uses and activity, and
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.

Urban Plaza West

- Approx 0.1ha,
- Character and role of a minor public square servicing the mixed-use and commercial precinct north and west of the Town Centre Precinct,
- Hard paved areas with potential for smaller green/grassed areas,
- Incorporating high-quality seating, shade and shelter, signage and wayfinding.

Welcoming street furniture adds vibrancy to streetscapes and public plazas



A community presence at night and after-hours for activation and safety

3.8.3 Parks and Reserves

The Aintree MTC UDF encourages high density residential uses within the centre and locates important open space amenity proximate to these uses, as shown in Figure 16.

Local parks provide essential green landscape spaces within the MTC as a place to enjoy a softer, shady green environment as a contrast to the busier urban spaces and the activities nearby.

Local parks are safe neighbourhood places for local children to play, and for friends to meet, relax and spend time together. Typically local parks located within residential areas provide seating and shelter, BBQ facilities and play equipment to encourage these types of activities.

The following offers an indication of the role and character of the important green spaces within the MTC, including major and minor parks, tree and drainage reserves:

Aintree Park (Major Local Park)

- Approx 1.2ha
- Character and role of a major park, where people meet, linger, gather and connect, and engage in different forms of passive recreation,
- Incorporating existing mature trees and significant rocky outcrop,
- Entry point to the Kororoit Creek Corridor,
- Located at the northern end of both Main Streets, the park offers a direct view-line and connection to the Town Centre Heart,
- Soft landscape areas, mature trees, shade, shelter and seating, with community facilities like BBQs, and play equipment
- Potential water-play and water sensitive urban design elements.

Local Park East

- Approx 0.3ha
- Character and role of an urban park, where people meet, linger, gather and connect,
- Located adjacent to the Shared Street in the Town Centre Precinct, the local park will complement the nearby Urban Plaza, flanking different sides of the community use building.
- Soft landscape areas, mature trees, shade, shelter and seating, with some potential hard-paved gathering spaces, sculpture and public art initiatives.

Option for Beattys Road Tree Reserve

- Leveraging amenity created by existing mature trees,
- Active recreation corridor incorporating a bi-directional off-street bike lane, and an expanded pedestrian path,
- Opportunity for outdoor fitness stations.
- It has the potential for storm water treatment areas and providing a visual and acoustic buffer to residential development south of Beattys Road.

Major Drainage Corridor

- Opportunity for shared paths along the length of the drainage corridor, linking the Woodlands and Kororoit Creek Reserves
- Offers a significant green buffer between areas of development, with increased amenity through water sensitive design and landscaping
- Opportunity to consider landscape design features that encourage fauna movement through the corridor.

A mixture of hard and soft landscaping elements is appropriate for an urban park, as it enables year-round use

Park utilising a mixture of natural landscaping, mature trees, and hard and soft landscaping to create outdoor 'rooms'

Existing mature trees on Beattys Road offer opportunities for a shared path and recreation facilities within an established tree reserve

Kororoit Creek Corridor

The interface between the Town Centre and the Kororoit Creek corridor is one of the key defining character features of the Aintree MTC. While not in the subject area, the adjacent Kororoit Creek Corridor has a major impact on the site, and offers both drainage challenges to overcome, as well as significant opportunities for connection and amenity:

- Ensure direct, clear connections and view lines between the Town Centre core and the edge of the creek corridor,
- Celebrate the Kororoit Creek ecology and history through the landscape interface at the northern edge of the Town Centre,
- Create clear, accessible and inviting pedestrian and cycling connections into and across the creek corridor.

Woodlands Conservation Area

The Woodland Conservation Area, while not inside the boundary of this UDF, is nevertheless important for its contribution to both habitat and amenity. The location of the Woodlands Conservation Area in relation to the Town Centre will provide the MTC with a unique identity and genuine destination where urban amenity blends with the natural environment.

Active Recreation

While there are no specific provisions for Active Recreation within the UDF area, the Aintree MTC area will be well serviced by active recreation facilities. Directly south of the Major Drainage Corridor an Indoor Recreation Centre is planned as part of the Woodlea development , and there are two significant areas of public open space planned in the future Melton East and Warrensbrook PSP areas.

Future PSP Areas

These have not been planned, however we are assuming that there will be a network of passive and active open spaces that connect further west and north to service the future residential catchment

The Kororoit Creek Corridor is one of the key defining character features of the MTC, offering significant opportunities for connection and amenity

The Conservation Woodlands is an approximately 12Ha area of protected native bush, that will contribute to the amenity and sense of place in the MTC

The Aintree MTC area will be well serviced by active recreation facilities, with two significant areas of active open space planned in neighbouring PSP areas

Public Realm & Landscape Plan

Figure 16 - Public Realm & Landscape Plan

3.8.4	Public Realm & Landscape Requirements
R-37	Public spaces must be provided generally in accordance with Figure 16.
R-38	Public spaces must be designed for a range of users that support a variety of experiences, including where appropriate public art, events and celebrations.
R-39	The public realm must be designed to appropriately respond to specific climate conditions (including sun, shade and wind) through appropriate plant and tree species selection.
R-40	Shade structures and appropriate tree species must be considered in order to provide shade/sun control in key public locations. Tree selection must be in accordance with relevant Council landscaping policies.
R-41	CPTED principles, such as natural surveillance, controlled access, and good maintenance must be implemented in the design and construction of all public realm areas within the MTC.
R-42	Passive irrigation of all trees and landscape elements must be included unless otherwise agreed with the Responsible Authority.
R-43	Hard and soft landscaping must be incorporated throughout high amenity streetscape areas.
R-44	Public spaces must be framed by a variety of uses operating throughout the day.
R-45	All plazas must be accessible for people of all abilities.
R-46	The design and construction of public realm areas must be in accordance with Council Policy, Guidelines and Standards.
R-47	Streetscapes and pathway networks must incorporate lighting that illuminates footpaths and pathways to ensure amenity and safety for users at night.
R-48	All streets and open space areas must include canopy trees and other forms of landscaping.
R-49	The placement of street trees must take into account sight lines to ensure pedestrian, cyclists and motorist safety is not compromised.
R-50	Public Art must accord with Council's Public Art Policy.
R-51	To encourage high quality, semi-mature street trees, a minimum of 100L nursery stock (or equivalent to the satisfaction of the responsible authority) must be specified on all streets within the MTC.

3.8.5	Public Realm & Landscape Guidelines
G-22	Existing large canopy trees should be retained where possible, and incorporated into public space areas.
G-23	Vehicular entrances to buildings should be minimised or consolidated to reduce the disruption to ground level street frontage.
G-24	Landscaping should reinforce a sense of arrival at key gateways.
G-25	Rooftops should be utilised to provide more public and private open space

Public spaces should cater to a wide range of activity levels and abilities

Residential housing provision with easy access to public spaces

Utilising rooftop spaces to increase the availability of both public and private open space

3.9 Built Form & Interface Framework

Organising Element:

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

3.9.1 Built Form

Built form and massing in the Aintree MTC will contribute to a higher density urban environment reflective of a Major Town Centre, allowing for landmarks, visual breaks and landscape elements throughout the urban environment. The intensity and quality of development and its relationship to the surrounding public space will contribute to the vitality and sense of place of the MTC.

The built form approach provides a highly activated, convenient and functional responsive to local micro-climate and sensitive to creating inviting and comfortable indoor and outdoor spaces.

The massing, form and design of buildings within the MTC will help to frame the street and create a diversity of urban experiences.

Key sites in prominent locations such as on important corners and at terminating view lines of key roads and pedestrian routes will have a strategic justification for a taller built form response. They will also be required to provide a genuine mix of uses, well considered form and articulation, and positive activation at street level.

3.9.2 Key Built Form Sites

Key built form sites have been identified due to their strategic location, either situated on a prominent intersection, or situated on an important view line.

The form and design of buildings located on key sites plays an important role in establishing local landmarks, and signifying gateway arrival routes to the MTC. Their design response considers:

- The use of appropriate building scale, with an emphasis on verticality of built form,
- Capitalising on their prominent location through the use of high quality architectural articulation and detailing, and
- Responding to key views lines, particularly terminating view lines on key roads, streets and to open space.

3.9.3 Residential Densities

Dwellings within the MTC area will be located largely within the Residential Precinct.

Medium to high density is encouraged, with a mixture of housing typologies within all precincts, including apartments, apartments above retail or office ground-floor uses, townhouses, SOHO or live/work opportunities and integrated medium density areas. See Section 3.5.1 - Residential for more detail around location of proposed density.

Example of a mixed use building fronting a public plaza, with ground floor retail and upper level residential.

Example of high-quality medium density residential to encourage increased density in the town centre

Example of high-quality medium density residential to encourage increased density in the town centre

3.9.4 Interfaces

Building frontages will contribute to the use, activity, safety and interest of the public realm. As such, building design must consider the interface between the internal functions and the external surrounding public realm. Managing high quality interfaces between uses is critical to ensure that any negative amenity outcomes are avoided, and that the UDF facilitates safe and accessible environments for the community to enjoy.

Some key interfaces which typically need to be managed in a Town Centre environment include:

- Arterial Road frontages (such as the Leakes Road frontage)
- Loading bays and service interfaces,
- Interfaces with transport hubs and bus stops
- Large at-grade car parks

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

Figure 17 shows the different interface outcomes sought.

Core Interfaces (Highly Active)

These are the frontages within the Town Centre Heart and Town Centre Precincts, especially in locations adjacent to key sites, where buildings address the most active and vibrant ground level areas.

A Core Interface will:

- Ensure buildings contribute positively to the appearance and function of the area,
- Maximise activity along streets and laneways by positioning active uses to address street, public space and laneway frontages,
- Maximise the number of pedestrian building entries along main street, street and laneway frontages, to provide for public interaction and long term flexibility of tenancies,
- Feature at least 80% of the length of a frontage as an entry or display window to a shop or other uses, which provide pedestrian interest and interaction,
- Provide opportunities to open out onto the street, and incorporate on-street tables or dining (where appropriate,
- Provide continuous weather protection at street level that reflects the form and grain of street level façades, allows for choice of exposure to winter sun and shelter from summer sun, and allows for growth of street trees
- Preclude any vehicle access to the building at street level,
- Minimise building services and back-of-house to the street frontage.

Secondary Interfaces (Semi-Active)

These are the frontages at street level that will not necessarily address the most active areas of the centre, but still need to contribute positively to the adress and character of the steetscape.

A Secondary Interface will:

- Ensure buildings contribute to the appearance and function of the area,
- Maximise activity along streets and laneways by positioning active uses to address street, public space and laneway frontages,
- Maximise the number of pedestrian building entries along main street, street and laneway frontages, to provide for public interaction and long term flexibility of tenancies,
- Avoid wide tenancy frontages with limited entries, and sleeve large floor-plate tenancies with fine grain uses at ground level,.
- Feature at least 60% of the length of a frontage as an entry or display window to a shop or other uses, which provide pedestrian interest and interaction,
- Provide opportunities for the lower levels of larger buildings to accommodate a range of tenancy sizes, including smaller tenancies,
- Provide opportunities to open out onto the street, and incorporate on-street tables or dining (where appropriate)
- Feature signage or product displays that maintain views to and from the tenancy interior to the public realm,
- Minimise the visual impact of any vehicle access to the building at street level, and locate crossovers and car parking away from the primary frontage,
- Minimise the impacts on the pedestrian network through the location and width of vehicle entries.
- Co-locate building services internal to loading, waste or parking areas where possible to avoid impact on the public realm.
- Provide for pedestrian comfort and protection from rain, wind and summer sun in the public realm.

A library and community hub that holds a strong presence on the street

Example of housing models that encourage mid-block pedestrian connections

Open Space Frontages - interfacing with open spaces, particularly the main public spaces (parks and plazas)

Within the MTC, the focus of public activity will be in and around the key public spaces. Typically these places are the urban plazas, squares and parks, as well as the key pedestrian routes. Built form in these locations will be encouraged to provide active interfaces to the public open space and support people-focused activities. Buildings interfacing with public spaces will;

- Be designed to address the surrounding open space. Windows, particularly on the ground floor, will provide the opportunity for occupants to overlook and watch activities occurring,
- Consider pedestrian connectivity between the building and adjoining open space, particularly buildings of significant scale and prominence ,
- Ensure that overshadowing from buildings does not result in a significant loss of sunlight, particularly throughout the middle of the day,
- Consider the appropriate location, design and logical integration of car parking areas, to ensure the visual impact of the parking areas as seen from surrounding open space, is minimised, and
- Avoid the use of solid fencing that prevents views from the building to the surrounding open space.

Other Interfaces

Residential Interfaces should be designed to address the street. Design Guidelines will specify that corner lot dwelling address both the main and side street frontages.

Arterial Interfaces should visually address the arterial street, while taking into account that this is likely not the main entrance.

Example of medium density residential located and oriented according to the significant landscape

Example of medium density residential located and oriented towards a significant landscape

Example of quality higher density residential to encourage increased density in the town centre

Example of active ground floor interfaces with residential above

Built Form & Interface Plan

Figure 17 - Built Form & Interface Plan

Built Form & Interface - Preferred Building Heights Plan

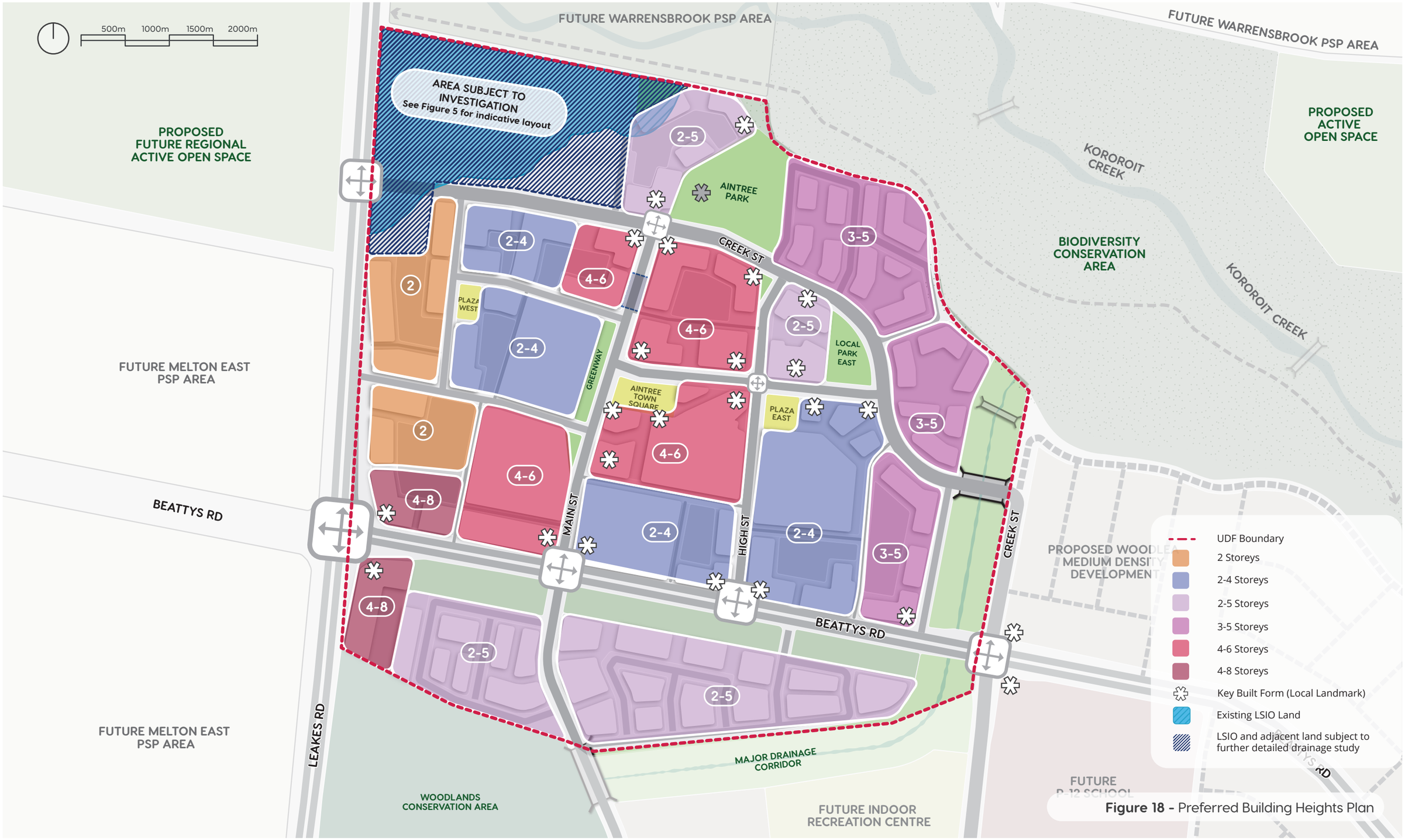


Figure 18 - Preferred Building Heights Plan

3.9.5	Building, Interface & Setback Requirements
R-52	All new buildings must incorporate CPTED principles (reference to Safer Design Guidelines for Victoria).
R-53	Apartment building development must be generally in accordance with the Better Apartment Guidelines.
R-54	All future built form located on an identified core interface (Figure 17) must set a benchmark for design quality. Built form must provide active building frontages using transparent and permeable building facade treatments such as windows and operable building openings positioned to allow occupants to overlook and provide passive surveillance.
R-55	Built form must deliver a site responsive design outcome.
R-56	Built form must have consideration of the sensitive use of the building envelope, and the relationship to adjoining sites.
R-57	Built form must encourage high quality, architecturally detailed and visually distinct building design.
R-58	Built form must provide direct access to the primary street frontage.
R-59	Built form at ground level of main streets (i.e Main Street, High Street and Shared Streets) must: • provide highly active frontages with windows and entrances as the predominant elements of the ground floor façade; • maximise opportunities to enhance passive surveillance of the public realm; • have a zero setback to create a defined edge and provide adequate all weather protection above pedestrian pavements; and • limit blank walls.
R-60	Built form must respond to the active interfaces as identified in Figure 17.
R-61	Service and loading docks, driveways and car park access must be located at the rear of a building or where least impact will occur on the public realm and be suitably screened from view.
R-62	Long, inactive street frontages must be avoided.
R-63	Car parks must be screened. At grade parking must use low level perimeter planting to provide a visual buffer, and where possible, canopy trees to provide shade and delineate a clear pedestrian path through the car park.
R-64	All built form identified as a Secondary Interface in Figure 17 must provide semi-active building frontages using semi-transparent and permeable building facade treatments.
R-65	All built form identified as a Secondary Interface in Figure 17 must use high quality architectural detailing.
R-66	Buildings on corner sites must address and activate both primary and secondary frontages and provide a gateway experience.
R-67	Inactive frontages must not be located within streets designated as requiring Core Interface or Secondary Interface conditions.
R-68	Buildings must be sited and oriented to maximise opportunities for solar access to both indoor and outdoor amenity areas.
R-69	Buildings must be sited to front the street and provide appropriate passive surveillance of the surrounding public realm.
R-70	Building height must be a minimum of two storeys at the street frontage in the Centre. Upper levels above the second floor must be setback 5 metres from the building frontage unless otherwise negotiated during the permit process.
R-71	Building height must consider adjacent development and create a cohesive visual transition between lower and higher scale buildings.
R-72	Key sites must respond to key view lines, particularly avoiding termination of important views.
R-73	Service areas for deliveries and waste disposal should be located away from the primary frontage of buildings or internalised. Where internalised service areas cannot be provided, they must be screened from public view through landscaping or articulated built form measures to minimise impact on amenity and adjoining neighbourhoods.
R-74	Loading and back of house facilities for commercial and retail uses must be located away from screened from view from public realm and streetscapes.
R-75	Residential uses must be orientated towards town parks and key streets

Active street level frontages with a local community living above

Example of key built form that attracts visitation

3.9.6	Building, Interface & Setback Guidelines
G-26	Built form should be of high quality and deliver contemporary buildings that provide positive amenity and character to the Centre.
G-27	Ground floor frontages should adopt a fine grain tenancy.
G-28	Building entrances must be legible and pronounced with appropriate architectural treatments that provide a clear sense of address to the built form.
G-29	A consistent built form approach should be provided with a mix of materials and finishes within an appropriate colour palette.
G-30	Rooftops should be utilised, including rooftop gardens where appropriate.
G-31	Blank walls should be minimised throughout the Centre. When development within a block is staged, exposed blank walls should incorporate a visually interesting design in the interim, until adjacent sites develop.
G-32	Development should consider the provision of solar access to public spaces, parks and key pedestrian streets.
G-33	Vehicle access points to residential development should be located away from primary street frontages, shared vehicle and cycle environments and open space areas to minimise disruption to the streetscape.
G-34	A high level of visual permeability, particularly on the ground floor, should provide the opportunity for visual connection between building occupants and pedestrians especially when interfacing public space.
G-35	Landmark buildings (on key built form sites) should be of an appropriate scale and use architectural elements to act as a visual wayfinding device.
G-36	Building heights should be generally in accordance with the indicative heights identified in Figure 18. If a proposed development exceeds the preferred height this may be considered and will be assessed using a performance based approach.
G-37	Built form in the Town Centre and Town Centre Heart Precincts should demonstrate its ability to adapt and evolve over time including the use of high ceilings and should be built to 3.6 meters at the ground level and a minimum of 3.0 metres at floors above, where appropriate.
G-38	Built form must ensure that ground floors are designed to be highly activated including the use of windows which are predominately permeable through the use of 80% clear glazing.
G-39	Encourage rear loaded residential development in key locations to minimise crossovers and garages dominating the streetscape.
G-40	Residential uses must be oriented towards open space and key streets to ensure a high level of passive surveillance, and assist in activating the Centre
G-41	Residential development must be designed to assist in protecting the MTC from prevailing winds which will generally require two storey built form as a minimum.
G-42	Fine-grain retail tenancies should sleeve in front of the anchor tenants within the Centre.
G-43	All built-form should apply strong passive design principles and strive for industry-recognised best practice ESD.

3.9.7	Density Guidelines
G-44	A mixture of housing typologies and densities is encouraged as outlined in 3.9.3.

3.9.8	Building Articulation, Materials & Detailing Requirements
R-76	Buildings located on key intersections, adjacent to community facilities/open space and along key pedestrian areas must adopt a building form, colour palette and architectural expression that reflects their location. All future built form located on an identified core interface (Figure 17) must use articulation in the building facade to provide visual interest at both the scale of the whole of building and at smaller street scale.
R-77	All future built form located on an identified interface (Figure 17) must demonstrate the use of contemporary, high quality materiality and finishes.
R-78	All façades along Leakes Road must provide texture rich materials and/or clear glazed windows to facilitate visual interest and passive surveillance.
R-79	Built form located on a corner must address and provide visual interest to both frontages using architectural treatments and articulation.
R-80	Buildings must be constructed of durable, robust materials that require minimal maintenance.
R-81	New buildings must be designed with regard to the design of upper levels and their integration with the streetscape.
R-82	Signage in the form of branding and colours must not cover the entire facade, refer to City of Melton 'Advertising Signage Design Guidelines', 2017.
R-83	Prevention of graffiti must be considered when detailing materials for sides and rears of buildings, car park and servicing areas.
R-84	Commercial, retail, civic, health, and educational buildings must provide canopies to the street and over pedestrian walkways to ensure continuous weather protection.
R-85	All shop fronts must have direct street access as their primary frontage with any secondary entry access from adjoining car parks.
R-86	Development must use a colour palette that complements the surrounds.

3.9.9	Building Articulation, Materials & Detailing Guidelines
G-45	Building articulation and detailing should contribute to activation of the public realm at street level.
G-46	Building detailing should consider opportunities for informal seating and weather protection.
G-47	Solid fencing that prevents views from a building to the surrounding open space should be avoided.

High quality built form on a prominent corner location

3.10 Sustainability & Environment Framework

Organising Element:

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

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

Water quality and availability is a critical issue across the MTC area, as the City of Melton is located in an area of low rainfall, with increasing water demands from competing uses such as irrigation for agriculture and increasingly from urban areas. These pressures are likely to be exacerbated in coming years as the centre develops.

Better management can make use of this valuable resource and reduce the harm it can do to our waterways when it is poorly managed. Embracing water sensitive urban design (WSUD) interventions is key to any successful water management strategy.

These should be considered to passively irrigate any vegetation, to lower maintenance requirements for Council. Nearby buildings can capture and recycle water, re-distribute grey water, increase rooftop thermal mass and insulation by including vegetated rooftops and other similar initiatives.

An overarching goal of the UDF is to create an environment that is a green, comfortable and suitable urban habitat for plants and animals. To this end, the retention of existing vegetation and planting of appropriate new vegetation should be prioritised.

A consistent tree canopy is imperative, while the open space network will provide the much needed green respite and 'lungs' of the Centre area. An emphasis on a consistent street tree canopy to assist in reducing the urban heat island effect is essential.

Components such as walkable and bikeable streets, an efficient local bus network and access to the station, are all key parts of a sustainability strategy.

While this document does not aim to give detailed building design guidelines it does set out built form guidelines to consider when building in the MTC, including maximising solar access, minimising impervious surfaces and consideration of micro-climate, aspect, water and energy efficiency, reduction of waste and emissions, and the use of eco-friendly and local building materials.

Onsite waste management reduce the amount of waste going to landfill and contribute to sustainability, soil health, and wellbeing

Example of vertical vegetation facade system which will lower the ambient temperature of the centre

Town Centre will incorporate significant electric vehicle charging infrastructure, targeting net zero emissions

3.10.1 Site Drainage

Stormwater management for the Aintree MTC will be crucial to the successful delivery of a great urban environment, and must be a critical component of early design for stages and sites within the centre. In addition to the broader flood modelling undertaken for the site (see Background Report for details), consideration must be given to the local drainage within the MTC site itself. Given the commercial nature of the MTC, piped drainage will allow for conveyance of 10% AEP flows, and the road reserves will, in addition, provide adequate conveyance of the 1% AEP gap flows.

The site generally grades to a central low point, and subsequently discharges towards the north-east. Filling will occur across the site within development works, to alter the natural flow paths to ultimately drain towards the north-eastern corner. A future wetland and sediment basin is to be located external to the MTC boundary within the Kororoit Creek corridor. It is expected that there will be no retardation requirements for the 1% AEP storm event (i.e. the downstream wetland will not have a retardation function), with these flows able to discharge directly into Kororoit Creek. In addition, it is also expected that no temporary retardation will be required for the development.

Road design and location throughout the MTC will consider stormwater management and drainage, particularly where streets interact with low points in the landscape where vegetation will be compromised. Stormwater management areas also need to be defined as separate from areas of biodiversity conservation so that stormwater plans do not damage retained areas.

3.10.2 Integrated Water Management (IWM)

Adopting IWM opportunities at both a lot scale and a precinct scale will result in significant IWM outcomes due to larger catchments and associated water volumes. Combined with improved amenity opportunities such as constructed wetlands feeding a stormwater harvesting system, this presents a significant opportunity for a resilient and climate-ready community.

Rainwater Tanks

Rainwater tanks are proposed to capture roof water, with the roof catchment area maximised through a siphonic roof drainage system. The rainwater tank size depends on the roof area. Water from the rainwater tanks is proposed to be used for non-potable purposes, such as toilet flushing, irrigation and wash down areas.

Due to the size of the roof catchments, the rainwater tanks capture a significant amount of water that could be used for other demands across the site. Current modelling shows that supplying water for toilet flushing uses only a portion of the rainwater captured with a large portion spilling from the rainwater tanks as overflow. This additional water could be made available for other end uses within the development, or beyond through a regional stormwater harvesting scheme.

Passive Irrigation

Implement kerb inlets (as per council standard) to allow road runoff to passively irrigate street trees. This enables higher soil moisture content for street trees throughout the year, which attributes to better tree health, larger canopy, and improved amenity.

The kerb inlets and trees should be protected during the construction and building phases of the project to ensure construction sediment does not impact on the filter material within the proposed passive irrigation.

Recycled Water

Class A recycled water could be considered for use for the proposed lots and for any nearby public open spaces, as 'third pipe' system if the pipe infrastructure is built into the development.

By using recycled water, occupants could reduce their potable water demand by up to 50% by connecting recycled water to things such as toilets, laundry and irrigation. By utilising recycled water, Council could fully offset their irrigation demands. Furthermore, as permanent water saving rules do not apply to recycled water, irrigation of gardens can continue under water restrictions, resulting in healthier and greener environments.

Class B recycled water could also be an option for the site, and could be supplied for public open space irrigation, or to suitable industries. Class B recycled water supply is significantly cheaper than potable or Class A recycled water, however there are management practices that must be employed for its safe use, typically outlined through an Environmental Improvement Plan developed between the user and the responsible water authority.

Amenity & Liveability

While wetlands provide an important function for treating stormwater, they can also provide significant amenity and recreation for the local community. Within the precinct, wetlands and the surrounding Kororoit Creek corridor can include elements such as sporting facilities, pedestrian bridges, viewing platforms, seating, playgrounds, outdoor gyms, BBQ areas and water features. All these elements contribute to creating a hub that the community can enjoy that is centred around water.

Example of solar carport which will get free energy from the sun, but also incorporate shade protection for the carpark as a bonus

Example of an on-street rain garden which assists with stormwater attenuation and adds amenity to the streetscape

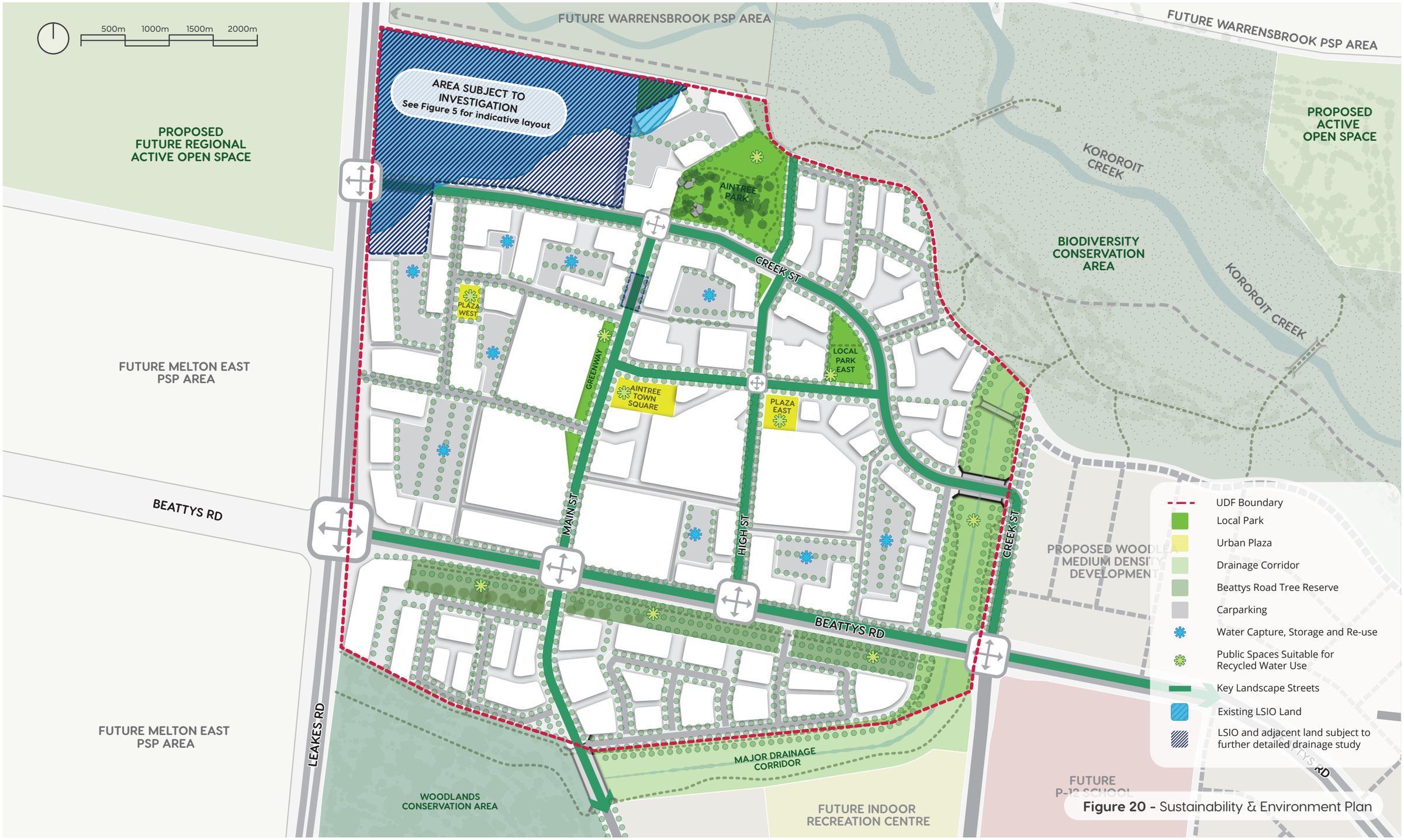


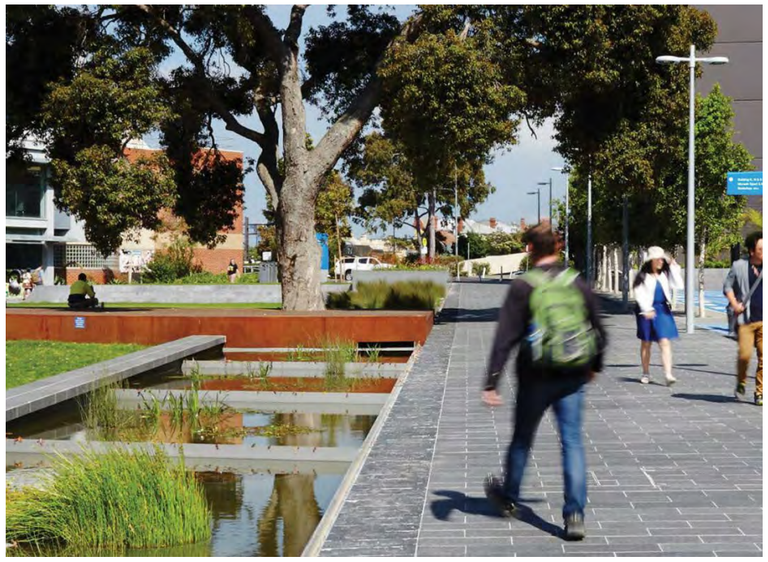
Figure 20 - Sustainability & Environment Plan

3.10.3	Sustainability Design Requirements
R-87	Buildings must be designed in accordance with any relevant Council sustainability design policies and guidelines.
R-88	Buildings must be sited and oriented to ensure future dwellings are provided with appropriate solar access, access to daylight, shading, prevailing breezes and minimise energy use for heating in winter and cooling in summer.
R-89	Use of reflective building materials (other than roofs) must be limited.
R-90	Public lighting design must meet the required lighting category with minimum overall wattage required.
R-91	All development proposals must be accompanied by an Environmentally Sustainable Design report to demonstrate best practice performance.
R-92	Irrigation infrastructure and turf species selection must minimise water usage on open spaces and sports grounds.
R-93	Infrastructure design must consider the use of materials with recycled content, or materials that are recyclable.
R-94	Built form design must consider the appropriate location of waste bin storage and Waste management systems.

3.10.4	Sustainability Design Guidelines
G-48	Future development should utilise innovative and contemporary design and achieve leading edge environmental standards to support a progressive and environmentally sustainable Centre.
G-49	Site earthwork strategies such as limiting cut and fill and disturbance to natural drainage paths must be included.
G-50	Installation of renewable energy systems should be considered as part of all new buildings.
G-51	Infrastructure should be designed with consideration of climate change risks and adaptation methods.
G-52	The reuse of materials and utilisation of local materials should be incorporated to all buildings, where possible.
G-53	Fixed or flexible external shading should be considered to protect building windows from unwanted heat gain in summer and allow for desired heat gain in winter.
G-54	Green roofs, walls or façades are encouraged to cool a building, help reduce stormwater runoff, increase biodiversity and provide more greenery in the UDF area.

3.10.5	Drainage & Water Management Requirements
R-95	Water sensitive urban design principles must be included to passively irrigate trees and other vegetation within the UDF area.
R-96	Rainwater run-off from buildings and sites must be harvested for re-use or recycling within the UDF area.
R-97	Stormwater runoff from development must meet or exceed the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater prior to discharge to the receiving waterways.

3.10.6	Drainage & Water Management Guidelines
G-55	Integrated Water Management options should align with the objectives outlined in the City of Melton's Integrated Water Management Plan (2018).
G-56	Overland flow paths should be considered as part of public realm design to optimise efficient water use and long-term viability of vegetation.
G-57	Infrastructure and built form should be designed to enable stormwater capture and use for flushing toilets, garden watering, or other recycled uses.
G-58	The inclusion of recycled water infrastructure should be included where practicable.
G-59	Any planting must consider the minimisation of potable water use through appropriate species selection and the inclusion of passive irrigation designs.
G-60	Reduction of impervious surfaces and inclusion of permeable pavement should be considered as part of any water management strategy.
G-61	Efforts should be made to facilitate alternative water (stormwater harvesting or recycled water) over potable water for irrigation of open space and sports grounds.
G-62	Implement kerb inlets (as per council standard) to allow road runoff to passively irrigate street trees.



Example of stormwater storage and filtration adding to the amenity of the public realm

Example of a central stormwater bioswale allowing for water to be filtered prior to entering the stormwater system

4.

Implementation & Staging

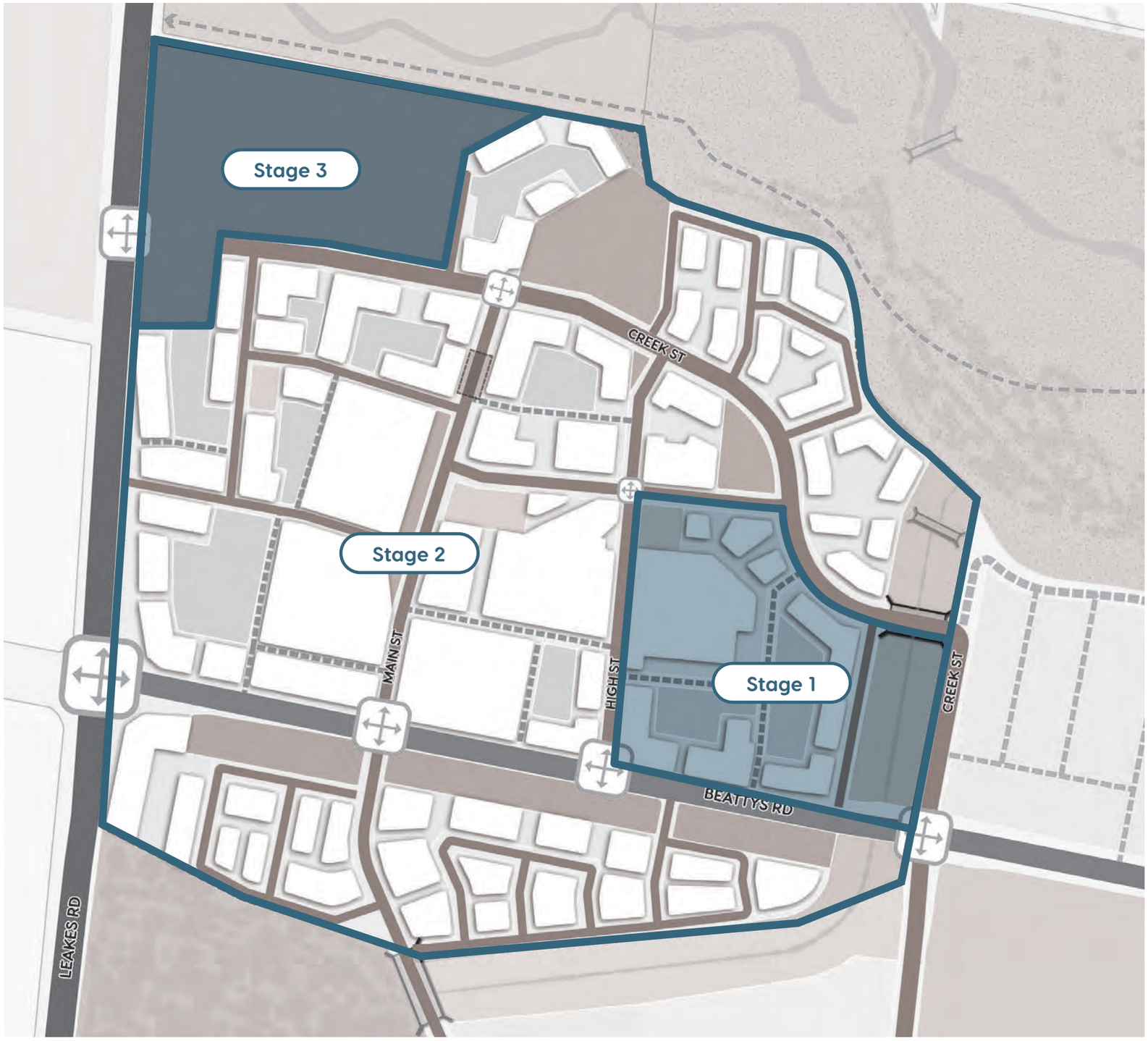
4.1 Staging

Staging is critical in the strategic development and planning of a town centre. The staging of the Aintree MTC will be driven by the development of the surrounding residential catchment (including the future Melton East PSP, and the remainder of the Woodlea development), along with the retail and commercial components that comprise the centre. It is anticipated that development would commence in the south and east of the MTC area in the remainder of the Woodlea development, and subsequently spread towards the north west.

When considering the staging of the MTC it is important to support the establishment of interim/and or temporary land uses to assist with activation where they:

- Are consistent with and do not detract from the vision of the MTC;
- Do not cause fragmentation of existing lots; and
- Do not jeopardise the transfer of nominated land for any public purposes.

Initial stages of the development should provide strong connectivity to the residential developments to the east of the MTC. Staging zones are indicative only and subject to future development planning and other factors.



4.2 Implementation

4.2.1 Rockbank North Development Contributions Plan

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

- 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 (one of the indicative locations is in close proximity to the UDF area).
- C05 - Library and Higher Order Community Centre 3. Land acquisition of 2 hectares for Library and Higher Order Community Facility within the MTC.
- OS09 - Town Square. 0.5ha of land for the development of a town square within the MTC.

As shown above, the Rockbank North DCP identifies land allocations for open space and community facilities uses within the MTC (C05 and OS09). During the preparation of the Rockbank North PSP the need for these facilities and the land allocated was based on the assessed need at the time, and Councils standard model for the delivery of facilities of that nature. At the time of preparing this UDF, the land requirements have been split into two smaller community facility buildings which will create a better design outcome and a stronger Council presence across the MTC. An amendment to the Rockbank North PSP and DCP is required to reflect this .

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

4.2.2 Government Funding (Federal, State, Local)

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

- The delivery of the MTC Bus Interchange and a bus service to and from the centre, including to the Rockbank Railway Station will require government strategy and funding in order for the projects to be completed.
- Leakes Road fronts the western boundary of the MTC area. Leakes Road is an existing arterial road and the PSP and UDF proposes two major intersections to it within the MTC area. The DCP will fund the land acquisition within the Rockbank North PSP area, and the interim construction of the intersections. However, to deliver the ultimate intersections/Leakes Road design, land acquisition and additional construction will be required by future developers within the Melton East PSP (currently under preparation).

The delivery of these services will not necessarily be staged in line with demand and catchment of the surrounding population this may also influence the staging of the MTC.

Although outside of the UDF area it will be important to consider the location and staging of the other community uses such as the adjacent government education facilities. The lots for the two Schools have already been created (with a process underway for those to be transferred to Department of Education and Training). Having these facilities delivered early in close proximity to the MTC will assist with providing demand and justification for the early stages of development within the MTC.

4.2.3 Developer works

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

4.2.4 Land Subject to Inundation Overlay - Further Investigation Area

The land in the north western corner of the MTC is covered by the Land Subject to Inundation Overlay. During the preparation of the Rockbank North PSP, the area was identified as requiring detailed drainage studies to confirm the ability to develop the land prior to permits being issued. As part of preparing this UDF, Council engaged Spiire to undertake a Stormwater Management Strategy for the MTC which assessed this area and its development potential. This report concluded that further work was required during the detailed design phase (and when the drainage requirements of the adjoining land outside of the MTC are known) to facilitate an opportunity to develop this land. Therefore, Council made the decision to identify the land as undevelopable in the UDF, subject to further investigations.

Intersection RD-08 is located within this area and its design will need to consider the drainage requirements of Leakes Road (i.e. potential culvert requirement). Therefore this intersection also cannot be delivered until these works are complete. Applicants for the remaining land in the UDF will need to undertake traffic analysis to demonstrate that the traffic movements associated with their development can be catered for by the Beattys Road connection to Leakes Road (RD-12). If modelling indicates that a permit areas traffic movements cannot be catered for in RD-12prior to the construction of RD-08, development cannot progress.

5.

Review

5.1 Review

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

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

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

- Future changes in retail centre hierarchy
- Future retail and commercial demand
- Changes in vehicular technology – i.e., car share, autonomous vehicles, electric scooters etc.
- Provision of community facilities, including any reduction or addition to what is currently proposed for the Library and Higher Order Community Centre.
- Timing for the approval of the Melton East PSP (currently under preparation) and subsequent development to complete the residential catchment for the MTC.

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

Appendices

Appendix 1

Statutory Assessment

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

Items included in Requirement 40 of the Rockbank North PSP	Compliance	Comment
A response to the Major Town Centre Concept (Figure 4) and the vision and organising elements set out in this PSP.	Yes	This has been considered, and a response is provided in Section 2 and 3 of this UDF.
The role and function of the town centre as a whole.	Yes	This has been considered, and a response is provided in Section 2 and 3 of this UDF. The Framework prepared for this centre has been prepared to facilitate the development of a Major Town Centre in accordance with the City of Melton Retail and Activity Centres Strategy.
Appropriate land uses, their locations and relationships to the Town Centre.	Yes	This has been considered, and a response is provided in Section 3 of this report. Both the Land Use plan and the table in Section 3.7.6 identify preferred land uses across the Centre.
The location and integration of community facilities and services.	Yes	This has been considered, and a response is provided in Section 3 of this report. Provision has been made for both interim and alternative ultimate arrangement for Council community facilities as set out in Section 3.6.4.
The fine grain road network and how the network fosters connectivity within, to and from the Town Centre.	Yes	This has been considered, and a response is provided in the Movement and Access section.
The incorporation of public transport services, including a bus interchange, into the design of the Town Centre.	Yes	This has been considered, and a response is provided in the Movement and Access section. A proposal for an on-street bus interchange has been proposed (subject to the approval of Department of Transport).
The retention and enhancement of the natural environment and its integration into the Town Centre design.	Yes	This has been considered, and a response is provided in Section 3 of this report. The location of the proposed Aintree Park maintains existing vegetation and the rocky outcrop. The widened Beattys Road tree reserve leverages the amenity of the existing trees and integrates them into the design of the Centre.
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.	Yes	This has been considered, and a response is provided in Section 3.8 – Public Realm and Landscape Framework.
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).	Yes	A number of key placemaking/destination nodes are proposed through the UDF including: • Aintree Park • Local Park East • Aintree Town Square • East and West Plazas • The Greenway • Beattys Road Tree Reserves
The retention and enhancement of the natural environment and its integration into the Town Centre design.	Yes	The UDF mirrors to PSPs ambition of achieving high and medium density residential with the Centre. The Framework plan and Vertical Mixed Use Plan identifies areas for medium and high density housing within the Metropolitan Activity Centre in the form of apartments above retail. This is further enforced through the table in section 3.7.6 of the UDF where apartments and townhouses are encouraged within all Precincts (except for the Gateway Precinct).

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.	Yes	Section 4 of this document addresses staging to the development of the Centre and outlines factors that would likely influence the staging.
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).	Yes	The UDF has considered the interaction of the Centre with Kororoit Creek. In Particular Aintree Park has been proposed adjacent to the Creek. The park creates both an entry to Kororoit Creek and a direct view line between the Creek and the Core of the Centre.
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.	Yes	This has been considered, and a response is provided in Section 2 and 3 of this UDF.
Address any relevant design guidelines prepared by the Victorian Government or by Melton Shire Council.	Yes	The UDF has had regard to all relevant design guidelines and is in accordance with all applicable guidelines such as the Rockbank North Precinct Structure Plan, City of Melton Retail and Activity Centres Strategy, City of Melton Advertising Signage Design Guidelines City of Melton's Integrated Water Management Plan and City of Melton OffStreet Car Parking Guidelines.
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.	Yes	The UDF has been guided by the Rockbank North Precinct Structure Plan which has undergone extensive consultation with all relevant stakeholders. Design Charettes with affected landholders have been held through the preparation of this UDF. The UDF will undergo further consultation as it progresses.
Show how the Town Centre relates to the existing or approved developments in the area.	Yes	Consideration has been given in the preparation of the UDF in relation to the existing adjoining roads and approved development within the Woodlea Estate.
Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation.	Yes	Section 3.10 of the UDF provides mandatory and encouraged controls to promote sustainable development within the Centre.
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.	Yes	The UDF provides various controls to limit the impact of car parking areas on the streetscape and pedestrian and cyclist movement. The Car Parking and Vehicle Access Requirements and Guidelines within Section 3.8 of the UDF provides the controls to ensure all car parking is appropriate.
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.	Yes	The UDF provides various controls to limit the impact of service vehicles on the amenity of the Centre and adjoining neighbourhoods. • Requirement R21 ensures service and loading areas are located to the rear of the building and consolidated with adjoining land uses where possible, and are located away from the primary street frontage, and • The street network (as shown in Figure 13) has been designed to discourage large vehicles from traveling proximate to adjoining neighbourhoods or within the precincts themselves by locating the main vehicle based roads away from key areas.
Set out design guidelines for the provision of advertising signs.	Yes	Requirement R82 includes provisions for signage, to ensure signage in the form of branding and colours does not cover the entire façade and to have reference to City of Melton's 'Advertising Signage Design Guidelines' 2017
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.	Yes	These have been considered, and Section 2 and 3 of this UDF responds to these matters.