LOCKERBIE PRECINCT STRUCTURE PLAN

May 2012

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GUNNS GULLY ROAD

DONNYBROOK ROAD

HUME FREEWAY

VAHR7822-2218
VAHR7822-1173
VAHR7822-1174
VAHR7822-0783
VAHR7822-0723
VAHR7822-0724
VAHR7822-2024
VAHR7822-0725
VAHR7822-1175
VAHR7822-2025
VAHR7822-2217
VAHR7822-2063
VAHR7822-2027
VAHR7822-2064
VAHR7822-2028
VAHR7822-2065
VAHR7822-2026
VAHR7822-1179
VAHR7822-0008

HO245
HO246
HO2
HO249
HO250
Cemetery
Kalkallo Common
KALKALLO TOWNSHIP
(Not included in PSP)
HO253
HO247
HO252
HO251
HO248
HO1
HO244

DONNYBROOK STATION

Precinct Area
Existing Roads
Railway Line & Station
Habitat Zones (As per SMEC report)
Scattered Trees (Very Large, Large, Medium, Small)
Existing Vegetation
Further Enivronmental Assessment Required
Slope Analysis (10% - 15%)
Slope Analysis (15% - 20%)
Slope Analysis (Greater than 20%)
Highpoint
Escarpment/Terraced Landform
Existing Building
Heritage Overlay
Registered Aboriginal Cultural Heritage Place
Proposed 1:100 Floodway
Waterway/Overland Flow
Contours (2.5m interval)
OMR Public Acquisition Overlay
Future Urban Area
Existing Urban Area

plan 1
precinct features plan
lockerbie precinct structure plan

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1.0 INTRODUCTION

The Lockerbie Precinct Structure Plan (the "PSP") has been prepared by the Growth Areas Authority in consultation with the Hume City Council, Mitchell Shire Council, Whittlesea City Council, Government agencies, service authorities and major stakeholders.

The PSP:

- Is a strategic plan which guides the delivery of a quality urban environment.
- Sets the vision for how land should be developed, illustrates the future urban structure and describes the objectives to be achieved by future development within the precinct.
- Outlines projects required to ensure that future residents, visitors and workers within the area are provided with timely access to services and transport infrastructure necessary to support a quality, affordable lifestyle.
- Details the form and conditions that must be met by future land use and development.
- Provides the framework for the use and development controls that apply in the Schedule to the Urban Growth Zone and planning permits which may be granted under the schedule to the zone.
- Provides developers, investors and local communities with guidance about future development.
- Addresses the requirements of the EPBC Act 1999 in accordance with an endorsed program under Part 10.

The PSP is informed by:

- The State Planning Policy Framework set out in the Hume Planning Scheme, Mitchell Planning Scheme and Whittlesea Planning Scheme, including the Draft Northern Growth Area Corridor Plan and the Precinct Structure Planning Guidelines.
- The Local Planning Policy Framework of the Hume, Mitchell and Whittlesea Planning Schemes.
- The Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas (DSE, 2011).

The following planning documents have been developed in parallel with the PSP to inform and direct the future planning and development of the precinct:

- Lockerbie Native Vegetation Precinct Plan (the "NVPP") which sets out requirements for the protection and management of native vegetation within the precinct.
- Lockerbie Development Contributions Plan (the "DCP") which sets development and community infrastructure levies in relation to development of the precinct.
- The Lockerbie Background Report (the "Background Report") which sets out baseline information in relation to the precinct.
- The Lockerbie Growling Grass Frog Conservation Management Plan ("the CMP") which sets out the management requirement for areas protected for the Growling Grass Frog.

1.1 HOW TO READ THIS DOCUMENT

This structure plan guides use and development where a planning permit is required under the Urban Growth Zone or another zone where that zone references this structure plan.

The **VISION** and **OBJECTIVES** describe how the precinct will be used and developed.

CONDITIONS in this PSP must be included in a planning permit as relevant.

REQUIREMENTS must be implemented in order to achieve outcomes.

GUIDELINES and **plans** (including **tables** and **figures**) explain how the vision and outcomes may be achieved in relation to specified matters.

The **VISION** should inform all of the outcomes in the precinct.

OUTCOMES are what development of the precinct must achieve.

REQUIREMENTS must be adhered to in developing the land. They will usually be included as a condition on a planning permit whether or not they take the same wording as in this structure plan.

GUIDELINES express how discretion will be exercised by the Responsible Authority in certain matters that require a planning permit.

PLANS are a spatial expression of the outcomes. Development may take alternative forms from that described in plans, tables and figures provided it achieves the outcomes and meets the requirements in this structure plan and biodiversity outcomes are considered.

Not every aspect of the land's use and development is addressed in this structure plan and a Responsible Authority may manage development and issue permits as relevant under its general discretion.

1.2 LAND TO WHICH THIS PSP APPLIES

The land to which the PSP applies is shown on Plan 1 and on the Hume Planning Scheme maps as Schedule 5 to the Urban Growth Zone, the Mitchell Planning Scheme maps as Schedule 1 to the Urban Growth Zone and the Whittlesea Planning Scheme as Schedule 1 to the Urban Growth Zone. The PSP applies to approximately 1122 hectares of land generally bound by the proposed Outer Metropolitan Ring Road (OMRR) to the north, the Hume Freeway to the west, the Melbourne-Sydney rail to the east and Donnybrook Road to the south. The Kalkallo Township is situated outside the plan area located to the south west.

Plan 1 also identifies the key features of the land.

1.3 BACKGROUND INFORMATION

Detailed background information on the PSP area including its local and metropolitan context, history, biodiversity, landform and topography, drainage, open space and community facilities is contained in background reports. This information has informed the preparation of the PSP.

GUNNS GULLY ROAD

HUME FREEWAY

DONNYBROOK ROAD

State Primary School P-6

Non Government School

State Primary School P-6

State Secondary School 7-12

Non Government School

Non Government School

Kalkallo Common

Kalkallo Cemetary

Kalkallo Common

State Primary School P-6

KALKALLO TOWNSHIP
(Not included in PSP)

POTENTIAL FUTURE LOCKERBIE STATION

DONNYBROOK STATION

- Precinct Area
- Arterial Road
- Connector Street
- Local Access Street
- Railway Line & Station
- Town Centres
- Local Convenience Centre
- High Density Residential
- Medium Density Residential
- Conventional Density Residential
- Government Education Facility
- Non-Government School - Primary/Secondary/P-12
- Community Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space
- Scattered Trees
- Highpoint
- 1:100 Floodway
- Waterway/Overland Flow
- Waterbody/Wetland
- OMR Public Acquisition Overlay
- Future Urban Area
- Existing Urban Area

plan 2
future urban structure
lockerbie precinct structure plan

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2.0 OUTCOMES

2.1 VISION

Lockerbie is a place where people can enjoy a quality of lifestyle that is defined by the range of locally accessible transport, commercial, employment, service and leisure benefits made available by virtue of Lockerbie's location, size and positioning within Melbourne's northern growth corridor.

Lockerbie's new neighbourhoods will be based around walkable street and open space networks, with easy and efficient access to public transport services, housing, lifestyle choices, shopping, schools and a range of recreational pursuits.

The Lockerbie PSP will provide:

- A series of distinct neighbourhoods, served by local town centres, schools, active open spaces and community facilities, integrated internally and with the adjacent existing townships of Kalkallo and Donnybrook to become a coherent new community in the city's north;
- Complete integration with the Principal Public Transport Network, with:
  - existing rail-based public transport at Donnybrook and the potential future rail station at Lockerbie, that will become fully integrated with the surrounding road network; and
  - access and exposure to two freeways of National importance, being the Hume Freeway and Outer Metropolitan Ring Road via a new full diamond interchange;
- A Principal Town Centre, with a potential future train station centrally sited to service the northern corridor and meet the needs of the broader community in regards to retail, services and civic facilities;
- Access to a wide range of local employment opportunities, within the Lockerbie Principal Town Centre and dedicated employment precincts on surrounding land;
- Connected open spaces, and strong off-road pedestrian and cycle links that encourage a healthy and interactive environment;
- A modern new conurbation that builds upon and enhances existing significant natural assets on the land, including:
  - The topographical high point of Bald Hill, providing opportunities for high amenity residential environments with attractive views; and
  - The Merri Creek linear reserve, providing for recreation and low impact uses whilst protecting biodiversity assets.

2.2 OBJECTIVES

The following points describe the desired development outcomes of the precinct and guide the implementation of the vision.

IDENTITY/CHARACTER/LANDSCAPE	
O1	Create cohesive neighbourhoods that have unique natural and built form characteristics but are connected through open space and street networks.
O2	Provide for an attractive urban environment with a strong sense of place through the provision of well designed landscaping of open spaces as well as the road and linear park networks.
O3	Provide a built environment that is functional, safe, aesthetically pleasing and promotes a strong sense of place and address for future residents.
O4	Provide a variety of landscape character themes throughout the precinct with landscaping to be complementary to natural areas such as the Merri Creek and Bald Hill with more urbanised landscaping adjacent to town centres and community hubs.
O5	Provide landmark buildings at gateway sites, and develop strong landscape treatments along key boulevard roads, vistas and at entry points.
HOUSING DENSITY	
O6	Provide a diversity of lot sizes and housing types to satisfy the needs and aspirations of the new and evolving community, which achieves an average of at least 15 dwellings per NDha.
O7	Provide for a mix of housing densities within the precinct with medium density around open space areas and Local Town Centres and high density areas concentrated around the Lockerbie Principal Town Centre and train stations.
NEIGHBOURHOOD STRUCTURE	
O8	Embrace the potential of the Merri Creek corridor and Bald Hill to form a green spine of open space that allows walking and cycling access to the Principal Town Centre, potential future Lockerbie train station, Donnybrook Station and other open space areas and attracts visitors from the precinct and beyond.
O9	Co-locate active open space areas with community and education facilities as part of the open space network to encourage the sharing of infrastructure and increased accessibility to uses.
O10	Ensure a network of community facilities, schools and open spaces provide a strong focal point for community activity and interaction within each neighbourhood.
O11	Deliver amenity to new residents through the early delivery of Local Town Centres and community hubs supported by local parklands, schools and other community uses.
O12	Encourage a variety of frontages to future arterial roads to avoid continuous built form and rear fencing outcomes.
TOWN CENTRES/RETAIL	
O13	Establish a town centre hierarchy of Principal, Local and Convenience level Town Centre's, which include a mix of retail, commercial, office, leisure and public and private community facilities and services, generating local employment opportunities as well as servicing a broader population catchment.
O14	Encourage the development of a broad range of business activity including small office, mixed use and home based businesses within and at the edge of the Principal Town Centre and Local Town Centres.
O15	Deliver local convenience retail in the early stages of development within the precinct.
BIODIVERSITY, NATURAL SYSTEMS AND CULTURAL HERITAGE	
O16	Plan for the long term conservation of significant vegetation and fauna habitat areas to be retained within the Lockerbie area.
O17	Enhance the biodiversity assets within the Merri Creek corridor to provide habitat and ecological connectivity.
O18	Maximise water use efficiency, storm water quality and long term viability of vegetation through the use of Water Sensitive Urban Design ("WSUD") initiatives for residential development and integrated water management solutions for the Merri Creek corridor.
O19	Ensure appropriate interface treatments near the historic and locally significant Kalkallo Township.
O20	Identify areas of European and Aboriginal Cultural Heritage elements within the precinct.
SERVICING	
O21	Provide all lots, to the satisfaction of the relevant authority, with potable water, electricity, a reticulated sewerage, drainage, gas and telecommunications.
O22	Promote the conservation, reuse and recycling of water through innovative solutions involving alternative water supplies as well as water use and its management
CONNECTIVITY	
O23	Provide for alternative modes of travel by creating an efficient street network that links pedestrians and cyclists to town centres, open space and public transport.
O24	Facilitate connections to the Kalkallo Township through the provision of infrastructure and community facilities within a suitable distance, however noting the historic and local significance of the township within the area.
O25	Promote the Donnybrook train station as a significant public transport destination that fosters connections within and outside of the precinct.
BUSHFIRE MANAGEMENT	
O26	Identify areas where bushfire hazard requires specified bushfire protection measures for subdivision and buildings and works to be implemented.
O27	Ensure that the location, design and construction of development considers the need to implement bushfire protection measures.
O28	Ensure development does not proceed unless the risk to life and property from bushfire can be reduced to an acceptable level.

In addition to the above, the structure plan has been designed to achieve the general objectives and standards set out in the Precinct Structure Planning Guidelines as well as requirements from State and Local Planning Policy Frameworks. The Guidelines are available for download from the Growth Areas Authority website and the SPPF and LPPF can be accessed from DPCDs website.

GUNNS GULLY ROAD

HUME FREEWAY

DONNYBROOK ROAD

KALKALLO TOWNSHIP (Not included in PSP)

POTENTIAL FUTURE LOCKERBIE STATION

DONNYBROOK STATION

1 2 3 4 5 6 7A 7B 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 R1 30 31 32 33 34 35 36 37 38 39 40 41

- Precinct Area
- 10 Land Budget Property Reference No.
- Railway Line & Station
- Arterial Road - 6 Lane
- Arterial Road - 4 Lane
- Town Centre
- Local Convenience Centre
- High Density Residential
- Medium Density Residential
- Conventional Density Residential
- Government Education Facility
- Non-Government School - Primary/Secondary/P-12
- Community Facility
- Unencumbered Active Open Space
- Unencumbered Passive Open Space
- Encumbered Open Space - Conservation
- Encumbered Open Space - Drainage
- OMR Public Acquisition Overlay
- Encumbered Open Space - Access/Slope
- Future Urban Area
- Existing Settlement

plan 3
land use budget
lockerbie precinct structure plan

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2.3 SUMMARY LAND BUDGET

The Net Developable Area (NDA) is established by deducting the land requirements for community facilities, public and private education facilities, and open space (active and passive) from the Gross Developable Area (GDA). The NDA for the Lockerbie precinct is 690 hectares which equates to approximately 66% of the PSP area.

The land budget shows that the PSP achieves a lot density of approximately 14.8 dwellings per Net Developable Hectare (NDHa).

The PSP will a yield approximately 10,221 lots. Based on an average household size of 2.8 persons (Victoria in Future 2008), the future population of the PSP is estimated at approximately 29,000 people.

See Plan 3: Land Use Budget, Table 1 Summary Land Use Budget and Table 2 Property Specific land Use Budget.

Table 1: Summary Land Budget

DESCRIPTION	AREA 1		
	Hectares	% of Total Area	% of NDA
TOTAL PRECINCT AREA (ha)	**1,121.68**		
Outer Metropolitan Transport Corridor (OMR & E6)	**77.28**		
GROSS PRECINCT AREA (ha)	**1,044.40**		
TRANSPORT			
6 Lane Arterial Roads	31.57	3.02%	4.57%
4 Lane Arterial Roads	6.18	0.59%	0.90%
Sub-total	**37.75**	**3.61%**	**5.47%**
COMMUNITY FACILITIES			
Community Services Facilities	5.80	0.56%	0.84%
Community Services Facilities (Within PTC)	2.00	0.19%	0.29%
Sub-total	**7.80**	**0.75%**	**1.13%**
EDUCATION			
Government Education	18.90	1.81%	2.74%
Non-Government Education	13.00	1.16%	1.88%
Subtotal	**31.90**	**3.05%**	**4.62%**
OPEN SPACE			
ENCUMBERED LAND AVAILABLE FOR RECREATION			
Waterway / Drainage Line / Wetland / Retarding	35.97	3.44%	5.21%
Conservation	142.72	13.67%	20.68%
Encumbered Passive Open Space (ie. slope, access)	40.58	3.89%	5.88%
Sub-total	**219.27**	**20.99%**	**31.77%**
UNENCUMBERED LAND AVAILABLE FOR RECREATION			
Active Open Space	43.50	4.2%	6.30%
Passive Open Space	14.02	1.3%	2.03%
Sub-total	**57.52**	**5.5%**	**8.33%**
TOTALS OPEN SPACE	**276.79**	**26.5%**	**40.11%**
NET DEVELOPABLE AREA (NDA) ha	**690.16**	**66.08%**	

DESCRIPTION	RESIDENTIAL		
RETAIL & EMPLOYMENT	**Ha**		
Activity Centre (retail / office / mixed use)	8.61		
Principal Town Centre	52.57		
Subtotal	**61.18**		
RESIDENTIAL	**NRA (Ha)**	**Dwell / NDHa**	**Dwellings**
Residential - Conventional Density Residential	517.77	14	7249
Residential - Medium Density	91.98	25	2300
Residential - Medium Density - Retirement	0.00	23	0
Residential - High Density	19.23	35	673
Subtotal Against Net Residential Area (NRA)	**628.98**	**16.25**	**10221**
COMBINED RES/ RETAIL / EMP / OTHER	**NDA (HA)**	**Dwell / NDHa**	**Dwellings**
TOTALS RESIDENTIAL YIELD AGAINST NDA	**690.16**	**14.81**	**10221**

Table 2: Property Specific Land Use Budget

				TRANSPORT		COMMUNITY				ENCUMBERED LAND			UNENCUMBERED LAND FOR RECREATION			KEY PERCENTAGES							OTHER			
PROPERTY NUMBER	TOTAL AREA (HECTARES)	OUTER METROPOLITAN TRANSPORT CORRIDOR (OMR & E6)	GROSS PRECINCT AREA (GPA) (HECTARES)	6 LANE ARTERIAL R OAD / WIDENING	4 LANE ARTERIAL ROAD / WIDENING	COMMUNITY FACILITIES	COMMUNITY FACILITIES WITHIN PTC	GOVERNMENT EDUCATION	NON-GOVERNMENT EDUCATION	WATERWAY / DRAINAGE LINE / WETLAND / RETARDING	CONSERVATION	ENCUMBERED PASSIVE OS (I.E. SLOPE, ACCESS)	ACTIVE OPEN SPACE	PASSIVE OPEN SPACE	TOTAL NET DEVELOPABLE AREA (HECTARES)	NET DEVPT AREA % OF PROPERTY	ACITVE OPEN SPACE% NDA	PASSIVE OPEN SPACE % NDA	TOTAL PASSIVE & ACTIVE OPEN SPACE %	OPEN SPACE DEL TARGET %	DIFFERENCE	DIFFERENCE AREA HA	LOCAL TOWN CENTRE	PRINCIPAL TOWN CENTRE	OTHER	TOTAL NET RESIDENTIAL AREA (HECTARES)
1	39.53	26.11	13.42	-	-	-	-	-	-	-	-	-	-	0.82	12.60	93.89%	0.00%	6.51%	6.51%	8.33%	-1.83%	-0.230	-	-	-	12.60
2	36.19	9.34	26.85	-	-	-	-	-	-	-	-	-	-	-	26.85	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-2.238	-	-	-	26.85
3	76.35	9.83	66.52	3.33	-	0.80	-	3.50	-	3.66	-	-	4.00	1.00	50.23	75.51%	7.96%	1.99%	9.95%	8.33%	1.62%	0.814	0.88	-	-	49.35
4	32.62	3.38	29.24	-	-	-	-	-	-	-	-	10.80	-	-	18.44	63.06%	0.00%	0.00%	0.00%	8.33%	-8.33%	-1.537	-	-	-	18.44
5	75.18	10.67	64.51	-	-	-	-	-	-	5.30	-	17.76	-	1.21	40.24	62.38%	0.00%	3.01%	3.01%	8.33%	-5.33%	-2.144	-	-	-	40.24
6	26.13	3.22	22.91	-	-	-	-	-	-	1.52	-	-	-	-	21.39	93.37%	0.00%	0.00%	0.00%	8.33%	-8.33%	-1.783	-	-	-	21.39
7A	170.84	5.36	165.48	2.67	-	-	-	-	3.00	4.54	17.78	12.02	5.50	3.34	116.63	70.48%	4.72%	2.86%	7.58%	8.33%	-0.75%	-0.880	3.00	-	-	113.63
7B	70.62	1.65	68.97	11.24	-	-	-	-	-	1.08	3.84	-	-	0.34	52.47	76.08%	0.00%	0.65%	0.65%	8.33%	-7.69%	-4.033	-	15.21	-	37.26
8	275.06	7.72	267.34	5.13	-	4.20	2.00	11.90	7.00	19.87	17.17	-	24.50	3.73	171.84	64.28%	14.26%	2.17%	16.43%	8.33%	8.09%	13.908	0.81	26.58	-	144.45
9	2.03	-	2.03	0.04	0.03	-	-	-	-	-	1.94	-	-	-	0.02	0.99%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.002	-	-	-	0.02
10	38.15	-	38.15	2.46	-	-	-	-	-	-	14.25	-	-	-	21.44	56.20%	0.00%	0.00%	0.00%	8.33%	-8.33%	-1.787	-	10.78	-	10.66
11	0.74	-	0.74	-	-	-	-	-	-	-	0.20	-	-	-	0.54	72.97%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.045	-	-	-	0.54
12	20.86	-	20.86	-	-	-	-	-	-	-	11.57	-	-	0.47	8.82	42.28%	0.00%	5.33%	5.33%	8.33%	-3.01%	-0.265	-	-	-	8.82
13	3.55	-	3.55	-	-	-	-	-	-	-	-	-	-	-	3.55	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.296	-	-	-	3.55
14	80.14	-	80.14	2.11	5.79	-	-	-	3.00	-	11.28	-	3.94	1.50	52.52	65.54%	7.50%	2.86%	10.36%	8.33%	2.02%	1.063	-	-	-	52.52
15	0.25	-	0.25	-	0.25	-	-	-	-	-	-	-	-	-	-	0.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	0.000	-	-	-	-
16	0.45	-	0.45	-	-	-	-	-	-	-	0.45	-	-	-	-	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.000	-	-	-	-
17	0.35	-	0.35	-	-	-	-	-	-	-	0.35	-	-	-	-	0.00%	0.00%	0.00%	0.00%	8.33%	0.00%	0.000	-	-	-	-
18	2.11	-	2.11	-	0.11	-	-	-	-	-	2.00	-	-	-	-0.00	0.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	0.000	-	-	-	-0.00
19	2.37	-	2.37	-	-	-	-	-	-	-	2.37	-	-	-	-	0.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	0.000	-	-	-	-
20	80.19	-	80.19	3.54	-	0.80	-	3.50	-	-	21.51	-	5.56	-	45.28	56.47%	12.28%	0.00%	12.28%	8.33%	3.94%	1.786	3.00	-	-	42.28
21	13.19	-	13.19	-	-	-	-	-	-	-	8.51	-	-	0.22	4.46	33.81%	0.00%	4.93%	4.93%	8.33%	-3.40%	-0.152	-	-	-	4.46
22	8.75	-	8.75	-	-	-	-	-	-	-	7.18	-	-	-	1.57	17.94%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.131	-	-	-	1.57
23	17.48	-	17.48	-	-	-	-	-	-	-	3.15	-	-	0.75	13.58	77.69%	0.00%	5.52%	5.52%	8.33%	-2.81%	-0.382	-	-	-	13.58
24	0.21	-	0.21	-	-	-	-	-	-	-	-	-	-	-	0.21	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.018	-	-	-	0.21
25	0.05	-	0.05	-	-	-	-	-	-	-	-	-	-	-	0.05	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.004	-	-	-	0.05
26	1.36	-	1.36	-	-	-	-	-	-	-	0.22	-	-	-	1.14	83.82%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.095	-	-	-	1.14
27	1.04	-	1.04	-	-	-	-	-	-	-	0.96	-	-	-	0.08	7.69%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.007	-	-	-	0.08
28	4.23	-	4.23	-	-	-	-	-	-	-	3.91	-	-	-	0.32	7.57%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.027	-	-	-	0.32
29	36.37	-	36.37	1.05	-	-	-	-	-	-	14.08	-	-	0.64	20.60	56.64%	0.00%	3.11%	3.11%	8.33%	-5.23%	-1.077	-	-	-	20.60
30	1.55	-	1.55	-	-	-	-	-	-	-	-	-	-	-	1.55	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.129	0.29	-	-	1.26
31	0.63	-	0.63	-	-	-	-	-	-	-	-	-	-	-	0.63	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.053	0.63	-	-	-
32	0.73	-	0.73	-	-	-	-	-	-	-	-	-	-	-	0.73	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.061	-	-	-	0.73
33	1.06	-	1.06	-	-	-	-	-	-	-	-	-	-	-	1.06	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.088	-	-	-	1.06
34	0.11	-	0.11	-	-	-	-	-	-	-	-	-	-	-	0.11	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.009	-	-	-	0.11
35	0.10	-	0.10	-	-	-	-	-	-	-	-	-	-	-	0.10	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.008	-	-	-	0.10
36	0.13	-	0.13	-	-	-	-	-	-	-	-	-	-	-	0.13	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.011	-	-	-	0.13
37	0.06	-	0.06	-	-	-	-	-	-	-	-	-	-	-	0.06	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.005	-	-	-	0.06
38	0.06	-	0.06	-	-	-	-	-	-	-	-	-	-	-	0.06	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.005	-	-	-	0.06
39	0.06	-	0.06	-	-	-	-	-	-	-	-	-	-	-	0.06	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.005	-	-	-	0.06
40	0.09	-	0.09	-	-	-	-	-	-	-	-	-	-	-	0.09	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.008	-	-	-	0.09
41	0.08	-	0.08	-	-	-	-	-	-	-	-	-	-	-	0.08	100.00%	0.00%	0.00%	0.00%	8.33%	-8.33%	-0.007	-	-	-	0.08
Sub-total	**1,121.05**	**77.28**	**1,043.77**	**31.57**	**6.18**	**5.80**	**2.00**	**18.90**	**13.00**	**35.97**	**142.72**	**40.58**	**43.50**	**14.02**	**689.53**	**66.06%**	**6.31%**	**2.03%**	**8.342%**	**8.33%**	**0.01%**	**0.053**	**8.61**	**52.57**	**-**	**628.35**
ROAD RESERVE																										
R1	0.63	-	0.63	-	-	-	-	-	-	-	-	-	-	-	0.63	1.00	-	-	-	0.08	-0.08	-0.05	-	-	-	0.63
Sub-total	**0.63**	**-**	**0.63**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**0.63**	**1.00**	**-**	**-**	**-**	**0.08**	**-0.08**	**-0.05**	**-**	**-**	**-**	**0.63**
TOTAL	**1,121.68**	**77.28**	**1,044.40**	**31.57**	**6.18**	**5.80**	**2.00**	**18.90**	**13.00**	**35.97**	**142.72**	**40.58**	**43.50**	**14.02**	**690.16**	**0.66**	**0.06**	**0.02**	**0.08**				**8.61**	**52.57**	**-**	**628.98**

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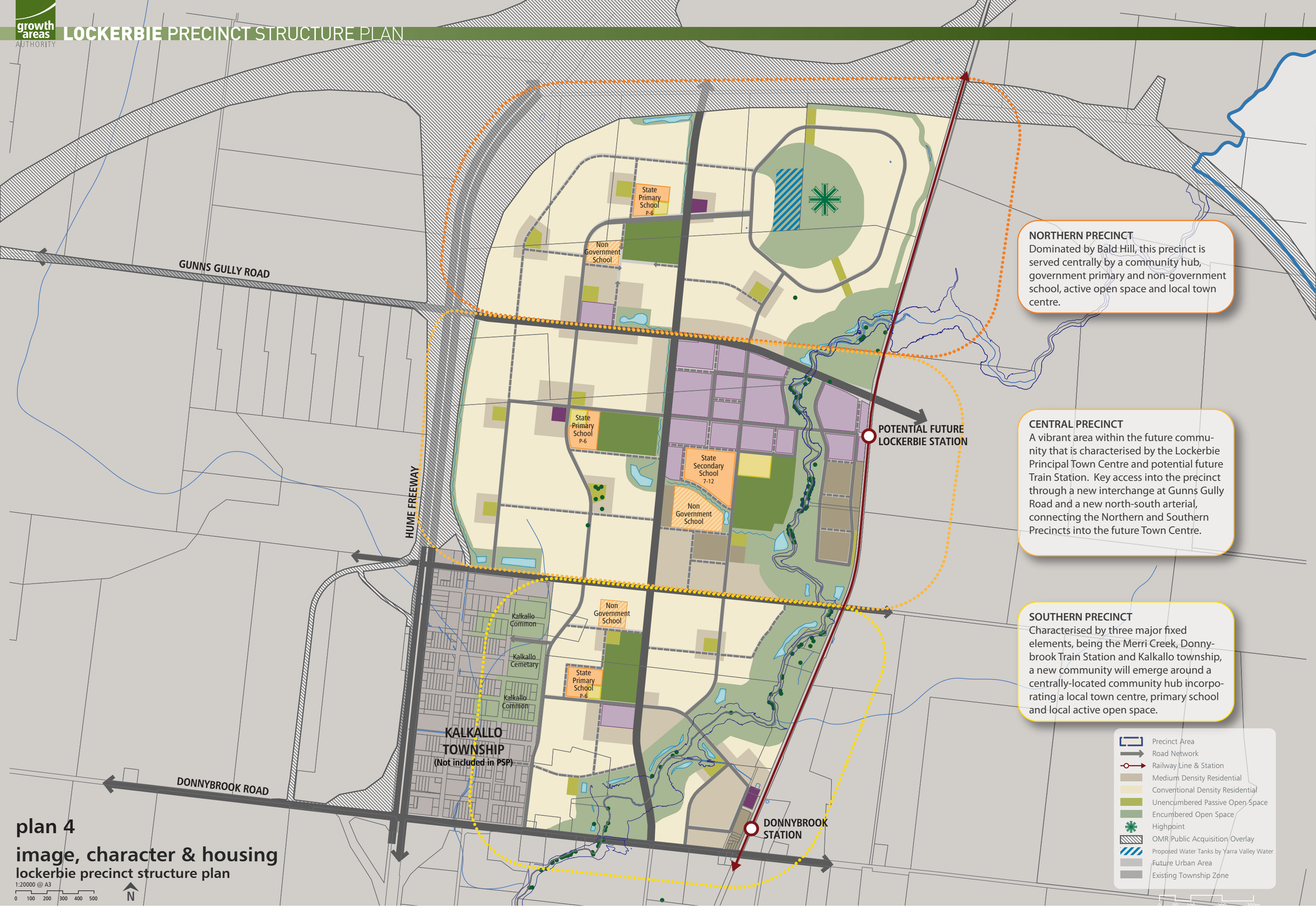

plan 4

image, character & housing

lockerbie precinct structure plan

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3.0 IMPLEMENTATION

3.1 IMAGE, CHARACTER, HOUSING AND HERITAGE

REQUIREMENTS

IMAGE & CHARACTER	
R1	Development along Merri Creek must be separated from the creek reserve by a road and must address the open space.
R2	Street tree planting on declared arterial roads must be established in accordance with the VicRoads Clear Zone Guidelines to the satisfaction of the Responsible Authority.
R3	Indigenous tree species must be used where a street adjoins the Merri Creek linear corridor.
R4	Street trees must be provided on both sides of connector and local access streets.
R5	Road connections into and through the Kalkallo Township from Lockerbie Precinct Structure Plan must have regard to the biodiversity and heritage values of the township to the satisfaction of the Responsible Authority.
R6	Development adjacent to constructed waterways must be fronted with either a road or significant open space area.

GUIDELINES

IMAGE & CHARACTER	
G1	Significant elements of the landscape and built form should be used as focal points for key view lines and gateway locations. Elements include public pavilions, parks and conservation reserves.
G2	Street layout should generally be aligned to maximise connection and views to key destination points such as the Lockerbie Principal Town Centre, Bald Hill and the Merri Creek corridor.
G3	Street design and subdivision layout should provide for various access options for dwellings which front arterial roads (primary, secondary and local arterials) including internal street network access, rear loaded lots and service roads, where appropriate.
G4	Housing along the Merri Creek corridor and Bald Hill should be site responsive and demonstrate environmentally sensitive designs taking account of the topography and environmental conditions.
G5	The selection of street trees and landscaping should reinforce the movement hierarchy and the character of distinct neighbourhoods.
G6	Street trees should form a continuous canopy, frame view corridors, and provide strong avenues and shade to streetscapes.
G7	Landscaping along future major arterial roads (Gunns Gully, the east-west and north-south arterial roads) should be consistent with the PSP guidelines with the inclusion of bicycle and pedestrian paths generally in accordance with the cross sections in this PSP.
G8	Facades of built form in key destination nodes should be activated to provide visual interest through the introduction of elements such as windows, entrances and /or other architectural treatments (i.e. screens and balconies, porticos).
G9	Dwelling design should add to the precinct character by providing an attractive street address which encourages passive surveillance of public areas.
G10	Sites in prominent locations such as within and approaching the Lockerbie Principal Town Centre, particularly on corners intersecting with key Boulevards, should be developed with "signature" buildings, (taller forms such as 3 'storeys' or greater are encouraged).
G11	Front fences, particularly abutting open space areas and constructed waterways should generally be low (no greater than 1.2 metres in height) and partly transparent. Corner lots should address both streets with low fences (no greater than 1 metre in height) within 9 metres from the midpoint of the intersection.

REQUIREMENTS

HOUSING	
R7	Achieve a minimum of 15 dwellings per Net Developable Hectare (NDha) across the entire precinct.
R8	Residential development across the precinct must include a full range of dwelling densities and housing types as outlined in the PSP Guidelines.
R9	Opportunities for high density housing must be maximised within and adjacent to the Lockerbie Principal Town Centre, designated train stations, the Principal Public Transport Network (PPTN) and key amenity areas.
R10	To minimise weed invasion and other off-site impacts to the Kalkallo Common (within the Kalkallo Township), any development within the precinct must be separated from the Kalkallo Common by road of suitable width.
R11	Development along the rail corridor must provide an appropriate fencing treatment to restrict public access where development directly interfaces with the corridor.

GUIDELINES

HOUSING	
G12	Subdivisions should aim to achieve an average density higher than the minimum 15 dwellings per Net Developable Hectare
G13	High density housing should be provided at a minimum density of 35 dwellings per NDHa and should be achieved in locations proximate to the Lockerbie Principal Town Centre, train stations, along the Primary Public Transport Network (PPTN) routes and adjacent to the district active open space.
G14	Medium density housing should be provided at a minimum density of 25 dwellings for NDHa and should be placed in areas of high amenity or convenience, including around Local Town Centres, public open spaces (active and passive) and along public transport routes.
G15	Specialised housing forms such as retirement living or aged care should be located in areas of high amenity including land within and surrounding the Principal and Local Town Centres.
G16	Where housing is proposed adjacent to an acoustic wall, opportunities to reduce the visual dominance of the wall may be explored, such as providing dwellings to front an internal road, with the acoustic wall to form the rear fence or providing a network of landscaping and shared trails along the green open space link. The latter instance should provide a road with indented car parking along the link.
G17	Buildings located adjacent or near existing major transport routes (i.e. freeway) should incorporate measures to attenuate noise impacts (i.e. acoustic insulation and double glazing).
G18	The preferred form of medium density housing adjacent to neighbourhood parks is as follows: • Street-based medium density i.e. terraces fronting a public road, rather than 'integrated' housing sites. • Rear lane access to minimise garages and driveways along the streetscape, to increase on-street parking, to allow for continuous streetscape planting and to maximise habitable room windows facing the street. • Minimise direct frontage to open space (i.e. a street should separate the housing from the park), so as to avoid any sense of privatisation of the park.

GUIDELINES

HERITAGE	
G19	Any subdivision of land surrounding the Nelsons Farmhouse at Donnybrook Road North (Kalkallo) (HO244 in the Hume Planning Scheme) should have regard to the heritage significance of the property and provide a sensitive interface.
G20	Any subdivision of land near 110 & 130 Springs Road, Donnybrook should provide a sensitive interface and consider the heritage values of that property.
G21	Any upgrade or buildings and/or works to the Donnybrook Train Station, should consider and enhance the heritage values of the station building and surrounds.
G22	Any subdivision that includes the Donnybrook Mineral Springs at Springs Road, Donnybrook should enhance, retain and be responsive to the heritage values of the springs.

GUNNS GULLY ROAD

HUME FREEWAY

DONNYBROOK ROAD

400m

400m

State Primary School P-6

Non Government School

State Primary School P-6

State Secondary School 7-12

Non Government School

Non Government School

State Primary School P-6

KALKALLO TOWNSHIP
(Not included in PSP)

POTENTIAL FUTURE LOCKERBIE STATION

DONNYBROOK STATION

Precinct Area
Arterial Road
Connector Street
Local Access Street
Railway Line & Station
Residential
Government Education Facility
Non-Government Education Facility
Community Facility
Unencumbered Acitive Open Space
Unencumbered Passive Open Space
Encumbered Open Space
400m Walkable Catchment (from edge)
Highpoint
Proposed 1:100 Floodway
Waterway/Overland Flow
Waterbody/Wetland
Interim Fire Threat Edge (adjacent to OMR)
Fire Threat Edge
OMR Public Acquisition Overlay
Future Urban Area
Existing Urban Area

plan 5
open space, natural systems & community facilities
lockerbie precinct structure plan

1:20000 @ A3
0 100 200 300 400 500
N

3.2 OPEN SPACE, NATURAL SYSTEMS, COMMUNITY FACILITIES , BIODIVERSITY, & BUSHFIRE MANAGEMENT

REQUIREMENTS

OPEN SPACE	
R12	All open space reserves are to have road frontages on a minimum of 2 sides. The Merri Creek corridor is to have a road frontage along its entire length unless otherwise agreed by the Responsible Authority.
R13	All public landscaped areas must be designed for low maintenance to the satisfaction of the Responsible Authority.
R14	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and shared paths to the satisfaction of the Responsible Authority.
R15	An alternative provision of land for passive open space to that shown in Plan 5 is generally in accordance with this plan provided the passive open space (unencumbered) is: • Located so as not to reduce the walkable access to local parks demonstrated in Plan 5 • A minimum area of .75ha is provided for each open space unless co-located with other unencumbered open space (e.g. active open space). • Regular in form with a minimum width of 70m in any one direction.
R16	An appropriate mix of infrastructure (i.e. playspace, shelters, toilets and bbq's) in parks must be provided to the satisfaction of the Responsible Authority.
R17	Development abutting open space must be designed to provide passive surveillance from the street, through the appropriate siting of windows, balconies and pedestrian access points.
R18	Land designated for active and passive recreation reserves must be finished to a level of development prior to the transfer of land, to the satisfaction of the Responsible Authority.
R19	Fencing of open space must be low scale and/or permeable to facilitate public safety and surveillance to the satisfaction of the Responsible Authority.
R20	The area located within the regional open space area adjacent to the Merri Creek is to be sensitively designed and is not to include hand stand surfaces such as car parking, tennis courts and built structures

REQUIREMENTS

PASSIVE OPEN SPACE CONTRIBUTIONS	
R21	All land owners must provide a public open space contributrion equal to 2.03% of Net Developable Area (NDA) upon subdivision of land in accordance with the following: • Where land is required for unencumbered open space purposes as shown on Plan 5 and specified in Table 2 and is less or equal to 2.03% of NDA that land is to be transferred to Council at no cost; • Where no land or less than 2.03% of NDA is shown in Plan 5 and specified in Table 2, a cash contribution is to be made to Council to bring total open space contribution to a value equal to 2.03% of NDA; • Where land required for unencumbered open space purposes as shown in Plan 5 and specified in Table 2 is more than 2.03% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that property. The value of land for equalisation purposes is set within the Lockerbie Development Contributions Plan.

GUIDELINES

OPEN SPACE	
G23	Active recreation reserves should be designed to maximise co-location opportunities between complementary sports and adjoining school facilities.
G24	The design and layout of open space should maximise water use efficiency, storm water quality and long term viability of vegetation through the use of WSUD initiatives.
G25	Passive parks should cater for a broad range of users and support both structured and informal recreation activities.
G26	Passive parks within and adjacent to the Merri Creek corridor should delineate and preserve areas of conservation significance generally in accordance with Plan 5.
G27	Advice should be sought from qualified Council staff regarding suitability of proposed tree species prior to confirming planting schedule.
G28	Design should provide pedestrian and cyclist crossings of drainage corridors generally at a minimum distance of 200m to improve accessibility and permeability within the precinct.
G29	Cricket wickets and /or football ovals should be designed with a north-south alignment.
G30	Higher impact or formal activity should occur within the designated passive recreation areas with vegetated/ conservation areas to accommodate low impact passive recreation.

REQUIREMENTS

COMMUNITY FACILITIES AND EDUCATION	
R22	Where a Responsible Authority is satisfied that land shown as a non-government school site is unlikely to be used for non-government school, that land may be used for an alternative purpose which is generally in accordance with the Precinct Structure Plan and consistent with the provisions of the applied zones.

GUIDELINES

COMMUNITY FACILITIES AND EDUCATION	
G31	Community facilities should provide a focal point for community activity and interaction within each neighborhood.
G32	Community facilities should be planned and designed to have the flexibility and capacity to meet the changing needs of the community and provide for a range of community uses.
G33	Community facilities should be located within proximity of Local Town Centres and the Lockerbie Principal Town Centre and co-located with open space and education facilities.
G34	Co-location of community centres with proposed children's playgrounds, recreation infrastructure and kindergartens is encouraged.
G35	Where appropriate, private services should integrate with Council community centres or Town Centres.
G36	If a non-government school is to be located in the PSP it should, if possible, be co-located with other education and community infrastructure.

Guns Gully Road

Hume Freeway

KALKALLO TOWNSHIP
(Not included in PSP)

Kalkallo Common

DONNYBROOK STATION

Donnybrook Road

- Precinct Area
- Area where Conservation Management Plan applies
- High contribution to species Golden Sun Moth habitat
- Medium contribution to species Golden Sun Moth habitat
- Growling Grass Frog Category 1 Habitat
- Growling Grass Frog Category 2 Habitat
- Scattered Trees
- Habitat Zones (As per SMEC report April 2012')
- 8 Property Reference Number
- Parcel Boundary
- OMR Public Acquisition Overlay

Note:
- Refer to Lockerbie NVPP for details in native vegetation
- The entire Precinct is indentified as potential for Striped Legless Lizard
- The land covered by the PAO (for the OMRR) requires a separate approval process for threatened species

1:10000 @ A1
1:20000 @ A3
0 100 200 300 400 500

plan 6
biodiversity and threatened species action plan
lockerbie precinct structure plan

REQUIREMENTS

BIODIVERSITY AND NATURAL SYSTEMS

R23	The layout and design of the constructed waterways must be to the satisfaction of Melbourne Water and the Responsible Authority.
R24	A shared trail of at least three metres in width must be provided along the constructed waterways and the Merri Creek corridor.
R25	Design of paths, bridges and boardwalks in the drainage corridors (both the Merri Creek and the constructed waterways) must be above the 1:100 year flood level (if running parallel to the corridor). Pedestrian bridges across the Merri Creek and constructed drainage corridors must be above the 1:100 year floor level. Where a 1:100 year flood level is not achievable, measures on the approach of the creek or constructed drainage corridors must be installed to the satisfaction of Melbourne Water.
R26	The scattered trees identified on Plan 6 and on NVPP Map 2 must be retained within the Merri Creek linear corridor.
R27	Landscape master planning of open space adjacent to the Merri Creek Corridor must be designed to protect areas of environmental significance (i.e retained habitat zones as identified in the Lockerbie NVPP) from pedestrian and vehicle access.
R28	Any passive open space areas within the Merri Creek corridor must be designed to minimise disturbance to any habitat zones and existing or created Growling Grass Frog habitat.
R29	Any public infrastructure or trails must be designed and located to minimise disturbance to habitat zones within the Merri Creek corridor generally in accordance with the Lockerbie Growling Grass Frog Conservation Management Plan prepared for the precinct.
R30	External lighting adjoining the Merri Creek corridor Growling Grass Frog habitat as shown on Plan 2 must be designed, baffled and located so as to prevent light spill and glare on the areas to the satisfaction of the Responsible Authority

GUIDELINES

BIODIVERSITY AND NATURAL SYSTEMS

G37	Maximise the public use and enjoyment of the Merri Creek Corridor and Bald Hill as an important visual, conservation, ecological and recreation resource. This can be achieved through passive parks, linear trails and the establishment of destination nodes, focused on Merri Creek and Bald Hill.
G38	Landscaping adjacent to habitat zones identified to be retained within the Lockerbie NVPP should be complementary to the natural environment, particularly along the Merri Creek and constructed waterways.
G39	The long term management and conservation of significant flora and fauna and habitats should be undertaken in accordance with the approved Merri Creek Growling Grass Frog Conservation Management Plan.
G40	Design of pedestrian bridges should respond to the design guidelines set out at in Conservation Management Plan for the Growling Grass Frog (GGF) to minimise disturbance to the created Growling Grass Frog habitat.
G41	Where appropriate the co-location of public recreation and open space areas to assist in buffering of significant conservation reserves and waterways is encouraged.

CONDITIONS

BIODIVERSITY AND NATURAL SYSTEMS

C1	Before the issue of a Statement of Compliance, delineation must be created between conservation (i.e. the Merri Creek corridor) and development areas through the use of fencing, bollards or similar treatment, unless a road abuts the area identified on Plan 2 as waterway, to the satisfaction of the Responsible Authority.

REQUIREMENTS

BUSHFIRE MANAGEMENT

R31 Unless a subdivision meets the standards set out in either G42 or G43, it must provide defendable space between a Fire Threat Edge identified on Plan 5 in this Precinct Structure Plan and a dwelling to the satisfaction of the CFA.

R32

Where a lot contains defendable space the following applies:

- Before the Statement of Compliance is issued under the Subdivision Act 1988 the owner must enter into an agreement with the Responsible Authority under Section 173 of the Planning and Environment Act 1987 and make application to the Registrar of Titles to have the agreement registered on the title to the land under Section 181 of the Act.

The agreement must set out the following matters:

- A building envelope and that a building must not be constructed outside of the building envelope.
- That a building must not be constructed on the lot unless it is constructed to 12.5 BAL.
- The area of defendable space applicable to the lot with the following restrictions on vegetation during a declared fire danger period:
  - » Within 10 metres of a building, flammable objects (such as plants, mulches and fences) must not be located close to the vulnerable parts of the building (such as windows, decks and eaves).
  - » Grass must be no more than five centimetres in height.
  - » Trees must not overhang or touch any part of a building.
  - » Leaves and vegetation debris must be removed at regular intervals.
  - » Shrubs must not be planted under trees.
  - » Plants greater than ten centimetres in height at maturity must not be placed directly in front of a window or other glass feature.
  - » A tree canopy must not be closer than two metres to another tree canopy.
  - » Total tree canopies must cover no more than 15% of the area of the lot at maturity.

This does not apply where the Country Fire Authority states in writing that a Section 173 agreement is not required for the subdivision or lot.

R33 Provide a road network that enables at least two safe egress routes away from the fire hazard.

R34

For the purposes of Clause 56.06-7, the requirements of the relevant fire authority are, unless otherwise approved by the CFA:

- Constructed roads must be a minimum of 7.3m trafficable width where cars park on both sides, or:
  - » A minimum of 5.4m in trafficable width where cars may park on one side only.
  - » A minimum of 3.5m width with no parking and 0.5m clearance to structures on either side, and if this width applies, there must be passing bays at least 20m long, 6m wide, and located not more than 200m apart.
- Roads must be constructed so that they are capable of accommodating a vehicle of 15 tonnes for the trafficable road width.
- The average grade of a road must be no more than 1 in 7 (14.4% or 8.1°).
- The steepest grade on a road must be no more than 1 in 5 (20% or 11.3°) with this grade continuing for no more than 50 metres at any one point.
- Dips in a road must have no more than a 1 in 8 grade (12.5% or 7.1°) entry and exit angle.
- Constructed dead end roads more than 60 metres in length from the nearest intersection must have a turning circle with a minimum radius of 8 m (including roll-over curbs if they are provided.

R35 Planting in streets and public spaces within defendable space must be designed to take into account impact on fire risk.

R36

Before the commencement of works for a stage of subdivision a Construction Management Plan that addresses Bushfire Risk Management must be submitted to and approved by the Responsible Authority and the CFA. The CMP must specify, amongst other things:

- Measures to reduce the risk from fire within the surrounding rural landscape and protect residents from the threat of fire
- A separation buffer, consistent with the separation distances specified in AS3959-2009, between the edge of development and non-urban areas.
- How adequate opportunities for access and egress will be provided for early residents, construction workers and emergency vehicles.

R37

A Construction or Engineering Plan required under a subdivision permit must show:

- The location of static water supplies for fire fighting purposes that are:
  - Accessible to fire fighting vehicles
  - Have sufficient volume to support effective fire fighting; or
- Strategically positioned fire hydrants installed on the potable water supply system in addition to the fire hydrants installed on the recycled water supply system (where present); and
- Water supply design, connections and flow rates.

All to the satisfaction of the CFA.

GUIDELINES

BUSHFIRE MANAGEMENT

Where a lot capable of accommodating a dwelling is proposed up slope or on flat land and adjacent to a Fire Threat Edge or Interim Fire Threat Edge identified on Plan 4 in this Precinct Structure Plan, provide for defendable space in the form of a 19 metre wide road reserve between the edge of the fire threat and the lot on which a dwelling may be developed.

G42 Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge or Interim Fire Threat Edge on Plan 4 of the Rockbank North Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.

If, at the time of application for subdivision or works, the OMR has been constructed, the Interim Fire Threat Edge as identified on Plan 4 no longer exists and these provisions no longer apply.

G43

Where a lot capable of accommodating a dwelling is proposed down slope and adjacent to a Fire Threat Edge or Interim Fire Threat Edge identified on Plan 4 in this Precinct Structure Plan, provide for defendable space comprising a road reserve of at least 19 metres width between the edge of the fire threat and the lot on which a dwelling may be developed plus the additional width of defendable space specified below. The additional defendable space may be on public or private land:

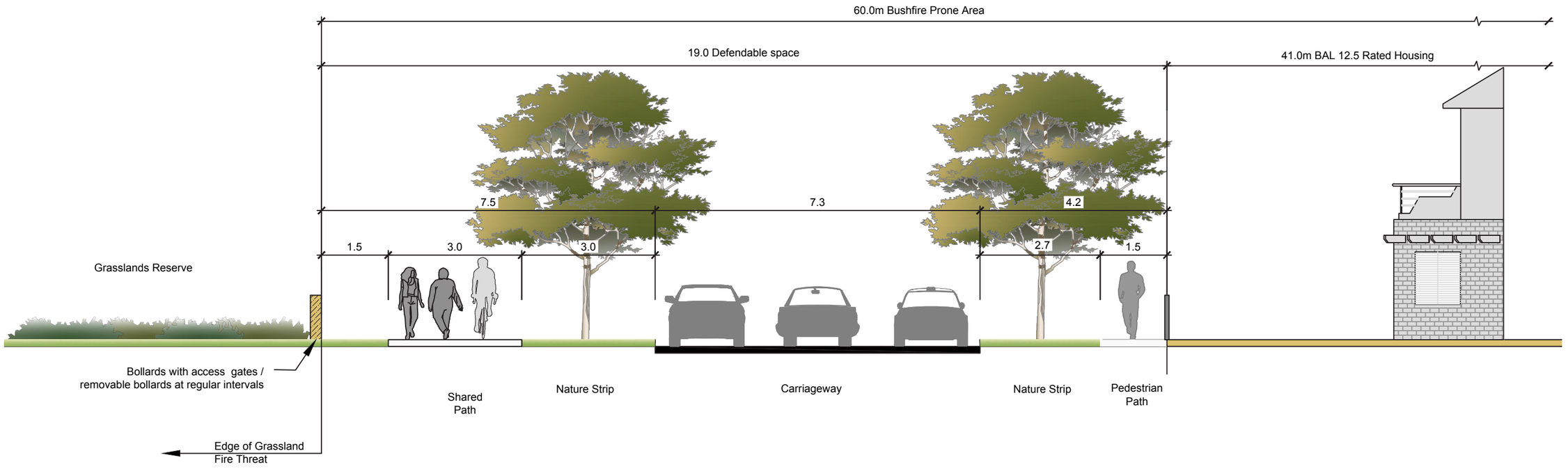
Down slope (degrees)	Additional defendable space (metres)	Total defendable space
>0-5	3	22
>5-10	6	25
>10-15	9	28
>15-20	13	32
>20	to the satisfaction of the relevant fire authority.	

Where defendable space is proposed on a lot capable of accommodating a dwelling, requirement R31 in this precinct structure plan applies.

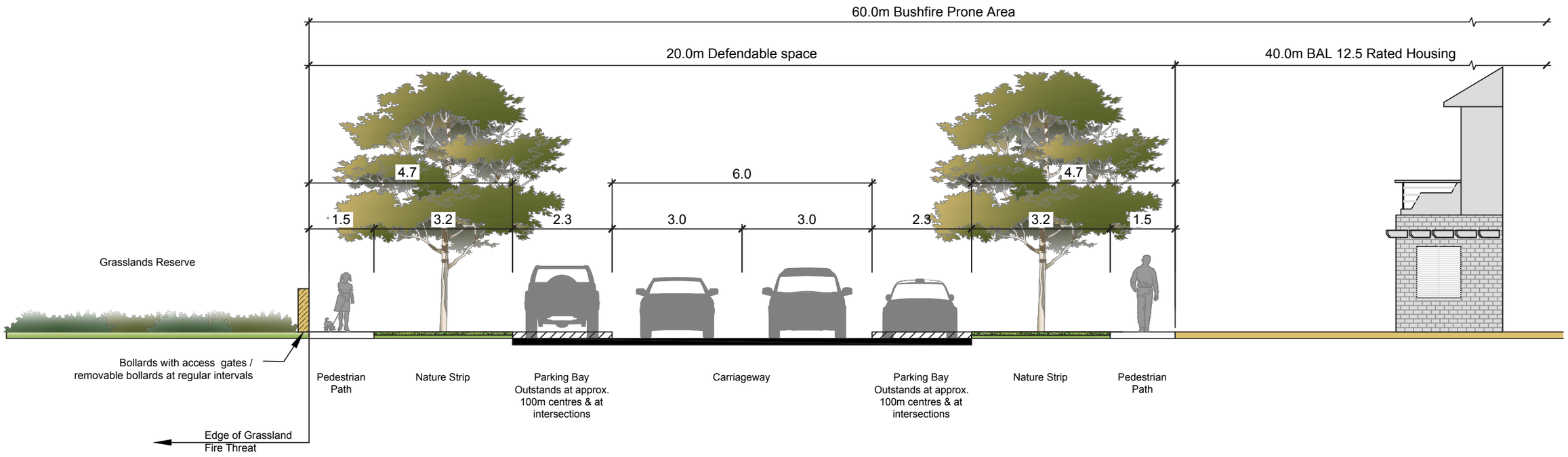
Specify in a restriction on a plan of subdivision registered under the Subdivision Act 1988 that a dwelling constructed on land shown within 60 metres of land identified as Fire Threat Edge or Interim Fire Threat Edge on Plan 4 of the Rockbank North Precinct Structure Plan must not be constructed to a standard less than BAL 12.5.

If, at the time of application for subdivision or works, the Interim Fire Threat Edge as identified on Plan 4 no longer exists and these provisions no longer apply.

Cross-Section 1: Fire Protection Area With Access Street Level 1



Cross-Section 2: Fire Protection Area With Access Street Level 2



3.3 LOCKERBIE PRINCIPAL TOWN CENTRE URBAN DESIGN FRAMEWORK PLAN

The purpose of the Lockerbie Principal Town Centre Framework Plan is to:

- Set the long term vision and structure for the Lockerbie Principal Town Centre;
- Support the status and role of the Principal Town Centre within the regional catchment;
- Ensure a high level of connectivity to and from the Principal Town Centre;
- Accommodate future growth within and around the Principal Town Centre;
- Maintain a degree of flexibility around land uses within the Principal Town Centre; and
- Facilitate and guide the progressive and orderly development of the Lockerbie Principal Town Centre.

The Lockerbie Principal Town Centre Framework Plan outlines:

- The role and function of the Principal Town Centre as a whole;
- The intended land uses, their locations and relationships to the Principal Town Centre;
- The location and integration of high level regional facilities and services;
- The broad road network and how the road network fosters connectivity within, to and from the Principal Town Centre;
- The incorporation of public transport services into the design of the Principal Town Centre;
- The retention and enhancement of the natural environment and its integration into the Principal Town Centre;
- A hierarchy of public spaces including active recreation, passive recreation, conservation areas, pedestrian and cycle links, urban spaces and landscape nodes;
- Placemaking elements, character precincts and nodal destinations within the Principal Town Centre;
- Opportunities for medium and higher density housing; and
- Indicative staging of the Principal Town Centre.

The **Lockerbie Principal Town Centre Framework Plan** will provide guidance for future **Urban Design Precinct Plans** which will be required as part of future planning permit applications for proposed development and uses within the Lockerbie Principal Town Centre.

Urban Design Precinct Plans will build upon the long term vision and structure identified as part of the Lockerbie Principal Town Centre Framework Plan and will outline detailed design concepts, staging, implementation and funding strategies for precinct areas within the Lockerbie Principal Town Centre.

ROLE OF THE PRINCIPAL TOWN CENTRE URBAN DESIGN FRAMEWORK PLAN

PSP APPROVAL

Lockerbie Precinct Structure Plan

⇩

PSP APPROVAL

Lockerbie Principal Town Centre Framework Plan

⇩

PLANNING PERMIT APPLICATION REQUIREMENT

Lockerbie Urban Design Precinct Plan/s

CONTEXT OF THE LOCKERBIE PRINCIPAL TOWN CENTRE

The Lockerbie Principal Town Centre is planned to service the northern growth corridor which extends from Epping North and Craigieburn in the south through to the northern boundary of the Urban Growth Zone which sits south of the existing Wallan Township. The northern growth corridor will ultimately be home to over 250,000 people and will provide for between 68,000 and 120,000 jobs. The Lockerbie Principal Town Centre will also provide services to the regional catchment that exists beyond the Urban Growth Zone.

The Lockerbie Principal Town Centre is located on the existing Melbourne-Sydney railway line and is located centrally to the northern growth corridor with future residential communities planned to the north, east and west of the Principal Town Centre. The Lockerbie Principal Town Centre will be the highest order of the proposed town centres in Melbourne's northern growth corridor supported by two Major Town Centres located at Merrifield and Beveridge.

The location of the Lockerbie Principal Town Centre allows for future access to and from the town centre via the rail network and the potential future Lockerbie station. In addition, the Lockerbie Principal Town Centre and the potential future Lockerbie station will be supported by the PPTN, higher capacity public transport options and by local bus networks.

Given its strategic location within the northern growth corridor and its connectivity both locally and regionally, the Lockerbie Principal Town Centre will be more than just a retail destination. The Lockerbie Principal Town centre will be a regional destination for a number of activities such as retail, employment, education, entertainment, health, civic, dining and socialising.

VISION

The future growth of the northern area of Melbourne will be supported and serviced by the Lockerbie Principal Town Centre. The Lockerbie Principal Town Centre will be a vibrant and attractive hub of activity and employment and will be the centre for regional services for the growing northern Melbourne community.

The Lockerbie Principal Town Centre will be directly connected to Melbourne and the wider region through a network of direct and higher order road connections. With an integrated transport interchange and a strong relationship with the potential future Lockerbie station, the Principal Town Centre will be a transit oriented destination which facilitates and attracts movement throughout the northern growth corridor.

As an attractive place for business investment, the Lockerbie Principal Town Centre will offer a range of employment opportunities in various sectors. In addition, the dynamic and integrated nature of the Lockerbie Principal Town Centre will assist in attracting regional facilities and future State and Local government investment to the Principal Town Centre.

With a diverse range of uses such as retail, commercial, office, residential, entertainment, civic, education, health and recreation uses, the Lockerbie Principal Town Centre will have a mixed urban grain and a distinctive character which will be reflected through a range of quality built form outcomes.

A rich mix of uses and activities will promote a strong sense of place within the Lockerbie Principal Town Centre. An integrated and compact core with quality streetscape outcomes will reinforce this town centre as being a destination in its own right with a range of activities and socialising opportunities occurring during the day, at night and on weekends.

The design and location of a series of public spaces within the Lockerbie Principal Town Centre will be a contributing factor to its character and distinctiveness. A series of high amenity interlinked public spaces which will have their own individual character and purpose will promote social exchange, community involvement and walkability within and around the Principal Town Centre. In particular, the town square (or similar) which will be central to community life, will be framed by a collection of uses which will ensure that this space is lively, engaging, and is seen as the 'heart' of the Lockerbie Principal Town Centre.

The Lockerbie Principal Town Centre will have a strong connection to the natural environment and will promote walking and cycling as an important mode of transport. This will be achieved by maximising view lines and road and footpath connections to existing natural assets including Merri Creek and Bald Hill.

The Lockerbie Principal Town Centre will support both physical and economic short and long term growth. Early delivery of essential services within the Principal Town Centre balanced with deliberate 'land banking' will be crucial to creating an authentic, sustainable and liveable town centre for the northern growth corridor.

PRINCIPLES AND OBJECTIVES

The following principles and objectives apply to Principal and Major Town Centres within Melbourne's growth areas.

PURPOSE

To create viable and vibrant Principal and Major Town Centres as the business, retail, community and entertainment focal points and economic hubs of the sub-regions they serve.

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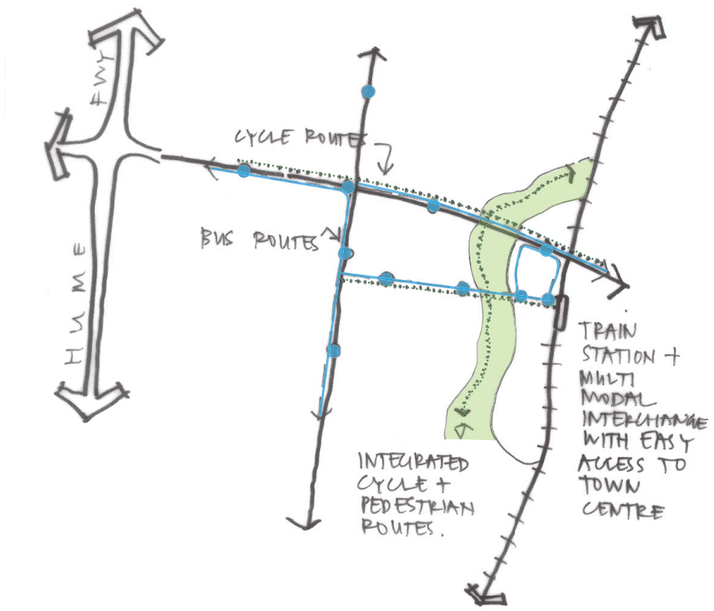
Principal Town Centre Principles and Objectives

ATTRACTING INVESTMENT AND SUPPORTING THE COMMUNITY		
Principle 1	Create a focal point for a diverse range of uses within the town centre which are fully integrated and connected.	• To include a mix of retail services such as supermarkets, specialty retailers, discount department stores, mini majors, department stores, bulky goods retailing and display based retailing; • To provide a range of regional services to the catchment that the town centre serves such as education, health, employment, aged care and civic services; • To attract higher order government, community, civic, education and health services and investment; • To attract a significant amount of leisure, recreation, sporting, art, cultural and tourism uses and investment; • To provide a range of social and entertainment uses such as cafes, restaurants, bars, taverns, hotels, performance venues and regional entertainment facilities; • To encourage employment and business investment; • To encourage the establishment of serviced apartments and visitor accommodation; • To promote regional specialisation and differentiation; and • To create a flexible framework which will cater for future growth, expansion and the changing trends for service delivery and investment.
Principle 2	Create a quality and vibrant mixed use town centre that acts as the business and entertainment focal point and as the economic hub of the region that it serves.	
FOSTERING EMPLOYMENT		
Principle 3	Integrate employment and service opportunities in a business friendly environment.	• To cater for a substantial amount of employment opportunities including a progressive range of office premises, small scale office/warehouse spaces and office/showroom spaces; • To attract a range of small, medium and large businesses in locations with quality built form, amenity, transport, and infrastructure outcomes and with active and vibrant environments; • To foster the growth of small scale local businesses which offer services and products to the local and metropolitan markets; • To create an attractive place to conduct business for workers, clients, customers and suppliers; and • To encourage the development of work from home opportunities and office/living options such as Soho (small office/home office) housing products.
Principle 4	Support and promote nearby employment and industrial areas within the region.	
CONNECTING THE REGION		
Principle 5	Design the town centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	• To provide the town centre with direct access to the network of arterial roads; • To locate the town centre on the intersection of two arterial roads for ease of access and to maximise exposure; • To ensure the town centre is well serviced by multiple transport modes and routes; • To ensure that the town centre has a strong relationship with the potential future rail station; • To ensure that appropriate activity occurs at and around the potential future rail station to promote activation and usage; • To support and to not detract from the network of existing and proposed town centres within the region; and • To provide strong connections to, from and within the town centre to promote walking and cycling.
Principle 6	Create a town centre which is well served by multiple transport routes and is located at a major transit stop.	
Principle 7	Locate the town centre on or close to arterial/arterial intersections.	
CREATING VALUED DESTINATIONS		
Principle 8	Create a sense of place with high quality engaging urban design.	• To connect the various precincts of the town centre through a interconnected series of well designed and connected public spaces; • To ensure all public spaces are framed by a variety of uses and are active at various times of the day, night and on weekends; • To create a high quality and engaging environment with appropriate urban scale, density and intensity; • To create a central public space or 'town square' which becomes the meeting place and the 'heart' of the community; and • To create a town centre that is authentic to both the local and regional communities and promotes social interaction and exchange.
Principle 9	Provide clear location and cultural identity for the catchment that the town centre serves.	
Principle 10	Provide walking and cycling connections through the town centre through a series of public spaces which are attractive environments to walk and cycle through.	
Principle 11	Focus on a public space as the centre of community life.	
DELIVERING HOUSING OPTIONS		
Principle 12	Include a range of medium and high density housing and other forms of residential uses within and around the town centre.	• To provide a range of medium and high density housing options within close proximity to the town centre to support the services and facilities on offer; • To create a fine grain mixed use environment within the town centre which facilitates the establishment of commercial and residential outcomes; • To identify locations of high quality landscape within and surrounding the town centre where high density residential outcomes can be delivered; • To provide options for retirement living, aged care and assisted care in close proximity to the town centre and that is well connected to the services offered by the town centre; and • To provide options for visitor accommodation and student accommodation close to the core activity of the town centre.
RESPECTING THE ENVIRONMENT		
Principle 13	Locate the town centre in an attractive setting which respects the natural environment and history of the area.	• To incorporate natural or cultural landscape features such as rivers, creeks, tree rows, topographic features or other heritage structures into the design of the town centre which assists in creating a sense of place; • To ensure the town centre has a strong connection with surrounding natural features and that appropriate interfaces are created between the town centre and the natural environment; • To create a regional destination which links the natural elements with the urban fabric of the town centre; • To provide regional pedestrian and cycle links which link the natural environment to the town centre; and • To integrate views to and from the existing landscape and into the design of the town centre.
PROMOTING SUSTAINABILITY AND ADAPTABILITY		
Principle 14	Create a town centre which promotes regional specialisation and differentiation.	• To promote the localisation and regionalisation of services in the town centre that will contribute to a reduction of travel distance to access local services and less dependence on the car; • To design the town centre to be sympathetic to its natural surrounds through integrated water management and through appropriate landscape and construction techniques; and • To ensure the town centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.
Principle 15	Ensure the town centre has scope for future development and expansion.	

ORGANISING ELEMENTS

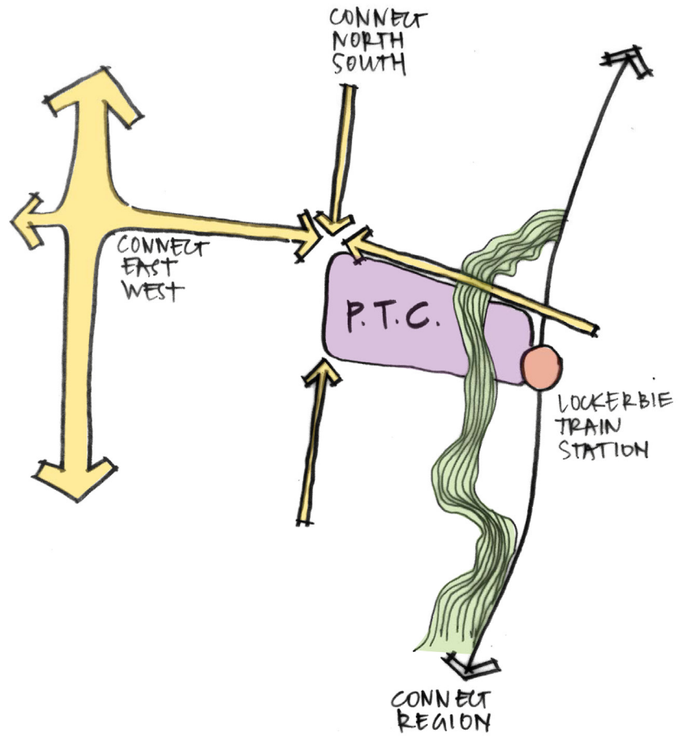
The following organising elements represent the opportunities and challenges which have been explored through the development of the Lockerbie Principal Town Centre Urban Design Framework Plan.

TRANSPORT



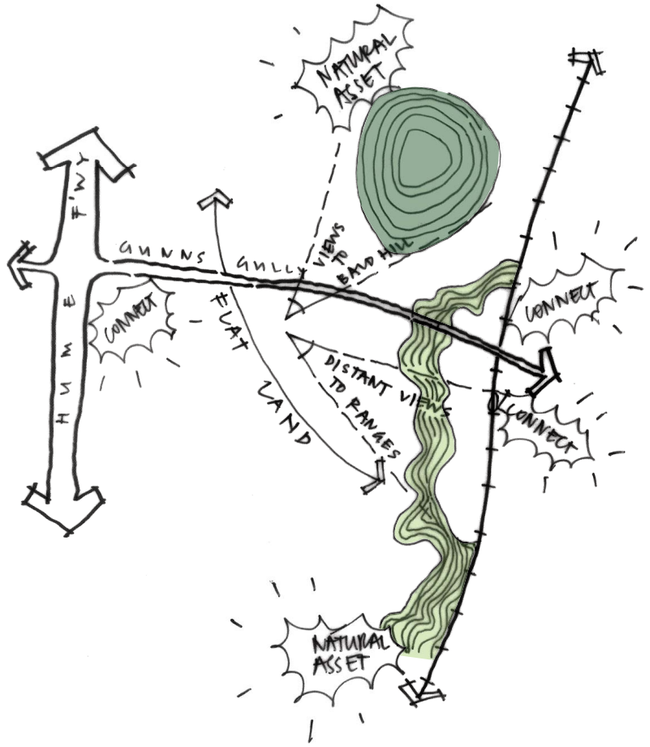
- Access to the Outer Metropolitan Ring and to the Hume Freeway.
- Surrounded to the north and to the west by arterial roads.
- Located adjacent to potential future Lockerbie station.
- Integration into the proposed regional bus network.
- The timing and staging of arterial roads.
- The timing of the potential future Lockerbie station.
- The provision of signalised intersections to allow access into the town centre for all modes of transport.
- The timing and delivery of the proposed bus interchange and local bus stops.
- The integration of overpasses across the railway line and Merri Creek into the town centre.

LAND USE



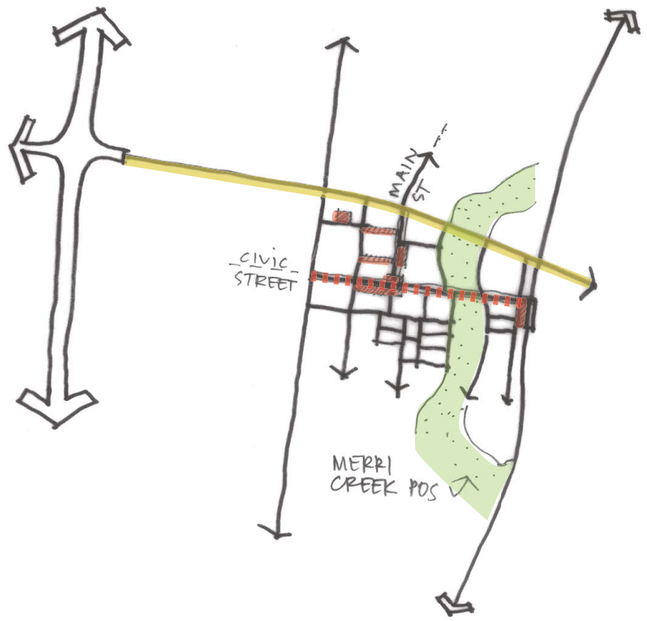
- A regional destination for higher order land uses which will service the region.
- Land in one ownership.
- Visual and physical links to the amenity of Merri Creek and Bald Hill.
- Links to regional road and public transport options.
- Encouraging early investment in the town centre.
- Appropriate staging and timing of a Principal Town Centre in a greenfield location.
- The ability to 'land bank' areas for future development.
- Connecting the town centre across Merri Creek to the potential future Lockerbie station.
- Future growth of the Principal Town Centre to the east of the railway line.

OPEN SPACE



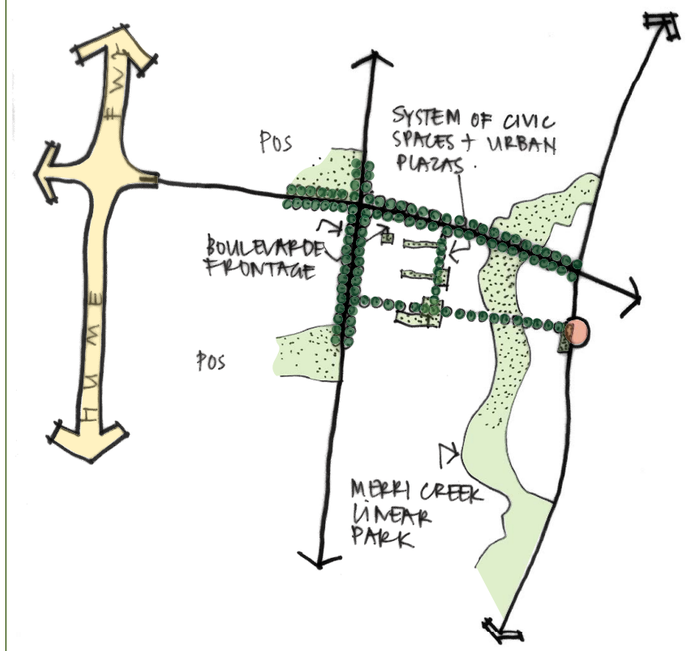
- Strong physical and visual links to Merri Creek.
- Located adjacent to a strong regional pedestrian and cycle corridor.
- Maximising views to Bald Hill.
- Providing a series of public spaces within the town centre which connect to Merri Creek and other regional open space destinations.
- Appropriate interfaces between the town centre and Merri Creek.
- The effects of a concentrated group of land uses which form the town centre on the quality of Merri Creek catchment.
- Creating a strong link from the potential future Lockerbie station across Merri Creek to the town centre core.
- Appropriate edge treatments and buffer distances around Merri Creek.

PEDESTRIAN AND CYCLE MOVEMENT

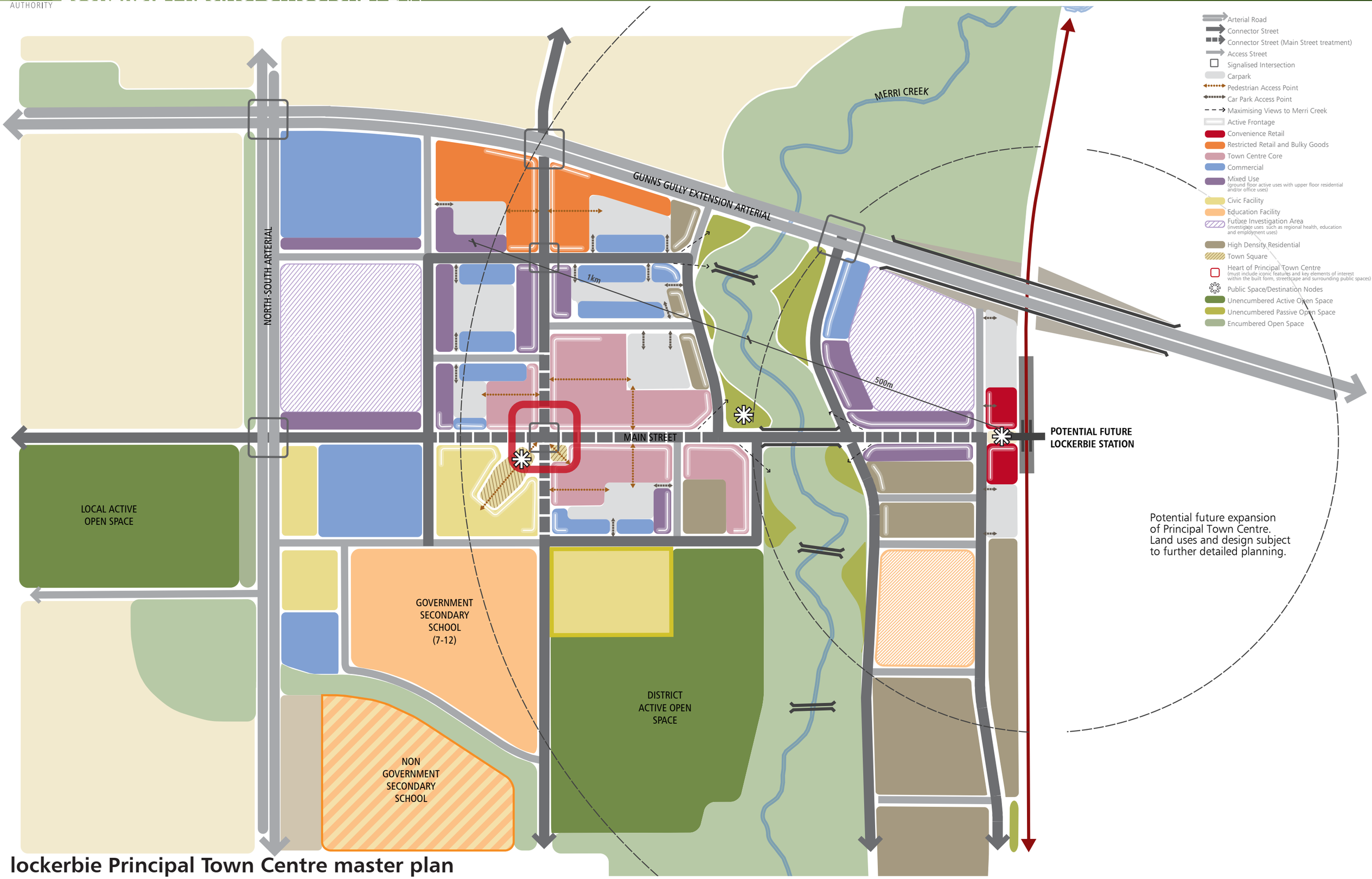


- Incorporating a grid style urban layout to create a permeable town centre.
- Providing links to regional pedestrian and cycle networks along arterial roads and Merri Creek.
- Strong links to a range of public transport options.
- A series of interconnected locations which will encourage an attractive and walkable town centre.
- Connecting the greater residential catchment to the town centre via pedestrian and cycle links.
- Providing pedestrian and cycle access to town centre across arterial roads.
- Providing road connections which are pedestrian and cycle friendly and prioritise pedestrian and cycle movements in key locations.

PLACEMAKING OPPORTUNITIES



- Creating a strong central meeting space for the community.
- Creating a series of public spaces each with a unique character and focus.
- Respecting the environment and cultural history of the region.
- Connecting the town centre physically and visually to Merri Creek.
- Ensuring that the majority of higher order town centre uses are within a 1km catchment of the potential future Lockerbie station.
- Creating an authentic town centre for the community in a greenfield location.
- Creating a consolidated town centre with strong links to the potential future Lockerbie station.
- Integration of future development east of the railway line into the Principal Town Centre.



lockerbie Principal Town Centre master plan

LOCKERBIE PRINCIPAL TOWN CENTRE MASTERPLAN

The Lockerbie Principal Town Centre master plan represents the key elements and intended land uses proposed for the Principal Town Centre.

The master plan covers the entire Principal Town Centre site located within the boundaries of this Precinct Structure Plan and responds to the organising elements as listed above.

Land uses should be located generally in accordance with the locations and land use terms as identified on the Lockerbie Principal Town Centre Master Plan and the Lockerbie Principal Town Centre Potential Land Uses listed below.

LOCKERBIE PRINCIPAL TOWN CENTRE POTENTIAL LAND USES

The role, size and function of the Lockerbie Principal Town Centre will result in a diverse range of services, facilities and activities being provided within the northern growth corridor. Given the scale of development envisaged for the Lockerbie Principal Town Centre, flexibility and adaptability of service delivery must occur to ensure that the town centre can develop in conjunction with the growth of the northern growth area.

The types of services, facilities and activities which are anticipated to establish within the Lockerbie Principal Town Centre are listed below:

TOWN CENTRE CORE

- Supermarkets
- Discount Department Stores
- Mini Majors
- Department stores
- Restricted retail premises (such as small format premises and showrooms)
- Specialty shops and stores
- Cafes
- Restaurants
- Bars and clubs
- Hotels
- Cinemas
- Ground floor commercial and office uses which result in active shop front outcomes
- Shop top residential and office outcomes
- Arts and entertainment facilities
- Car parking

COMMERCIAL

- Offices
- Office/warehouse
- Child care services
- Service industries
- Medical and specialist services
- Health services (including aged care)
- Tertiary and life long learning services
- Community services
- Short stay accommodation (such as hotels and serviced accommodation)
- Potential Federal, State and/or Local government offices
- Non Government Organisation facilities
- Conference Centres
- Places of assembly
- Restaurants, cafes and bars
- Car parking

MIXED USE

- Ground floor offices with upper floor residential uses
- Ground floor retail shop fronts with upper floor residential uses
- Ground floor retail shop fronts with upper floor offices
- Mix of retail, office and residential uses
- Short stay accommodation
- Restaurants, cafes and bars
- Car parking

CIVIC FACILITIES

- Council and State Government facilities (such as libraries, performing arts centres, indoor sports centres, leisure centres, community centres, local government offices etc)
- Emergency services
- Health facilities
- Law courts
- Tertiary, life long learning and training facilities
- Galleries and museums
- Convention and exhibition centres
- Gymnasiums
- Arts facilities
- Places of assembly
- Maternal and health facilities
- Car parking

EDUCATION FACILITIES

- Primary education facilities
- Secondary education facilities
- Private and independent education facilities
- Opportunities for training and life long learning services

CONVENIENCE RETAIL

- Supermarkets, specialty stores, cafes and kiosks associated with the activity of the potential future Lockerbie station and bus interchange.

HIGH DENSITY RESIDENTIAL

- High density residential
- Mixed use residential (ground floor active uses with upper floor residential uses)
- Retirement living and aged care services
- Small office/home office options
- Visitor accommodation
- Student accommodation

FUTURE INVESTIGATION AREAS

- Locations which have been identified within the Lockerbie Principal Town Centre Master Plan which are suitable for future regional facilities and 'land banking'
- Uses envisaged within these areas include higher order and/or regional health, education and employment uses.
- If higher order and /or regional uses are not required in these locations, alternative uses such as large scale commercial precinct (including office parks), mixed use and medium and high density residential outcomes are suitable alternative uses in these locations.

PUBLIC TRANSPORT INFRASTRUCTURE

- Potential future Lockerbie station
- Bus interchange and bus stops
- Commuter car parking

PUBLIC SPACES/TOWN SQUARE

- Public spaces in urban settings such as town squares, urban parks, plazas or malls.
- Public space/destination nodes located at the potential future Lockerbie station, Merri Creek and within the core of the town centre. These public space/destination nodes must be situated along the east-west connector street and further enhance the connectivity between the town centre core and the rail station.
- A central town square (or similar) within the core of the town centre which acts as the central meeting space and the civic heart of the Lockerbie community.
- The 'Heart' of the Principal Town Centre as identified on the Lockerbie Principal Town Centre Master Plan must include iconic features and key elements of interest within the built form, streetscape and surrounding public spaces

LOCKERBIE PRINCIPAL TOWN CENTRE LAYERS

The Lockerbie Principal Town Centre Urban Design Framework Plan has been influenced by a number of Principal Town Centre themes or 'layers'. These 'layers' examine the strengths of the site and its surrounds and aim to contribute to a distinctive and active Principal Town Centre. The key 'layers' which have been examined as part of the development of the Lockerbie Principal Town Centre Master Plan include public realm, open space, pedestrian and cycling networks, movement and access and public transport. Further details of these 'layers' are listed below.

PUBLIC REALM

The Lockerbie Principal Town Centre will have a range of locations each with a distinctive public realm character.

These characters include:

MAIN STREET CHARACTER

A focus for shopping and entertainment

- Acts as the Main Street for the town centre.
- Forms part of the east-west pedestrian, cycle and vehicular movement between the potential future Lockerbie station, Merri Creek and the town centre core.
- Street based activity in a pedestrian friendly environment.
- Is located within the core of the town centre with an integrated mix of shops, supermarkets department stores, discount department stores, offices, restaurants, cafes, bars, entertainment uses (such as a cinema) and arts and cultural facilities.
- The focus of night-time activities in the region.
- Retail and commercial frontages are encouraged to be built to the edge of footpaths. Wide footpaths will be encouraged to facilitate outdoor activities (such as street based dining) and social interaction and exchange.
- A focus for high quality built form, urban landscape, public art and night time lighting outcomes.
- Includes an interconnected series of public spaces which will allow users to socialise and interact in an active setting.
- Has a relationship to water in an urban context through public space design (such as water features, urban wetlands or water play).
- Maximises views to Merri Creek through the road network layout.

CIVIC STREET CHARACTER

A focus for culture, education and community well-being

- Forms part of the east-west pedestrian, cycle and vehicular connection between the north-south arterial road, the town centre core, Merri Creek and the potential future Lockerbie station.
- Provides a continuation of the articulated and interesting facades either side of the Main Street and core of the town centre.
- Frames the entrance to the town centre core from the east and the west.
- Supports the Main Street and facilitates movement east-west from the town centre core to the surrounding arterial roads and residential catchments.
- A series of destinations which will connect the surrounding residential precincts to the town centre core, Merri Creek and the potential future rail station.
- Opportunities to reflect the history and culture of the area within the streetscape.
- Focus for seasonal community events and activities (such as markets, outdoor cinemas, festivals, celebrations, performances, installations and public displays).

CITY STREET CHARACTER

An interconnected grid supporting access and walkability

- A permeable street network to facilitate vehicular and pedestrian and cycle movements.
- A grid network of streets spaced at appropriate distances to promote circulation, movement and permeability and to ensure appropriately scaled and sized built form outcomes.
- Streets designed to be safe and accessible places rather than vehicular dominated corridors.
- Maximise views to Merri Creek by aligning the road network on an east-west grid.
- Maximise views to Bald Hill by aligning the road network on a north-south grid.
- Include quality urban laneways as the secondary access to the town core uses and assist in creating a distinctive destination.
- The final design of the road network within this precinct, in particular the location of access streets, laneways and pedestrian thoroughfares, should be determined as part of the Urban Design Precinct Plan and future permit application submissions.

PARKSIDE CHARACTER

Where the urban nature of the town centre meets the natural environment of Merri Creek and other areas of open space.

- Merri Creek acts as a green spine running north-south through the town centre
- Provides links to regional pedestrian and cycle networks.
- Increases opportunities for passive surveillance of Merri Creek and surrounds.
- A focal point to terminate views from and within the town centre.
- A connection to the natural environment.
- Quality landscape outcomes to encourage higher densities and built form outcomes to frame Merri Creek and other areas of open space

BOULEVARD CHARACTER

Facilitates multi-modal traffic movement between the town centre and surrounding communities.

- Main arterial roads providing access to and from the town centre and to the broader region.
- Facilitates public transport movement and pedestrian and cycle access to the town centre from the broader residential catchment.
- A strong landscape character with well landscaped central medians and tall boulevard trees.
- Frames the town centre to the north and west and will result in a band of 'green' surrounding the town centre.
- Appropriately designed creek and railway line crossings to add to rather than detract .



public realm character plan

OPEN SPACE

The Lockerbie Principal Town Centre will have a strong association with open space in a variety of forms and locations. The town centre will be surrounded by a series of open spaces which will add to the character of the town centre. Quality open space outcomes will assist in attracting business development and investment and will promote higher density residential outcomes in attractive areas within and around the town centre.

WATERWAY CORRIDOR

Maximising the sites drainage and hydrology characteristics in the design of the town centre.

- Forms part of the holistic drainage strategy for the precinct.
- Provides opportunities for dedicated pedestrian and cycle links around the edge of the town centre.
- Provides opportunities for elements of water to be included within public spaces within the town centre.
- Acts as a band of green around the edge of the town centre which provides opportunities for higher density housing and quality built form outcomes.
- Forms part of a series of interconnected public spaces within the town centre.

TOWN SQUARE/PUBLIC SPACE

A series of public urban destinations within the town centre focusing of social interaction, activity and vibrancy.

- Spaces which are memorable, recognisable and are places for the community to enjoy.
- Spaces which are designed for a range of uses such as meeting spaces, dining spaces, performance spaces, market spaces, people watching spaces, waiting spaces and destination spaces.
- Spaces which are integrated within the urban fabric and are activated by a range of uses.
- Spaces which include orientation elements such as landmark buildings, structures and the use of water to assist people in navigating their way around the town centre.
- Cues and clues within the streetscape to direct pedestrian movement through public spaces.
- Integrate with public transport modes such as the potential future Lockerbie station, proposed bus interchange and the local bus network.
- Includes a central town square (or similar) which will be an attractive, vibrant and lively place to be during the day, at night and on weekends.
- The town square (or similar) will be recognisable as a high quality and engaging central meeting space for the community.

NODAL PARK

The gateway between the town centre core and Merri Creek.

- A destination half way between the town centre core and the potential future Lockerbie station.
- A space where the community can access Merri Creek to learn about the biodiversity values of the region.
- The entry and exit point to the town centre core for pedestrians and cyclists using the footpaths along the Merri Creek corridor.
- A passive space which accommodates a range of uses such as picnic facilities, regional play equipment, fitness circuits, passive group fitness areas (such as outdoor yoga and pilates) and interpretive signage.
- A 'soft' green interface as opposed to the 'hard edge' public spaces within the town centre core.

ACTIVE OPEN SPACE

A place where the community can participate in active recreation events and programs in close proximity to the town centre

- Forms part of the series of public destinations within and around the town centre.
- A strong community focus and a hub for organised activities (such as regional sports, corporate sports and group exercise activities).
- Strong links to the Waterway Corridor and Merri Creek to further strengthen pedestrian and cycle links.
- Terminates view lines and vistas to the south and west of the town centre grid network.
- Integrates with the education and community facilities within the town centre.
- Includes active spaces which facilitate a range of sporting and recreation uses as well as pavilions, meeting spaces, and locations for passive recreation activities

ENCUMBERED AND UNENCUMBERED OPEN SPACE

Merri Creek, the green spine running through the town centre.

- Incorporates the natural amenity of Merri Creek into the town centre.
- Acts as a central 'green' destination within the town centre as opposed to a destination on the edge of the town centre.
- Connects regional pedestrian and cycle links along Merri Creek to the town centre.
- Includes a series of 'green' nodal points along the creek which will allow the community to experience the natural amenity of the Merri creek corridor.
- Maximises views to Bald Hill.

EDUCATION OPEN SPACE

Spaces associated with the urban education campuses within the town centre.

- Forms part of the series of public spaces around the town centre.
- Primary use is associated with the town centre education facilities and provides opportunities for shared uses outside of school hours.
- Opportunity to co-locate these spaces with urban education campuses to create an attractive learning environment.
- Contributes to the band of green around the town centre as well as contributing to the amenity and character of the town centre.



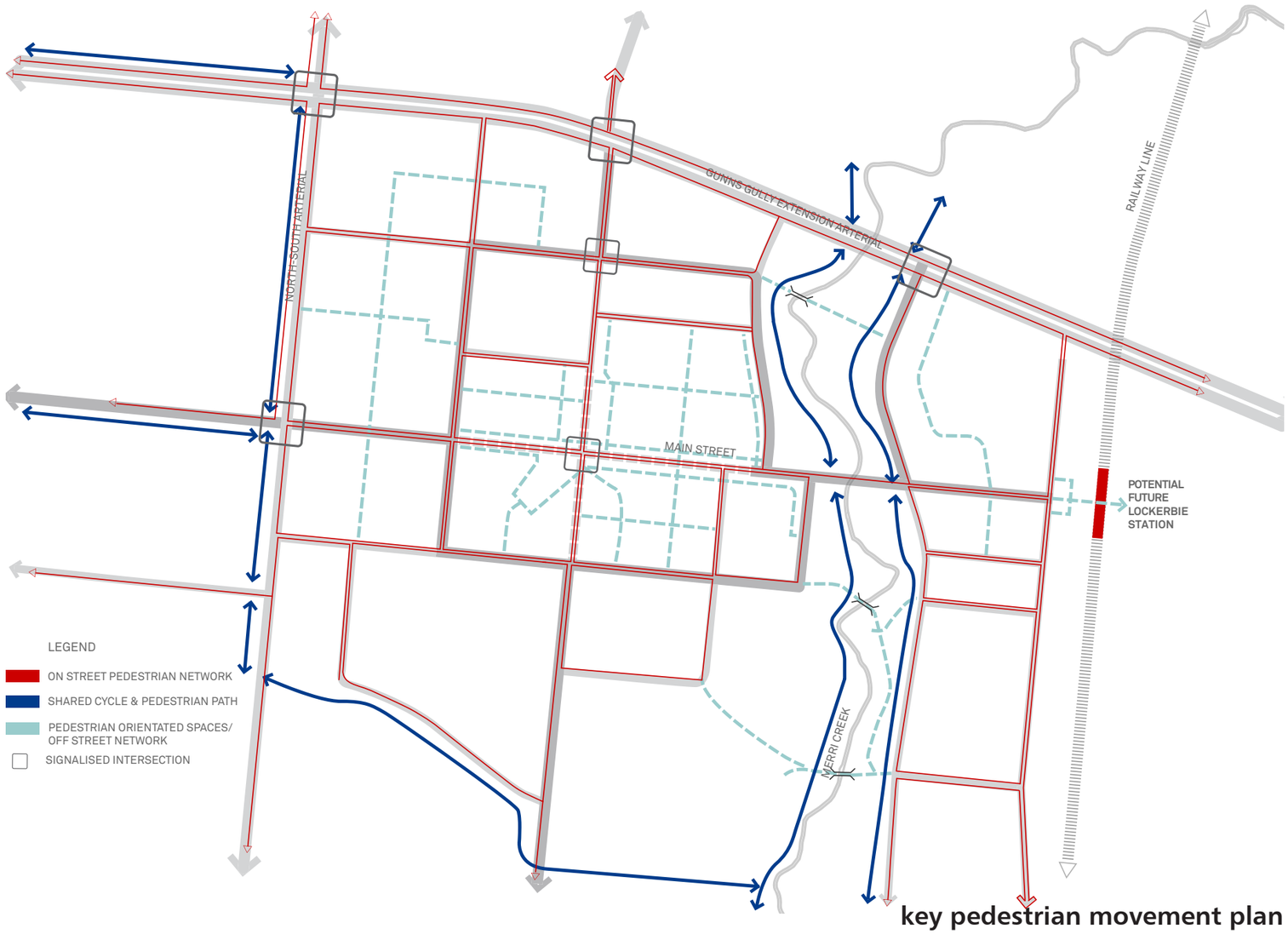
open space plan

PEDESTRIAN AND CYCLING

The Lockerbie Principal Town Centre will be a permeable destination which will encourage walking and cycling as a significant mode of transport to, from and within the town centre.

PEDESTRIAN AND CYCLE LINKS AS PART OF ROAD NETWORK

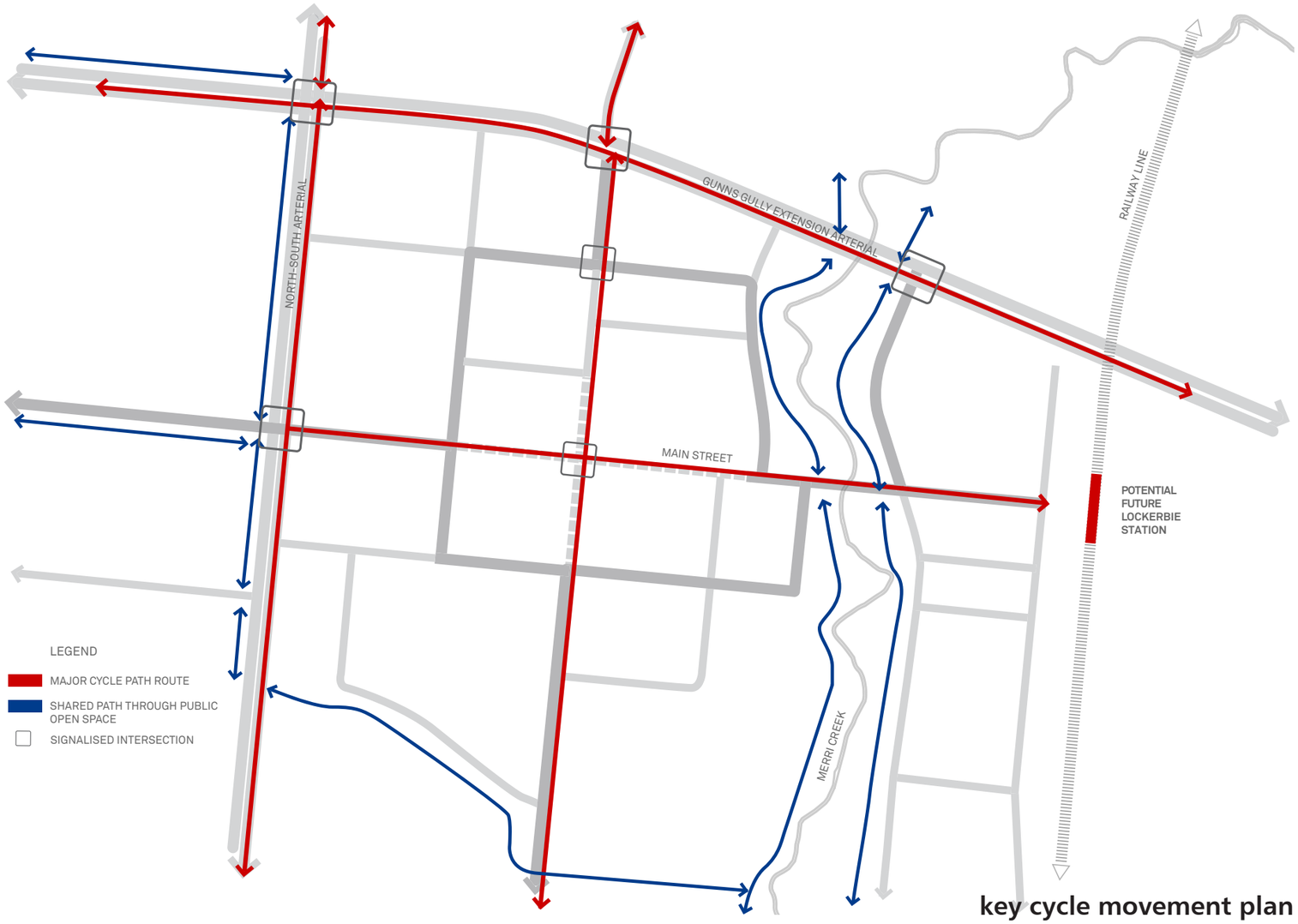
- Strong intersecting north-south and east-west grid network to facilitate movement through the town centre.
- The Main Street, which runs east-west through the town centre, and the north-south connector street will act as the major pedestrian and cycle corridors and will connect key arrival points to the town centre. Key arrival points include arterial intersections, Merri Creek, the proposed bus interchange and the potential future Lockerbie station.
- The Main Street and north-south connector street will have strong urban characters and will be safe environments for pedestrians and cyclists due to the concentration of activity and passive surveillance opportunities in these areas.
- The intersection of the Main Street and the north-south connector street will be a major meeting space which will include a town square (or similar). The town square will be a buzz of activity and will be the gateway to redistribute pedestrians and cyclists to other precincts within and around the town centre.
- The Main Street will include nodal destinations at every 400 metres guiding pedestrian and cycle traffic through the town centre core, across Merri Creek and to the potential future Lockerbie station.
- Through block permeability, which will be delivered in a number of ways including through the incorporation of laneways and dedicated pedestrian/cycle movement networks, will provide clear and direct access to the various precincts and car parking areas within the town centre.
- Signalised intersections will be delivered at appropriate locations to facilitate pedestrian and cycle movement, particularly at arterial intersections



key pedestrian movement plan

DEDICATED PEDESTRIAN AND CYCLE LINKS

- Regional pedestrian and cycle links along the Gunns Gully arterial extension, the north-south arterial road and Merri Creek corridor.
- Dedicated pedestrian and cycle links along linear open spaces, waterway corridors, active open space, interconnected urban public spaces and Merri Creek.
- Dedicated pedestrian and cycle paths between key destination points such as the town centre core, Merri Creek and the potential future Lockerbie station.
- Opportunities for a number of dedicated pedestrian and cycle crossings over Merri Creek to facilitate movement and access.



key cycle movement plan

MOVEMENT AND ACCESS

The Lockerbie Principal Town Centre will be highly accessible and will facilitate movement to, from and within the town centre for a number of transport modes including private cars, public transport services (such as bus and rail), pedestrian and cycle movements and service vehicles.

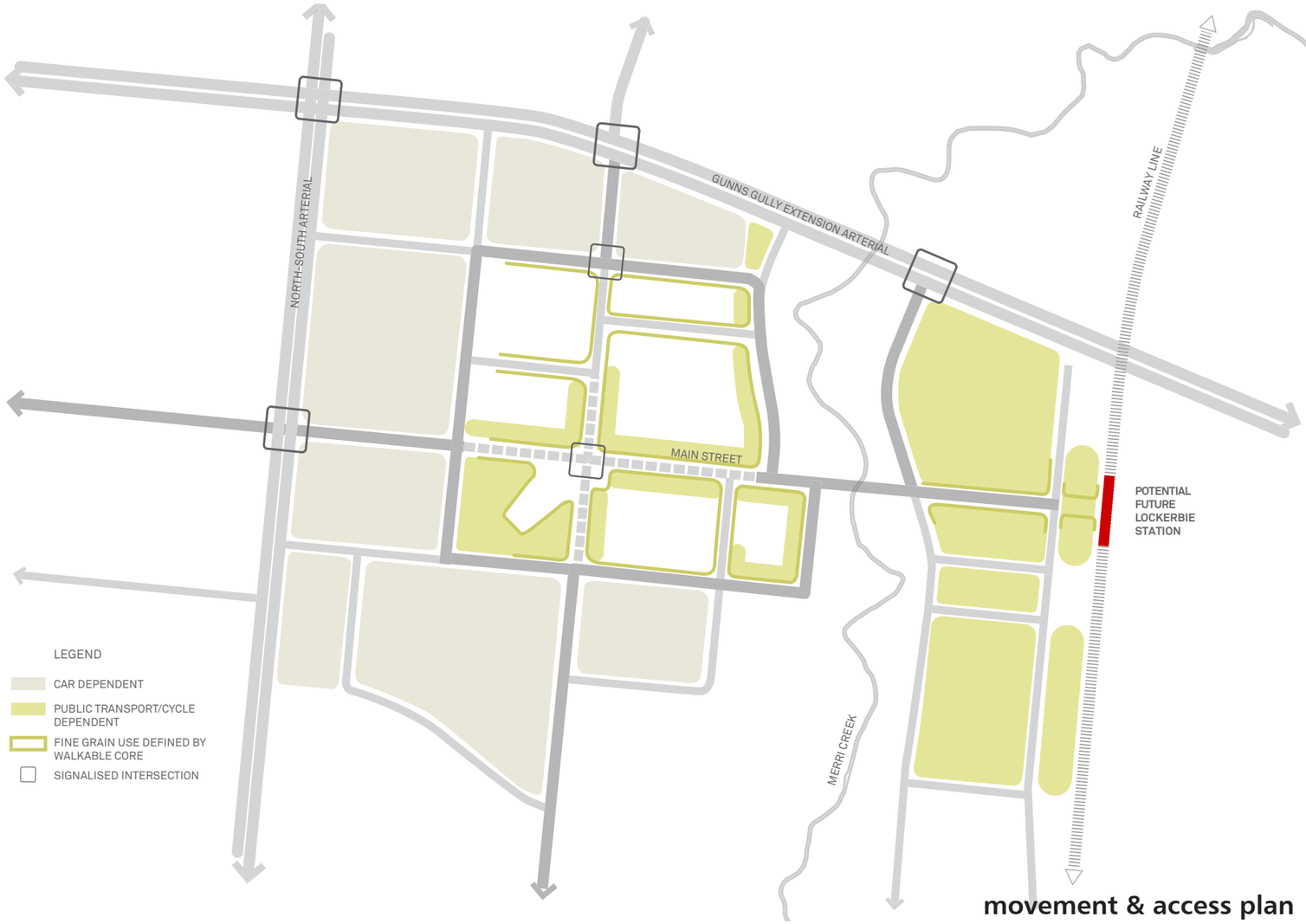
Permeability and circulation within the town centre will be facilitated by a connected and accessible street network which will provide access for all modes of transport without compromising the walkability of the town centre core.

REGIONAL ACCESS

- The town centre is bounded by the Gunns Gully arterial extension to the north, the north-south arterial road to the west and by the Melbourne-Sydney railway line to the east.
- This infrastructure connects the town centre to the northern growth corridor and facilitates movement and access for vehicles and public transport services to and from the town centre.
- Dedicated pedestrian and cycle crossing points will assist in creating pedestrian and cycle movement into the town centre across the railway line and arterial roads.
- Additional dedicated pedestrian and cycle crossing points across Merri Creek will connect the potential future Lockerbie station with the activity of the town centre core and will ensure that a higher level of permeability and circulation is achieved.

TRANSPORT MODES

- Uses which are typically dependent on car movements and access (such as restricted retail/bulky goods uses, emergency services, commercial uses, education uses and regional health facilities) will be located along the arterial roads to ensure ease of access and maximum exposure to passing traffic.
- Uses which typically benefit from public transport movements and access (such as regional and local education facilities, civic and entertainment uses, office precincts and high density residential development areas) will be located along major bus routes or in close proximity to the potential future Lockerbie station.
- Uses which generate the most pedestrian traffic, contribute to the activity of the town centre and benefit from a fine grain closely spaced layout will be located within the town centre core, particularly along the Main Street, to promote an active, permeable and walkable environment.
- Car parking areas will be located with access to the arterial roads and street network. The final location of car parking areas will need to be in locations which do not compromise the town centre's role as a pedestrian priority zone and without compromising quality streetscape outcomes.



movement & access plan

PUBLIC TRANSPORT

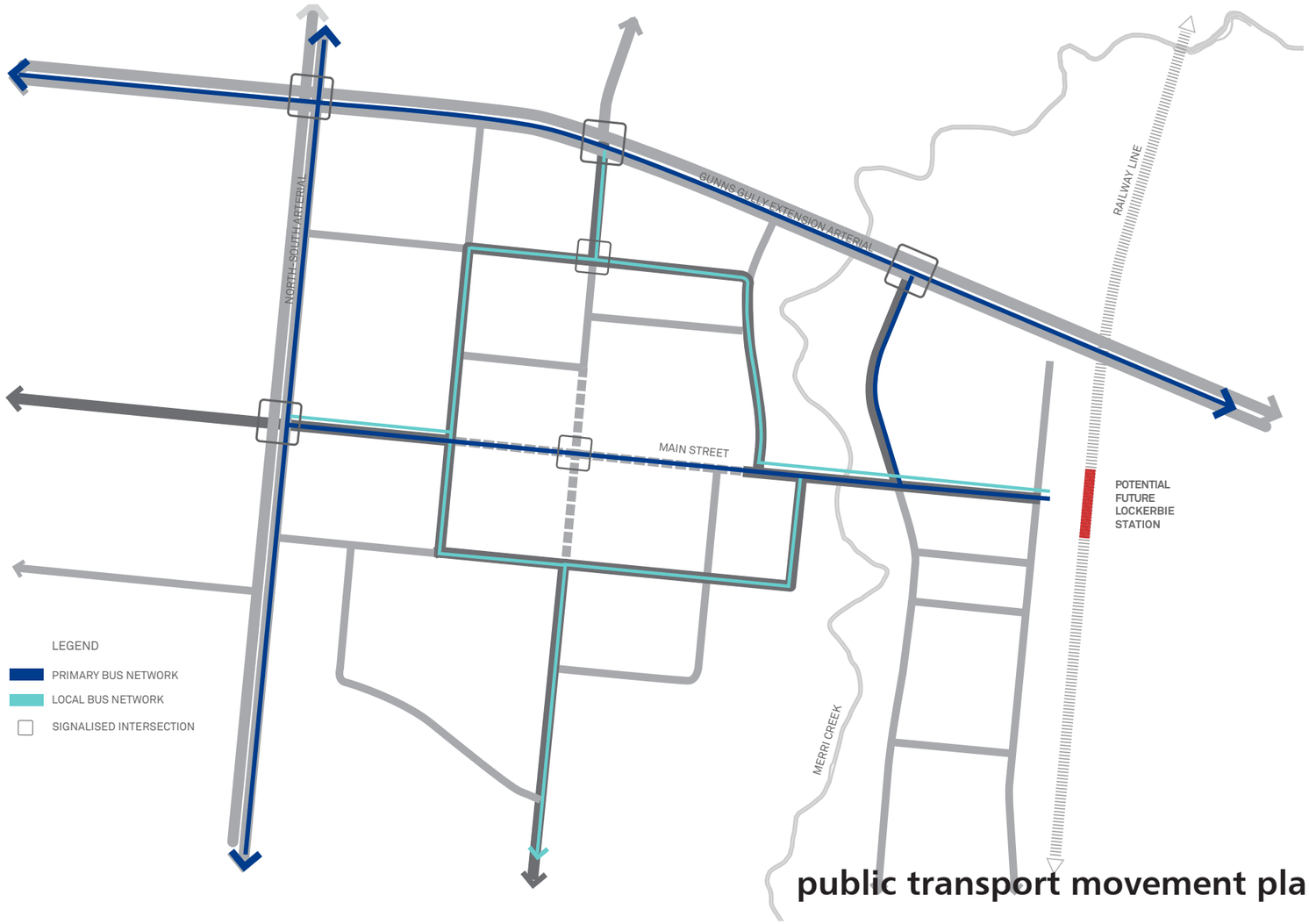
The Lockerbie Principal Town Centre will be heavily reliant on the public transport network to facilitate movement, interaction and activity within the town centre. With a strong relationship with the potential future Lockerbie station, proposed bus interchange and local bus networks, these public transport options will stimulate activity within the public realm and key town centre precincts. Public transport options will also assist in attracting business development and investment and drive higher density residential outcomes within the town centre.

POTENTIAL FUTURE LOCKERBIE TRAIN STATION

- The potential future Lockerbie station is connected to the core of the town centre by the Main Street and has access to the Gunns Gully arterial extension to the north. To provide ultimate vehicle and public transport movement between the Gunns Gully arterial extension and the potential future rail station, a full movement signalised intersection east of Merri Creek on the Gunns Gully arterial extension is required.
- A series of public space nodes will be established between the central town centre core, Merri Creek and the potential future Lockerbie station to encourage pedestrian and cycle movement in an east-west direction through the town centre.
- The majority of the active core town centre uses are located within an 800m catchment of the potential future Lockerbie station to ensure that a strong connection between the town centre core and rail station is achieved.
- Local convenience and specialty retail options will be provided at the proposed future Lockerbie station to cater for commuters and to provide amenity and activity around the rail station.
- In addition, mixed use, residential, employment and potential regional education services will be provided around the proposed future Lockerbie station to further activate the precinct, maximise public transport options and to connect back to the town centre core.
- A destination node will be created at the potential future Lockerbie station to create a central meeting space connected with the rail station activity. This destination node will facilitate movement into the rail station and movement across future rail overpasses to connect the land to the east of the rail line to the town centre core.
- Further investigation needs to occur to determine the location of entrances, exits and platform locations for the potential future Lockerbie station and to determine the relationships between future station-oriented public spaces and pedestrian overpasses.
- Commuter car parking will be provided adjacent to the potential future Lockerbie station but will be sympathetic to the urban nature of the Lockerbie Principal Town Centre. Commuter car parking will be located in positions which do not impede pedestrian and cycling movements between the rail station, the Merri Creek corridor and the town centre core.

PRIMARY AND LOCAL BUS NETWORK

- The town centre will be serviced by a primary bus network which will provide regional bus connections between the town centre and the northern growth area.
- The primary bus network will run along the arterial road network and will connect to the potential future Lockerbie station providing an integrated public transport network for the town centre.
- A local bus network will service the surrounding residential catchments providing connections to the town centre.
- Local bus networks will also provide public transport connections between the various precincts of the town centre without compromising the walkability of the town centre.
- Bus stops for both the primary and local bus networks will be located in prominent locations where a high level of passive surveillance and sense of safety and security can be achieved.
- Bus stops will be co-located with key public destinations within the town centre (such as public spaces, the town square, and the civic and education facilities) and integrated with the pedestrian and cycle links within the town centre.
- A bus interchange will be included as part of the transport infrastructure for town centre and will facilitate movement between the primary and local bus network, the potential future Lockerbie station, pedestrian and cycle links and the core activity of the town centre.



public transport movement plan

CHARACTER PRECINCTS

A number of character precincts have been identified as part of the preparation of the Lockerbie Principal Town Centre Urban Design Framework. These character precincts include the Urban Character Precinct, the Vibrant Community Character Precinct, the Creek Environment Character Precinct, the Transit Hub Character Precinct and the Town Centre Character Precinct.

The vision for each of the character precincts as well as objectives and preferred outcomes for these precincts are detailed below. The vision, objectives and preferred outcomes for each of the character precincts must be considered as part of future Lockerbie Urban Design Precinct Plans and as part of all future planning permit applications for the Lockerbie Principal Town Centre.



character precinct plan

URBAN CHARACTER PRECINCT

The Urban Character Precinct will be the focus of 'street life' within the Lockerbie Principal Town Centre. The uses within the Urban Character Precinct will be uses which predominantly benefit from activity surrounding the core of a town centre, exposure and access to the arterial road network and which have high vehicular reliance. Such uses may include offices, commercial premises, the service industry, bulky goods retailers, medical and health services, emergency services, mixed use residential developments and aged care facilities.

The Urban Character Precinct will form the northern and western edge of the town centre and will act as the 'gateway' into the town centre from the arterial road network and surrounding residential areas. Key corners within this precinct will have high quality and architecturally significant built form outcomes and other clues and cues to act as 'markers' to lead visitors into the core of the town centre. This precinct will act as a transition zone between the central activity of the town centre and surrounding residential precincts.

A series of interconnected public spaces which provide amenity and vibrancy will be delivered within the Urban Character Precinct. The interconnected public spaces within this precinct will provide strong pedestrian and cycle connections into the town centre core and to the town square (or similar). These public spaces will also add to the local character of the precinct and will provide quality addresses for office, commercial and mixed use developments. The bus network will connect this precinct with the other precincts within the town centre as well as to the potential future Lockerbie station. The bus network will serve this precinct and bus stops will be integrated with pedestrian and cycle connections in areas of high activity.

Public spaces along with quality streetscape outcomes will serve as 'green' and pedestrian focused breaks from the intensity of uses within this precinct. Public spaces and quality streetscape outcomes will also attract uses such as cafes and restaurants to serve the worker and residential communities and add to the activity within this precinct. The creation of attractive streetscapes along with a series of high quality public spaces will ensure that this precinct will be attractive and will support the town centre as a whole.

KEY CATALYSTS AND PROJECTS FOR THE URBAN CHARACTER PRECINCT

- Construction of the north-south arterial road;
- Construction of the Gunns Gully arterial extension;
- Signalised intersections allowing vehicular, pedestrian and cycle access to the town centre; and
- Further investigation into the need and funding requirements for regional health facilities.

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Key Objectives and Preferred Outcomes for Urban Character Precinct

The following table outlines the key objectives and preferred outcomes for the Urban Character Precinct within the Lockerbie Principal Town Centre. Future Urban Design Precinct Plans and permit applications must meet the objectives and address the preferred outcomes listed below.

OBJECTIVES	PREFERRED OUTCOMES
LAND USES	
A range of uses which support the core activity of the town centre and benefit from access to arterial roads.	• A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities. • A range of options and locations for office based businesses should be provided within this precinct. • Service industries, emergency services and larger scale commercial premises should be located towards and have access to the arterial roads. • Local and regional government offices should be located within this precinct and have direct access to key pedestrian and cycle links and to the public transport network. • The development of a health and/or medical precinct, which will provide a range of services to the local and regional catchment, is encouraged. Uses which may be contained within the proposed health and/or medical precinct include medical centres, specialist consulting rooms, diagnostic health services (such as x-ray and imaging), health and medical support services (such as rehabilitation, counselling and physiotherapy), large format pharmacies, child and maternal health services, aged care facilities, and potentially a regional medical facility or hospital. • Services and facilities to support the business community, particularly home based and smaller businesses are encouraged within this precinct. • Appropriate locations for small office/home office ('Soho') housing options, mixed use developments and other business clusters should be considered within this precinct. • Cafes and restaurants to service the business and commercial community are encouraged. • Deliberate left over spaces and 'land banking' should occur for future growth and expansion, particularly for health activities and services which cater for the broader northern growth corridor.
VEHICLE ACCESS	
Ensure vehicle circulation supports the uses within this precinct without compromising on the walkability of the precinct.	• High quality landscape and built form outcomes should occur on key arterial intersections to create 'gateways' into this precinct and the broader town centre. • The fine grain road network through this precinct should provide strong connections between the town centre core, the peripheral uses of the town centre and the arterial roads to facilitate vehicular, public transport, pedestrian, cycle and service/delivery vehicle movements. • The road network within this precinct should be designed in a way to allow built form to front surrounding arterial roads and to allow easy access from the internal road network. Appropriate built form outcomes should be considered for all road frontages. Particular attention should be given to determining which frontages maximise pedestrian access and which frontages maximise vehicle access and reflecting these priorities through built form outcomes. • The road network within this precinct should provide clear connections from the arterial roads to town centre car parking locations so that vehicular movement through the town centre core avoids the pedestrian focused Main Street.
PUBLIC TRANSPORT	
Design the precinct to incorporate and maximise access to the public transport network.	• Access to the potential future Lockerbie station and local and regional bus network should be provided through the design of the local road network, design of the pedestrian and cycle networks and the appropriate location of bus stops. Ensure that uses within this precinct, which will benefit the most from the public transport network (such as regional health and medical facilities) are serviced by bus stops and by strong pedestrian and cycle linkages. • Ensure all uses within this precinct benefit from the public transport networks through the design of the local road network and pedestrian and cycle connections
BUILT FORM	
Large format uses and associated buildings located in appropriate locations.	• Opportunities to locate large built form outcomes along arterial roads should be explored within this precinct to protect inboard uses from sound of passing traffic and to flag the presence of a Principal Town Centre. • Large format forms such as bulky goods, showrooms, emergency services facilities and service industry premises may be permitted to directly front the arterial roads if the built form design provides a level of articulation and visual interest. • Uses which deliver fine grain built form outcomes at the street level with large format built forms behind are encouraged within the internal street network of this precinct.

OBJECTIVES	PREFERRED OUTCOMES
Appropriate and iconic built form outcomes in key destinations to maximise views.	• Sites on key corners within this precinct, such as at signalised intersections, should be of a high built form character and quality to act as 'arrival' points and to act as key indicators to entrances/exits to the town centre. • Buildings which utilise amenity (such as office buildings, cafes, restaurants and/or regional medical facilities) should orientate towards areas of high amenity. Areas of high amenity within this precinct will include local public spaces, parks and locations with long range views to Merri Creek. • Buildings along arterial roads should be designed to maximise exposure from passing traffic and to maximise long range views along arterial roads whilst maintaining appropriate built form outcomes to the internal road network. • Long range views from the town centre core and Merri Creek should be considered within this precinct and appropriate built form outcomes (particularly height, scale, materials and colours) should be delivered in key locations.
Ensure building design contributes to the activity and amenity of the streetscape.	• Activate the road network particularly east-west connections by encouraging commercial properties with articulated frontages and ground floor activation. • Activate side streets by locating cafes, restaurants, active shop fronts, active office fronts and other active uses on the corners of connector and access streets to address prominent locations and to encourage the spill of activity down side streets.
PUBLIC SPACES	
A series of high quality public spaces is critical to create an attractive precinct and a walkable environment.	• Include a series of pocket parks, urban parks, plaza spaces and linear open spaces to create locations with amenity and places of interest within this precinct. • Ensure these public spaces are interconnected and provide clear connections to the public transport network and nodal locations within the town centre core (such as the town square) • Ensure clues and cues are included within the streetscape and public spaces of other precincts within the town centre to lead pedestrian and cycle movement into this precinct.
PEDESTRIAN AND CYCLING NETWORKS	
Prioritise pedestrian and cycle movements through the town centre and create opportunities for social interaction and exchange.	• Align key pedestrian and cycle links with the grid network within this precinct. In particular, ensure that pedestrian and cycle linkages within this precinct align with regional pedestrian and cycle networks along arterial roads, the Main Street and linear open spaces. • Ensure that permeability of this precinct is achieved through the location and connection of signalised intersections on arterial roads. • Create strong east-west pedestrian connections between this precinct and the Merri Creek corridor and incorporate landscape elements which reflect the character of Merri Creek into the east-west road network.

VIBRANT COMMUNITY CHARACTER PRECINCT

The Vibrant Community Character Precinct forms the southern area of the Principal Town Centre and frames the southern boundary of the town centre core. This precinct focuses on a range of education and community facilities, active recreation facilities and residential outcomes which build upon connectivity to the town centre core and the amenity of the precinct. The Vibrant Community Character Precinct is connected to the broader town centre by a strong north-south road network, local bus services, dedicated pedestrian and cycle connections (particularly the Merri Creek corridor), and is in walking distance to the potential future Lockerbie station.

Education and community services and facilities which are encouraged within this precinct include but are not limited to primary, secondary and independent education services, training facilities, performing arts spaces, and childhood and youth focused activities. Active recreation facilities which are encouraged within this precinct include district active open spaces, an aquatic facility, and an indoor sports hall.

There is an opportunity to explore a more 'urban campus' approach to the delivery of education and community facilities within the Vibrant Community Character Precinct rather than the more conventional suburban campus outcomes. An 'urban campus' approach which complements the urban character of the town centre would result in opportunities to deliver unique education models which focus on co-location and shared use outcomes. The 'urban campus' approach provides opportunities for a more urban built form outcome which will terminate key view lines and vistas within the town centre and will assist in creating a distinctive learning and education precinct within the northern growth area.

Due to its proximity to the other precincts within the town centre, an 'urban campus' approach within this precinct also promotes education and service delivery in off site locations around the town centre. This would allow students to learn, experience and participate in the broader town centre community as part of their daily learning environment.

In addition, medium and high density residential outcomes will be prominent within this precinct due to its connection to the core of the town centre, access to public transport services, and the outlook to quality landscape environments such as linear and public open spaces, waterways and the natural amenity of Merri Creek.

KEY CATALYSTS AND PROJECTS FOR THE VIBRANT COMMUNITY CHARACTER PRECINCT

- Construction of the east-west connector road and the intersection with the north-south arterial road;
- Construction of the waterway corridor;
- Education campuses; and
- Council civic and recreation facilities.

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Key Objectives and Preferred Outcomes for Vibrant Community Character Precinct

The following table outlines the key objectives and preferred outcomes for the Vibrant Community Character Precinct within the Lockerbie Principal Town Centre. Future Urban Design Precinct Plans and permit applications must meet the objectives and address the preferred outcomes listed below.

OBJECTIVES	PREFERRED OUTCOMES
LAND USES	
A range of uses which support the education and civic needs of the community and maximise the landscape qualities of the precinct.	• The development of an education and community precinct which will provide a range of services to the local and regional catchment is encouraged. Uses which may be contained within this precinct include primary, secondary and independent schools; life long learning services; training facilities; and childhood and youth facilities. • Active recreation services which may establish within this area include district active open spaces, an aquatic facility and an indoor sports hall. • Consolidation and co-location of land uses within this precinct is strongly encouraged to add to the character of the town centre and to foster efficient service delivery to the catchment. • Additional business and commercial opportunities which support education, community and active recreation uses are also encouraged within this precinct. • Locations for medium and high density as well as mixed use developments should be focused around areas of high amenity such as waterway corridors, linear open spaces, local parks and areas which provide an outlook and views to Merri Creek. • Cafes and restaurants which provide services to the education, community and active recreation uses and residential communities within this precinct are encouraged. • Deliberate left over spaces and 'land banking' should occur for future growth and expansion, particularly for community and education activities and services which cater for the broader northern growth corridor.
VEHICLE ACCESS	
Ensure vehicle circulation supports the uses within this precinct without compromising on the walkability of the precinct.	• High quality landscape and built form outcomes should be encouraged on roads connecting to southern residential communities to create 'gateways' to the town centre. • The fine grain road network should provide strong connections to community, education and active recreation nodes within this precinct to facilitate vehicular, public transport, pedestrian, cycle and service/delivery vehicle movements. • Create strong east-west vehicular connections between this precinct and the Merri Creek corridor. Investigate which elements of the Merri Creek corridor can be included within the streetscape and landscape palette of this precinct.
PUBLIC TRANSPORT	
Design the precinct to incorporate and maximise access to the public transport network.	• Locate uses which benefit the most from public transport within this precinct (such as regional education and community facilities) on local and regional bus routes; within walking distance to the potential future Lockerbie station and/or adjacent to priority pedestrian and cycle networks. • Ensure all uses within this precinct benefit from the public transport networks through the design of the local road network and pedestrian and cycle connections to provide clear and direct access to bus stop locations and the potential future Lockerbie station. • Provide strong east-west connections to the Merri Creek pedestrian and cycle network. • Provide clues and cues within the Merri Creek corridor to lead pedestrians and cyclist into this precinct, particularly to the community, education and active recreation uses.
BUILT FORM	
Encourage urban built form outcomes for education, community and active recreation facilities.	• Urban built form outcomes which consolidate uses, reduce land take and result in a more concentrated precinct are strongly encouraged. In particular, the consolidation of education campuses and civic facilities to create a more urban character should be further investigated as part of the detailed design of this precinct. • Ensure buildings are designed with their local context in mind, particularly their close proximity to the town centre core and with views to Merri Creek. • Large format forms such as large scale education facilities, pavilions and sporting halls should provide a level of articulation and visual interest to the road network, linear open spaces and to Merri Creek. • Uses which deliver fine grain built form outcomes at the street level with large format built forms behind are encouraged within the internal street network within this precinct.
Appropriate and iconic built form outcomes in key destinations to maximise views.	• Sites on key corners within this precinct, such as on the boundary of the town centre to the south and adjacent to Merri Creek, should be of a high built form character and quality to act as 'arrival' points and to act as key indicators to entrances/exits to the town centre. • Education, community and active recreation facilities should be designed to include iconic elements to ensure they are clearly identifiable and act as landmarks within the precinct. • Community facilities, medium and high density residential, mixed use developments and cafes and restaurants should orientate towards areas of high amenity (such as views to Merri Creek and local public spaces and parks) to maximise views and add to the value of the location. • Buildings should have a suitable setback from the street frontage along the edge of Merri Creek corridor. Verandahs, balconies, entrance structures and elements of visual interest (such as recesses and projections) may project forward of the front building line. • Consider views from Merri Creek and how built form and landscape treatments within this precinct can enhance views and provide a sense of connection to the Merri Creek corridor.
PUBLIC SPACES	
A series of high quality public spaces is critical to create an attractive precinct and a walkable environment	• Include a series of interconnected pocket parks and linear open spaces to create amenity and places of interest within this precinct. • Ensure these public spaces are interconnected and provide clear connections to the public transport network and nodal locations within the town centre core (such as the town square) • Incorporate pedestrian and cycle linkages from key education, community and active recreation nodes to the regional pedestrian and cycle paths within the Merri Creek corridor. • Ensure clues and cues are included within the streetscape, Merri Creek corridor and public spaces to lead pedestrian movement into this precinct. • Locate uses which benefit the most from high amenity (such as medium and high density residential and mixed use developments) opposite and adjacent to public spaces.
PEDESTRIAN AND CYCLING NETWORKS	
Prioritise pedestrian and cycle movements through the town centre and create opportunities for social interaction and exchange.	• Create strong east-west pedestrian connections between this precinct and the Merri Creek corridor. Investigate which elements of the Merri Creek Corridor can be included within the streetscape and landscape palette of this precinct. • Incorporate pedestrian thoroughfares within and around community and education facilities and active recreation nodes to further encourage walkability within the precinct.

CREEK ENVIRONMENT CHARACTER PRECINCT

The Creek Environment Character Precinct focuses on Merri Creek and its connection to the Lockerbie Principal Town Centre. Merri Creek is a significant regional corridor which acts as a 'green spine' running through the town centre and provides a unique opportunity to integrate the urban nature of the town centre with the natural environment.

The Creek Environment Character Precinct will be framed by strong built form outcomes which will attract a range of uses to orientate towards and outlook onto Merri Creek. Uses may include medium and high density residential outcomes, high quality office buildings, mixed use developments, active recreation and community uses, entertainment uses, cafes and restaurants. These uses will provide passive surveillance opportunities and activity along the Merri Creek corridor.

The interface of the Merri Creek corridor at the street level will be where the urban environment meets the natural environment. The interface between Merri Creek and the town centre at this location will be blurred to allow elements of the Merri Creek corridor to infiltrate into the urban heart of the town centre.

Within the Creek Environment Character Precinct, passive recreation opportunities will coexist with the protection of biodiversity values. Regional pedestrian and cycle links will exist on each side of Merri Creek and will connect the town centre to the broader northern growth area. In addition, a number of pedestrian and cycle crossings will be provided which will connect each side of the town centre across Merri Creek ensuring a permeable town centre is created. The east-west Main Street will provide vehicular connection across Merri Creek between the urban core of town centre and the potential future Lockerbie station.

The Creek Environment Character Precinct will contain nodal points every 400m along Merri Creek to provide a series of walkable destinations. These destinations will provide opportunities for rest and relaxation, passive recreation opportunities, opportunities to experience the natural and biodiversity values of the creek and act as 'arrival' points to the town centre from the regional pedestrian and cycle paths along Merri Creek. Opportunities for cafes, restaurants and kiosks should be explored within this precinct to provide a unique location for socialising and dining experiences and provide activity and surveillance within the Merri Creek corridor.

A regional park will be provided where the east-west Main Street and Merri Creek meet to provide a green 'nodal' point. This park will act as the main gateway between Merri Creek and the town centre core. The regional park will provide opportunities for picnics, outdoor group recreation activities and a place for large outdoor community celebrations and festivals.

KEY CATALYSTS AND PROJECTS FOR THE CREEK ENVIRONMENT CHARACTER PRECINCT

- Construction of the Main Street and the east-west connector street for vehicular, pedestrian and cycle links;
- Construction of the waterway corridor;
- Pedestrian and cycle crossings;
- Wetland areas; and
- Merri Creek regional park and additional destination nodes within the Merri Creek corridor

Key Objectives and Preferred Outcomes for Creek Environment Character Precinct

The following table outlines the key objectives and preferred outcomes for the Creek Environment Character Precinct within the Lockerbie Principal Town Centre. Future Urban Design Precinct Plans and permit applications must meet the objectives and address the preferred outcomes listed below.

OBJECTIVES	PREFERRED OUTCOMES
LAND USES	
A range of uses which utilise the amenity of and provide passive surveillance opportunities to Merri Creek.	• Uses such as office buildings, medium and high density residential outcomes, small format retail premises, mixed use developments and cafes, restaurants and kiosks are encouraged as appropriate interfaces to this precinct. • Other uses such as tourism, entertainment and destination dining experiences are also encouraged within and along the edge of the Creek Environment Character Precinct. • Pocket parks, nodal parks and regional destination parks (every 400m) are encouraged to be located within this precinct to facilitate movement and to provide nodes along Merri Creek. These pocket parks, nodal parks and regional parks should also serve as 'gateways' into the town centre
VEHICLE ACCESS	
Ensure vehicle circulation supports the uses within this precinct without compromising on the walkability of the precinct.	• Vehicular movement across Merri Creek will be via the Main Street and the east-west connector road which connects the potential future Lockerbie station, the town centre core and the various town centre precincts. • Vehicular movement across Merri Creek will also occur via the Gunns Gully arterial extension. • The designs of both of these vehicular crossing points should suitably address views and vistas within and to Merri Creek and be sympathetic to their surrounds. • The street network should run along the edge of the Merri Creek corridor and provide a buffer between the landscape qualities of Merri Creek and urban elements of the town centre. • Create strong east-west vehicular connections with the Merri Creek corridor. Investigate which elements of the Merri Creek corridor can be included within the streetscape and landscape palette of this precinct. • High quality landscape and built form outcomes should be encouraged on roads connecting to and framing Merri Creek. • The fine grain road network should provide strong visual and physical connections to Merri Creek to create a nexus between the urban elements of the town centre and the natural elements of Merri Creek. • Suitable locations for car parking along Merri Creek and adjacent to key nodal points should be identified to allow access to the creek and to key destinations without compromising the amenity and accessibility of the precinct.
PUBLIC TRANSPORT	
Design the precinct to incorporate and maximise access to the public transport network.	• Provide clues and cues within the Creek Environment Character Precinct to lead pedestrians and cyclist into the various precincts within the town centre. • Integrate bus stops along the edge of Merri Creek at key nodal destinations. • Ensure clear east-west pedestrian and cycle connections between Merri Creek, the town centre core and the potential future Lockerbie station are delivered.
BUILT FORM	
Encourage appropriate built form outcomes to frame Merri Creek.	• Buildings should have a suitable setback from the street frontage on the edge of the Merri Creek corridor. Verandahs, balconies, entrance structures and elements of visual interest (such as recesses and projections) may project forward of the front building line. • Small scale active uses with high quality architectural outcomes which add value to the character of Merri Creek should be integrated along the edge of the Merri Creek corridor. • Large format built forms such as large scale education facilities, retail premises, pavilions and sporting halls should provide a level of articulation and visual interest to the Merri Creek corridor or be located behind fine grain built form outcomes.
Appropriate and iconic built form outcomes in key destinations to maximise views.	• Sites in key locations framing this precinct, such as on the corners of the east-west connector road (Main Street) and locations terminating key views lines and vistas, are required to be of a high built form character and quality. These locations should also be designed to act as 'arrival' points and as key indicators to entrances/exits of the town centre. • Ensure buildings are designed with their local context in mind, particularly views to and from Merri Creek. • Consider views from Merri Creek and how built form and landscape treatments within other town centre precincts can enhance views and provide a sense of connection to Merri Creek. • The built form design on east-west streets leading to the Creek Environment Character Precinct should be designed to include corner truncations to maximise views of Merri Creek.

OBJECTIVES	PREFERRED OUTCOMES
PUBLIC SPACES	
A series of high quality public spaces is critical to create an attractive precinct and a walkable environment.	• Ensure that nodal points within and surrounding Merri Creek corridor are interconnected and all lead towards the central town square. • Ensure that clear connections between nodal points within the Merri Creek corridor and the potential future Lockerbie station are created. • Ensure clues and cues are included within Merri Creek corridor and surrounding street network to lead pedestrians and cyclists into various precincts of the town centre. • Locate active ground floor uses to face Merri Creek to activate the creek corridor and to provide an outlook for dining and socialising opportunities.
PEDESTRIAN AND CYCLING NETWORKS	
Prioritise pedestrian and cycle movements through the town centre and create opportunities for social interaction and exchange.	• Pedestrian and cycle crossings across Merri Creek should line up with key east-west connections through the town centre. • The design of pedestrian and cycle crossings across Merri Creek should suitably address views and vistas from Merri Creek and be sympathetic to their surrounds. • Include way finding and directional signage within the Merri Creek corridor to guide pedestrians and cyclists into the various precincts of the town centre.
NATURAL ENVIRONMENT	
Ensure that environmental, biodiversity and landscape elements of Merri Creek are retained and enhanced.	• Ensure the appropriate design of embankments to connect pedestrians and cyclists to connect with Merri Creek. • The views along Merri Creek and to other significant natural elements (such as Bald Hill) should be maintained and enhanced. • Elements of the Merri Creek corridor should be incorporated into the town centre though an appropriate landscape palette within the east-west street network. • Include interpretive and educational signage within the Merri Creek corridor to educate the community on the history, culture and environmental values of Merri Creek and surrounds.

TRANSIT HUB CHARACTER PRECINCT

The Transit Hub Character precinct is bounded by the Gunns Gully arterial extension to the north, Merri Creek to the west and the Melbourne-Sydney rail line to the east and is focused around the activity and movement of the potential future Lockerbie station.

Uses within this precinct will be those which benefit most from being located in close proximity to the convenience of the rail station and the amenity of Merri Creek. Uses may include office buildings, high and medium density residential precincts, mixed use developments, local and regional education facilities (such as private schools and/or tertiary institutions), local convenience retailing and cafes and restaurants to serve the immediate catchment and provide additional activity within this precinct. Additional town centre uses may establish on the eastern side of the Melbourne-Sydney rail line to support and maximise access to the rail station. These uses may include additional office, commercial, education, mixed use and residential uses.

The Transit Hub Character Precinct is a transient precinct which acts as the gateway to the town centre from the east. This precinct also acts as a gateway to the town centre from the potential future Lockerbie station and facilitates arrivals and departures to the town centre through a variety of transport modes including train, bus, car, walking and cycling.

Strong vehicular, pedestrian and cycle links will encourage movement between the rail station, the Merri Creek corridor, the town centre core and other town centre precincts. The movement east-west through the town centre to this precinct will be via the east-west connector road (Main Street) and will be framed with quality built form outcomes. East-west pedestrian and cycle connections will also be provided across the Melbourne-Sydney rail line and should be delivered as part of the potential future Lockerbie station platform construction.

A series of nodal destinations every 400m along the east-west connector road and the Main Street will assist in the movement of pedestrians and cyclists in an east-west pattern. Nodal destinations will include a public space at the rail station (transit oriented), within the Merri Creek corridor (in the form of a regional destination park) and within the town centre core (town square or similar).

The public space associated with the potential rail station and will act as a transient space facilitating movement and will also offer places for people to sit, wait and socialise as part of the activity associated with the transport activities within this precinct. Local convenience retail and cafe/coffee shops will surround this public space to provide passive surveillance and activation opportunities during the day, at night and on weekends.

KEY CATALYSTS AND PROJECTS FOR THE TRANSIT HUB CHARACTER PRECINCT

- Construction of the east-west connector road (Main Street);
- Intersection of the Gunns Gully arterial extension;
- Potential future Lockerbie station;
- Bus interchange;
- Transit oriented public space/plaza; and
- Further investigation into the need and funding requirements for regional education facilities.

Key Objectives and Preferred Outcomes for Transit Hub Precinct

The following table outlines the key objectives and preferred outcomes for the Transit Hub Character Precinct within the Lockerbie Principal Town Centre. Future Urban Design Precinct Plans and permit applications must meet the objectives and address the preferred outcomes listed below.

OBJECTIVES	PREFERRED OUTCOMES
LAND USES	
A range of uses which support the town centre, benefit from close proximity to the potential rail station and benefit from the amenity of Merri Creek.	• A variety of employment and business opportunities, such as high quality office buildings which capitalise on the amenity of Merri Creek and proximity to the potential rail station, should be encouraged within this precinct. • A range of options and locations for high and medium density residential and mixed use developments, which value add to the character and amenity of the precinct and optimise the proximity to the potential future Lockerbie station, are also encouraged. • Local and regional government offices may be located within this precinct and should have direct access to key pedestrian and cycle links, to the potential future Lockerbie station and to the potential bus interchange. • The development of a regional education precinct, which will provide a range of education and training services to the local and regional catchment, is encouraged. Education uses which may establish within this precinct include tertiary institutions (such as a university or TAFE), training facilities, private secondary education providers and/or other education services and facilities which gain benefit from being located in close proximity to the public transport options offered within this precinct • Appropriate locations for small office/home office (Soho) housing options and other business clusters, which maximise the access and exposure to the activity of the town centre core, should be considered within this precinct. • Cafes and restaurants to service the business, commercial, education, residential and transport uses within this precinct are encouraged. • Deliberate left over spaces and 'land banking' should occur for future growth and expansion, particularly for education activities and services which cater for the broader northern growth corridor.
VEHICLE ACCESS	
Ensure vehicle circulation supports the uses within this precinct without compromising on the walkability of the precinct.	• High quality landscape and built form outcomes should occur on key arterial intersections and where the east-west connector road and Main Street meets the Merri Creek corridor to create 'gateways' to the town centre. • The fine grain road network through this precinct should provide strong connections between the potential future Lockerbie station, potential bus interchange, the town centre core, and the Gunns Gully arterial extension to facilitate vehicular, public transport, pedestrian, cycle and service/delivery vehicle movements. • Create strong east-west vehicular connections between this precinct and the Merri Creek corridor. Investigate which elements of the Merri Creek Corridor can be included within the streetscape and landscape palette of this precinct.

OBJECTIVES	PREFERRED OUTCOMES
PUBLIC TRANSPORT	
Design the precinct to incorporate and maximise access to the public transport network.	• Provide efficient access for all users (including pedestrians and cyclists) to the potential future Lockerbie station, potential bus interchange and local and regional bus routes through the design of the local road network, pedestrian and cycle networks and the location of bus stops. • Ensure that uses within this precinct which will benefit the most from the public transport network are located in close proximity to the potential future Lockerbie station and the bus interchange. Ensure that these uses are also well connected to public transport routes through strong pedestrian and cycle linkages.
The design of the potential future Lockerbie station and potential bus interchange to be safe, easily accessible and act as landmarks within the town centre.	• The potential future Lockerbie station and bus interchange precinct should facilitate movement whilst being a comfortable place for people to wait to meet, greet, socialise or wait for transport services. • This precinct should allow for a range of movements such as drop off, pick up, 'kiss and ride' and pedestrian and cycle access without compromising the pedestrian friendly nature of the area. • The design of the potential rail station and bus interchange should be urban rather than suburban in nature to add to the character of the town centre. • Integrate the design of the potential rail station and bus interchange to the transit oriented public space so that a seamless transition between the two modes of transport is achieved. • The transit oriented public space, proposed rail station and bus interchange should be designed to be an attractive and safe place to wait at all hours of the day, each day of the week. • Opportunities for retail (convenience), mixed use and cafe uses to establish and to provide sense of enclosure to the transit oriented public space should be explored. • An east-west pedestrian and cycle connection should be provided across the railway line and should be integrated into the potential rail station design. • Way finding information should be included within the rail station, bus interchange and public space areas to direct visitors into the core of the town centre and to other town centre precincts. • Consideration should be given to the integration of pedestrian crossings and entrances to the rail station and the location of the rail station platforms. • Increased bicycle storage provision should be provided within this precinct particularly at office, commercial and education locations. Bicycle storage should be provided within the rail station and bus interchange precinct in a safe and easily accessible location.
BUILT FORM	
Large format uses and associated buildings to be located in appropriate locations.	• Opportunities to locate large built form outcomes along arterial roads should be explored within this precinct to protect inboard uses from sound of passing traffic and to flag the presence of a Principal Town Centre. • Large format forms such as tertiary buildings and training facilities, which do not present appropriate design outcomes to internal streets or public spaces, should be located behind smaller scaled buildings such as small scaled offices and commercial premises. • Uses which deliver fine grain built form outcomes at the street level with large format built forms behind are encouraged within the internal street network of this precinct. • Buildings should have a suitable setback from the street frontage on the edge of the Merri Creek corridor. Verandahs, balconies, entrance structures and elements of visual interest (such as recesses and projections) may project forward of the front building line. • Consider views from Merri Creek and how built form and landscape treatments within this precinct can enhance views and provide a sense of connection to the Merri Creek corridor.
Appropriate and iconic built form outcomes in key destinations to maximise views	• Sites in key locations framing this precinct, such as on the corners of the east-west connector road, the Main Street and at the intersection of Gunns Gully Road, are required to be of a high built form character and quality to act as 'arrival' points and to act as key indicators to entrances/exits to the town centre. • Buildings which utilise amenity (such as office buildings, cafes, restaurants and/or regional education facilities) should orientate towards areas of high amenity (such as Merri Creek and local public spaces) to maximise views and add to the value of the location.
Ensure that the building design contributes to the activity and amenity of the streetscape.	• Activate the road network, particularly east-west connections, by encouraging commercial properties with articulated frontages and ground floor activation. • Activate side streets by locating cafes, restaurants and other active uses on the corners to address prominent locations and to encourage the spill of activity down side streets.

OBJECTIVES	PREFERRED OUTCOMES
PUBLIC SPACES	
A series of high quality public spaces is critical to create an attractive precinct and a walkable environment.	• Include a series of interconnected pocket parks and linear open spaces to create amenity and places of interest within this precinct. • Ensure these public spaces are interconnected and provide clear connections to the public transport network, particularly the potential future Lockerbie station and bus interchange and nodal locations within the town centre core (such as the town square). • Incorporate pedestrian and cycle linkages from public spaces and key education and transport nodes to the regional pedestrian and cycle paths within the Merri Creek corridor. • Ensure clues and cues are included within the streetscape, Merri Creek and within public spaces to lead pedestrian movement into this precinct. • Locate uses which benefit the most from high amenity locations (such as medium and high density residential and mixed use developments) opposite and adjacent to public spaces. • Include a significant transit oriented public space at the rail station and bus interchange to act as a 'gateway' into the town centre and to facilitate arrivals and departures from the town centre. Surround the public space with active uses such as ground floor office, cafes, restaurants and convenience retail activities.
PEDESTRIAN AND CYCLING NETWORKS	
Prioritise pedestrian and cycle movements through the town centre and create opportunities for social interaction and exchange.	• Align key pedestrian and cycling links with the grid road network within this precinct. • Ensure permeability of this precinct is achieved through the location of and connection to the signalised intersection at the Gunns Gully arterial extension. • Create strong east-west pedestrian connections between this precinct and the Merri Creek corridor. Investigate which elements of the Merri Creek corridor can be included within the streetscape and landscape palette of this precinct. • Future pedestrian and cycle connections across the railway line should be considered as part of the design of this precinct and as part of the design of the potential future Lockerbie station. Pedestrian and cycle crossings should be incorporated into the platform design; provide access and be visible from the transit oriented public space; and align with other east-west pedestrian and cycle connections.

TOWN CENTRE CHARACTER PRECINCT

The Town Centre Character Precinct is the urban core and the 'heart' of activity within the Lockerbie Principal Town Centre. The Town Centre Character Precinct is where a range of street based active uses will occur including:

- Retail (such as department stores, discount department stores, small format bulky goods, mini majors, supermarkets and specialty retail etc);
- Entertainment (such as cinemas, ten pin bowling, bars, taverns and hotels etc);
- Civic (such as library, civic centre, community services , government offices etc);
- Cafes, restaurants and take-away premises; and
- Other uses which activate the pedestrian realm (such as shop front based office and commercial uses).

The uses listed above will typically occur on the ground floor within the pedestrian realm, located around the Main Street, and will contribute to the urban character of the town centre. Uses such as residential, short term accommodation (hotels and serviced apartments), commercial and office uses will occur on upper storeys within the town centre and within locations with high quality amenity (such as the Merri Creek corridor and the town square). This will result in a convergence of activity within the town centre core creating an active and vibrant precinct.

Increased building heights and quality built form outcomes within this precinct will add to the character of the town centre core and will establish a skyline which highlights the core activity within the town centre. The use of appropriate heights, scale, setbacks, building materials and colours and facade treatments will provide a sense of enclosure to the Town Centre Character Precinct and will create an environment where people want to meet, socialise, shop, participate in activities and stay for longer periods of time.

The Town Centre Character Precinct will be interconnected to the other character precincts within the Lockerbie Principal Town Centre through a series of public spaces, pedestrian and cycle links and through an integrated road network which will ensure that a permeable and walkable town centre is achieved. The Town Centre Character Precinct will have a distinctive streetscape and landscape character which will be achieved through the inclusion of laneways and other 'urban' pedestrian and cycle linkages, a hardscape focus, and elements of Merri Creek permeating the Town Centre Character Precinct through road network design and landscape palettes.

To further encourage pedestrian, cycle and public transport movement through the town centre, the majority of the active uses within the Town Centre Character Precinct are located within an 800m radius of the potential future Lockerbie station. This allows those uses which benefit the most from rail transport (such as high density residential, regional education and mixed use outcomes) to be located in close proximity to the potential future Lockerbie station. Uses which benefit from connections to the potential future Lockerbie station but also rely on private vehicle and bus connections are still located within a walkable distance to the potential future Lockerbie station. These uses are also easily accessible from the regional road network and maximise the views and the outlook to Merri Creek.

Active uses will be concentrated around the intersection of the Main Street and the north-south connector street. Pedestrians and cyclists are encouraged to move between the Town Centre Character Precinct and the Transit Hub Character Precinct through a series of destination nodes along the east-west connector street and Main Street. These nodes are located at the rail station, within the Merri Creek corridor and where the Main Street meets the north-south connector street in the form of the town square.

The town square (or similar) will be a high quality and engaging central meeting space for the Lockerbie community. The town square will be a vibrant, lively and attractive place to be during the day, at night and on weekends. The town square will be designed with a number of uses in mind such as a meeting place, a dining place, a performance space, a market space, a people watching space, a waiting space and a destination space. The uses around the town square will contribute to the vibrancy and activity of the space as a whole as well as existing in their own rights. Active uses and buildings with articulated facades will look out onto the town square and will provide a sense of enclosure.

The town square (or similar) will be a clear destination point within the Town Centre Character Precinct. Orientation elements such as landmark buildings, structures and the use of water within this space will assist visitors to be able to navigate their way to this central meeting space. Clues and cues within the streetscape and within other public spaces within the Lockerbie Principal Town Centre will direct people into this space.

The combination of uses within the Town Centre Character Precinct coupled with quality built form and public realm outcomes will make this precinct a buzz of activity and will highlight the Town Centre Character Precinct as a key destination within the northern growth area.

KEY CATALYSTS AND PROJECTS FOR THE URBAN CHARACTER PRECINCT

- Construction of the east-west connector road;
- Construction of the Main Street;
- Intersections on the north-south arterial road and on Gunns Gully arterial extension;
- Library and civic buildings; and
- Town Square (or similar

The following table outlines the key objectives and preferred outcomes for the Town Centre Character Precinct within the Lockerbie Principal Town Centre. Future Urban Design Precinct Plans and permit applications must meet the objectives and address the preferred outcomes listed below.

OBJECTIVES	PREFERRED OUTCOMES
LAND USES	
A range of active uses which add to the main street character of the urban core.	• Uses with fine grain presentation at street level and which are typically found within a 'main street' are encouraged within this precinct. • Uses which deliver fine grain built form outcomes at the street level with large format built forms behind are encouraged within the internal street network of this precinct. • Uses such as office buildings, medium and high density residential outcomes, mixed use developments, and cafes, restaurants and kiosks are encouraged as appropriate interfaces to the Merri Creek corridor. • Smaller format bulky goods retailing and showrooms are appropriate outcomes for this precinct if the interface to the street is considered an active and articulated frontage and fits within the character of this precinct. • Mixed use developments which encourage a range of outcomes including the location of ground floor active uses (retail, cafe and commercial uses) should be accommodated along the north-south connector street. • Active uses which generate high levels of pedestrian traffic should be accommodated along the Main Street to ensure a critical mass of retailing and activity along this street is achieved
VEHICLE ACCESS	
Ensure vehicle circulation supports the uses within this precinct without compromising on the walkability of the precinct.	• Vehicular access to the town centre core is via the east-west connector road and via the north-south connector street which intersects with the Gunns Gully arterial extension to the north. • Vehicular movement across Merri Creek is via the east-west connector road and the Main Street which connects the potential future Lockerbie Station with the town centre core. • High quality landscape and built form outcomes should occur on key arterial intersections and where the east-west connector road and Main Street meets the Merri Creek corridor to create 'gateways' to the town centre. • The street network should run along the edge of the Merri Creek corridor and provide a buffer between the landscape qualities of Merri Creek and urban elements of the town centre core. • The fine grain road network should provide strong visual and physical connections to the Merri Creek corridor so that a connection is achieved between the urban elements of the town centre and the natural elements of the Merri Creek corridor. • Suitable locations should be identified for car parking locations along the Merri Creek corridor interface and adjacent to key nodal points within the Merri Creek corridor to facilitate access between the creek corridor and this precinct. • The fine grain road network through this precinct should provide strong connections to the surrounding arterial roads to facilitate vehicular, public transport, pedestrian, cycle and service/delivery vehicle movements. • Create strong east-west vehicular connections between this precinct and the Merri Creek corridor. Investigate which elements of the Merri Creek corridor can be included within the streetscape and landscape palette of this precinct.

OBJECTIVES	PREFERRED OUTCOMES
PUBLIC TRANSPORT	
Design the precinct to incorporate and maximise access to the public transport network.	• Provide access to the potential future Lockerbie station and local and regional bus routes through the design of the local road network, pedestrian and cycle networks and the location of bus stops. • Ensure that uses within this precinct which will benefit the most from the public transport network are within walking distance to the potential future Lockerbie station, located close to a bus stop, or well connected to bus stops by strong pedestrian and cycle linkages. • Provide strong connections to the Merri Creek pedestrian and cycle network.
BUILT FORM	
Anchor retailers within this precinct to be located so as to not detract from the fine grain character of the town centre core.	• Small malls that are anchored by a supermarket, discount department store or other large format uses may be considered as part of the overall design. Access malls may have a limited number of internalised shops. The primary access to the mall should be from the Main Street and/or a public space. • Large format forms which do not present appropriate design outcomes should be located behind smaller scaled functions such as small scaled offices and commercial premises. • Uses which have a fine grained presentation at street level with large format built forms behind are encouraged within the internal street network within this precinct. • Active building frontages should address the Main Street to maximise exposure to passing trade and promote pedestrian interaction. • Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities. • Flexible floor spaces (including shop fronts with a range of floor to ceiling heights) should be incorporated into the building design to enable localised commercial uses to locate amongst the activity of the town centre. • Mixed use precincts should provide retail and/or office uses at ground level, and office, commercial and residential uses above ground level. • The design of the Main Street should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment, encourage diversity and to provide opportunities for local business investment.
The height, scale and setbacks of buildings within the town centre to add to the character of the town centre.	• Heights of buildings should be sympathetic to their surrounds and be of an appropriate scale. • Buildings and shop fronts should have no front or side building setbacks unless where useable public spaces and mid-block links are desired. • Heights and setbacks should avoid visibility from and additional overshadowing of streets, public space and dwellings. • Active frontages should be included at ground level and windows at levels above ground floor overlooking streets. • Articulated frontages including horizontal and vertical articulation, appropriate material and colour palette, parapet treatments, floor to ceiling windows on ground floor, integrated signage, awnings and shade structures should be encouraged. • A sense of pedestrian scale and shelter should be encouraged through building articulation, height, scale and enclosure. • Include awnings over footpaths to provide a sense of enclosure and shelter for pedestrians.
Encourage appropriate urban built form outcomes to frame Merri Creek.	• Buildings should have a minimum setback from the street frontage on the edge of Merri Creek corridor. Verandahs, balconies, entrance structures and elements of visual interest (such as recesses and projections) may project forward of the front building line. • Small scale active uses with high quality architectural outcomes which value add to the character of Merri Creek should be encouraged along and within the edge of the Merri Creek corridor.
Appropriate and iconic built form outcomes are required in key destinations and to terminate key views.	• Sites in key locations framing this precinct, such as on the corners of the Main Street and north-south arterial road, and those locations which terminate key views lines and vistas, are required to be of a high built form character and quality to act as 'arrival' points and to act as key indicators to entrances/exits to the town centre. • Buildings which utilise amenity, such as office buildings, cafes, restaurants and medium and high density residential outcomes, should orientate towards areas of high amenity (such as views to Merri Creek, local parks and public spaces) to maximise views and add to the value of the location. • The area identified as the 'heart' of the town centre on the Lockerbie Principal Town Centre Master Plan must include iconic features and key elements of interest within the built form, streetscape and surrounding public spaces.
Ensuring building design contributes to the activity and amenity of the streetscape.	• Activate side streets by locating cafes, restaurants and other active uses on the corners to address prominent locations and to encourage the spill of activity down side streets; particularly along east-west connections. • Ground level uses which provide active frontages over extended hours should be located along key pedestrian routes, open spaces and near bus stops.

OBJECTIVES	PREFERRED OUTCOMES
PUBLIC SPACES	
A series of high quality public spaces is critical to create an attractive precinct and a walkable environment	• Ensure that public spaces within the town core are interconnected and all lead towards the town square so that good connections within the town centre are created. • Ensure that clues and cues are included within the Main Street and within public spaces to lead people to other precincts within the town centre, particularly to the Merri Creek corridor and to the potential future Lockerbie station. • Locate active ground floor uses to face the Merri Creek corridor to activate spaces and provide an outlook for dining and socialising opportunities. • Public art which is reflective of the history and character of the area and is meaningful to the community should be incorporated into public spaces within this precinct. • Footpath widths within and around public spaces as well as along the Main Street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.

A central public space such as a town square to be created which acts as the central meeting space for the Lockerbie Principal Town Centre.	• A public space which acts as the central meeting place within the Lockerbie Principal Town Centre must be provided.
	• The public space should be located in a position where the key uses of the town centre core are directly focused on this public space.
	• The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Principal Town Centre and the broader residential catchment.
	• This public space may take the form of a town square, town park, public plaza space or public market place.
	• The public space should be well integrated with pedestrian and cycle links around and through the town centre so that the public space acts as a 'gateway' to the activity of the centre.
	• Uses within the town centre (retail, entertainment, office, cafes and restaurants, civic and transport uses) should have a strong relationship with this space to ensure that it is a dynamic and activated space.
	• The town square should feel as if it starts a block away with good pedestrian and cycle connections and way finding elements drawing people into this central space.
	• Users of this space should feel safe and secure and seen by passers by, particularly on nights and on weekends.
	• The public space should:
	  • Be friendly to all ages (such as children, parents and young children, young people, professions in working in the area etc);
	  • Be active during the day, at night and on weekends;
	  • Be designed as a flexible and adaptable space so that a range of activities can occur within this space at any one time. Uses such as waiting for a bus, meeting for lunch, dining out, social active uses, getting a coffee, large community gatherings, markets, art installations and outdoor cinemas should be considered as part of the design process;
	  • Be an attractive location for cafes and restaurants to establish and offer a high aesthetic value for these uses to look out to;
	  • Include an element of water;
	  • Contain a landmark element (such as a building, park structure, water fountain, public art) to reinforce the destination point within this precinct;
	  • Have an element of green in an urban context;
	  • Terminate key view lines within the town centre;
	  • Be clearly identifiable by passing traffic;
	  • Provide a meeting point as part of the first stage of development within this precinct;
	  • Contain deliberate left over spaces so that the community can contribute to the space as the town centre grows; and
	  • Be protected from future development pressures.

PEDESTRIAN AND CYCLING NETWORKS	
Prioritise pedestrian and cycle movements through the town centre and create opportunities for social interaction and exchange.	• Align key pedestrian and cycling links with the grid network within this precinct. • Create strong east-west pedestrian connections between this precinct and the Merri Creek corridor. Investigate which elements of the Merri Creek corridor can be included within the streetscape and landscape palette of this precinct. • Pedestrian and cycle crossings across Merri Creek are to line up with key east-west connections through the town centre.

GENERAL URBAN DESIGN GUIDELINES

The following table outlines the general design guidelines which apply to all character precincts within the Lockerbie Principal Town Centre. Future Urban Design Precinct Plans and permit applications must meet the objectives and outcomes listed below.

Table 7: General Urban Design Guidelines

URBAN DESIGN	

Building Design and Orientation	• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the town centre location and its surrounds.
	• The town centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail/entertainment and conventional housing activities.
	• The design of each building should contribute to a cohesive and legible character of the town centre as a whole.
	• Sites in prominent locations, such as at key intersections, surrounding public spaces and terminating key view lines and vistas, should be identified for significant buildings or landmark structures.
	• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.
	• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the town centre.
	• Side building facades (excluding shopfronts) and continuous walls, should not exceed 10m without articulation, fenestration, activity or visual interest.
	• Key corner sites should:
	  • Be designed to provide built form that anchors the primary street frontage. This can be achieved through increased building height, scale and articulated frontages;
	  • Incorporate 2 storey building height as a minimum;
	  • Be developed to have a ground floor active frontage and active floor space component to the 'main street' frontage; and
	  • Not be developed for standard single storey fast food outcomes.
	• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
	• Cafes and restaurants should orientate to the north to maximise solar aspect.
	• Investigate options to activate side streets by locating cafes, restaurants and other uses with ground floor activation on street corners to address prominent locations and to encourage the spill of activity down side streets.
	• Provide mid block walking connections and access points through buildings to link areas of activity to areas of car parking,
	• The intensification of uses and built form should occur in key locations to add to the skyline, to increase the number of residents and workers and to provide iconic buildings within the town centre.
	• Precinct and building design must comply with the Department of Sustainability and Environment Activity Centre Design Guidelines and any other relevant requirements and/or guidelines.

Large Format Retail Uses	• Anchor retail buildings should have frontages that directly address the primary street and/or public spaces so that the use integrates with and promotes activity within the primary street frontage and public spaces/thoroughfares. • Anchor retailers, supermarkets or large format retail uses with a frontage to a street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing). • Secondary access to the anchor retailers, supermarkets or large format retail uses from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the primary street frontage and or surrounding public spaces. • The design and siting of supermarkets and other large format retail uses should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominant pedestrian and cycle routes and streets.
Public Realm	• Access to the regional Merri Creek pedestrian and cycle networks should be considered as part of the detailed design within all precincts of the town centre. • Include a series of pocket parks, urban parks and plazas to create amenity and places of interest within the town centre. • Ensure that public spaces are interconnected and all lead towards the central public space or town square. • Locate active ground floor uses around public spaces to provide an outlook for dining and socialising activities. • Public spaces should be oriented to capture north sun and protect from prevailing winds and weather. • Landscaping of all interface areas should be of a high standard as an important element to complement the built form design. • Urban art should be incorporated into the design of the public realm. • Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the town centre.

ACCESS	
Street network and vehicle access	• The town centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The town centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • Streets where high vehicular and service vehicle movement is anticipated should be addressed with pedestrian refuge points so that a friendly co-location of pedestrians, cyclists and vehicular movement can be achieved. • Investigate the reduction of speed limits in key pedestrian and cycle circulation areas to 40km/h. • The road network should provide clear and direct connections to the surrounding arterial road network so that vehicular movement through the town centre avoids the pedestrian focused zone within the Main Street. • Service and delivery access to properties and buildings need to be screened from public view. • The road network should be designed to comply with cross sections contained within the Precinct Structure Plan. • Supermarket and other large format' buildings should not impede the movement of people around the town centre. • The design of buildings within the town centre must have a relationship with and should interface to the public street network. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages • Streets, public spaces and car parks should be well lit to Australian Standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the sides or above. • All public spaces should respond appropriately to the design for mobility access principles.
Public Transport	• Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Provide shower and change facilities within commercial, office, and civic buildings and within the retail core for employees to use. • Increase scooter and motor vehicle storage should be provided in locations with concentrated employment and/or residential uses for workers and residents within the town centre.
Car Parking	• Discourage vehicle access to car parks from roads where pedestrian and cycle movements are the priority movements. • Access points to car parks should be carefully located and clearly identifiable to reduce impacts on footpaths and on key street frontages. • On site car parking needs to be integrated with built form design and concealed from public view • Encourage multi level car parking solutions under buildings and/or public spaces. Eliminate open air parking as part of staged and future developments where appropriate. • Investigate the potential to share car parks on key sites particularly those sites with direct access to public transport networks and pedestrian and cycle linkages. • Consider pedestrian movement to and from car parking areas to commercial and office properties and how well designed 'gaps' between buildings can contribute to the streetscape character and activity. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict.

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HOUSING	
Location	• Medium and high density housing in and around the town centre is encouraged to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the town centre and be connected to the activity of the town centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living and aged care) should be included in and around the town centre. • Housing forms should be used to activate public realm and create a pedestrian friendly environment. • The interface of the Merri Creek corridor should be considered as an appropriate location for high density residential outcomes. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the within the town centre with strong pedestrian and cycle links to the town centre core. • The town centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the Main Street and around the town square. • There should be a fine grain distribution of residential development throughout the town centre which includes detached housing, attached terrace style housing, small multiple dwelling development and larger apartment complex developments.
Design	• Residential buildings should have an appropriate set back from the street. Verandahs, balconies, entrance structures and elements of visual interest (such as recessions and projections) may project forward of front and side building lines. • Where residential premises back onto rear lanes, suitable residential outcomes should be included to provide articulation and passive surveillance from upper floors to the laneway. • Residential outcomes which have a continuous, terrace form, with clearly identified entry doors which are 2-3 storeys in height are encouraged. • Alternatively, taller forms of residential developments which provide significant architectural outcomes, terminate key view lines, do not impede on surrounding land uses and add to the urban character of the town centre are also encouraged. • Use of rear lanes for access to residential buildings is encouraged to ensure appropriate built form outcomes to primary and secondary street frontages. • Where garages are incorporated into the front of a residential dwelling, the garage should be set back behind the front building line and have a portion of second storey either in line with or over the front building line. • Buildings of 3-5 storeys are encouraged at key intersection points and at the end of key view lines. • Residential development to comply with Rescode, Guidelines for Higher Density Residential Development and any other relevant requirements and/or guidelines. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around town centres.
SUSTAINABILITY	
Localisation and adaptability	• The town centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car. • Ensure the town centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve. • Deliberate left over spaces and 'land banking' should occur for future growth and expansion, particularly for activities and services which cater for the broader northern growth corridor (such as regional education, civic, transport and health facilities. • Consider redevelopment opportunities as part of the design of all precincts within the Lockerbie Principal Town Centre. Redevelopment opportunities may include temporary or short-term land uses and/or the redevelopment of at grade car parks.
Sustainability	The town centre should be designed to be sympathetic to its natural surrounds by: • Investigating the use of energy efficient design and construction methods for all buildings; • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation); • Promoting safe and direct accessibility and mobility within and to and from the town centre; • Including options for shade and shelter through a combination of landscape and built form treatments; • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling; • Promoting passive solar orientation in the configuration and distribution of built form and public spaces; • Grouping waste collection points to maximise opportunities for recycling and reuse; • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.

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INDICATIVE STAGING AND TIMING

The growth and development of the Lockerbie Principal Town Centre will be guided by a number of factors including market demand, timing and delivery of infrastructure, funding and the growth of the surrounding residential catchment.

A staging plan is required to be submitted as part of any application for development within the Lockerbie Principal Town Centre and must demonstrate regard for the Lockerbie Principal Town Centre Urban Design Framework Plan. The staging plan should be included within the Urban Design Precinct Plan which must be submitted with any future development applications for the Lockerbie Principal Town Centre.

An indicative staging timeline is detailed below.

Stage 1

- Delivery of east-west connector street;
- Sections of the north-south arterial road and the Gunns Gully arterial extension;
- Access to the potential future Lockerbie station, the bus interchange and initial bus stop locations; and
- First stage of retail and community facilities.

Stage 2

- The Main Street;
- The north-south connector street; and
- Core retail, commercial, entertainment and community uses associated within town centre core.

Stages 3 and beyond

- Periphery town centre uses such as office, commercial, health, education, medium and high density residential and areas identified for future investigation (for uses such as regional health, education and employment uses).

IMPLEMENTATION

In order for a permit to be granted for future works within the Lockerbie Principal Town Centre, an Urban Design Precinct Plan must be submitted with any future permit applications to the satisfaction of the responsible authority.

The Urban Design Precinct Plan must address the following items:

- Relevant objectives and outcomes with relation to the proposal;
- Areas identified as future investigation areas on the Lockerbie Principal Town Centre Master Plan and details of the intended uses within these precincts;
- Options to consolidate education services and facilities into urban campus outcomes (particularly for applications within the Vibrant Community Character Precinct);
- Fine grain road network, road cross sections and pedestrian and cycle network;
- Detailed location, co-location opportunities of community facilities and services;
- Details of public transport services within the town centre including bus routes, stops and the detail of the potential future Lockerbie station and potential bus interchange (platform locations, car parking locations, pedestrian crossing points etc);
- Detailed designs of all public spaces
- A detailed landscape plan must be submitted for each Urban Design Precinct Plan and with each planning application;
- Locations of medium and higher density housing and other forms of residential developments; and
- Staging plan and timing of development.

In addition, the Urban Design Precinct Plan must include the following information:

- Demonstrate an appropriate design response that addresses the Lockerbie Principal Town Centre:
  - Vision
  - Principles
  - Objectives
  - Opportunities and challenges
  - Guidelines and requirements
- Address any relevant design guidelines prepared by the responsible authority;
- Explain how the application responds to the feedback received following consultation with State Government agencies including VicRoads and the Department of Transport;
- Show how the town centre relates to existing or approved developments in the area;
- Set out guidelines to positively address environmental sustainability including integrated water management and energy conservation;
- Set out provisions for car parking including the location and design of the car parking areas and car parking rates for proposed uses within the town centre;
- Set out arrangements for the provision of service areas and 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; and
- Set out design guidelines for the provision of advertising signs.

GUNNS GULLY ROAD

HUME FREEWAY

DONNYBROOK ROAD

400m

1km

State Primary School P-6

State Secondary School 7-12

POTENTIAL FUTURE LOCKERBIE STATION

KALKALLO TOWNSHIP (not included in PSP)

DONNYBROOK STATION

Precinct Area
Arterial Road
Connector Street
Local Access Street
Railway Line & Station
Town Centre
Local Convenience Centre
High Density Residential
Medium Density Residential
Town Centre 1km Catchment
OMR Public Acquisition Overlay
Future Urban Area
Existing Township Zone

plan 7
employment & local town centres
lockerbie precinct structure plan

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3.4 EMPLOYMENT AND LOCAL TOWN CENTRES

REQUIREMENTS

GENERAL	
R38	The interface between the Principal Town Centre and residential development must be appropriately designed through a combination of appropriate architectural detailing, siting and orientation which allows for the co-existence of these land uses. Appropriate landscape treatments must be provided and blank rear facades avoided.
R39	Accessible and safe pedestrian and cycling links to, from and within the area must be linked to the boarder walking and cycling network, providing access to the Principal Town Centre.
R40	Supermarkets and secondary anchors must have frontages that directly address the main street or town square so that the use integrates with and promotes activity within the main street.
R41	Local Town Centres must include provision for commercial uses including office.
R42	Buildings as part of the Local Town Centres must: • Provide primary access to tenancies from the main connector street; • Be built to the street front. Where buildings are set back from the street front, the frontage of the building must be active and must be designed in a way which contributes to the public domain; • Include car parking and service infrastructure to the rear or side of the main street frontage.
R43	Building facades on side streets (excluding shop fronts) and continuous walls must not exceed 10m without articulation, fenestration, activity or visual interest.

GUIDELINES

GENERAL	
G44	High and medium density housing locations adjacent to the Principal Town Centre site should promote an attractive interface with well articulated built form, passive surveillance with windows, balconies and where possible direct pedestrian access and egress.
G45	Multi storey built form elements for development adjacent to the Principal Town Centre is encouraged.
G46	Encourage and provide opportunities for home based business throughout the precinct, particularly in locations proximate to town centres.
G47	Provide a mix of uses within the Local Town Centres, including: • A full line supermarket and supporting specialty stores • Café, restaurant and take-away premises • Commercial locations which could include office, medical, childcare and SoHo uses • Car parking • Medium and high density housing and linear open space.

REQUIREMENTS

LOCKERBIE PRINCIPAL TOWN CENTRE	
R44	Shop floor space must not exceed 80,000sqm without a planning permit
R45	The Principal Town Centre must be located in areas shown on Plan 2 Future Urban Structure
R46	The Principal Town Centre design must respond to the Urban Design Framework Plan, Requirements, Guidelines and Principles in this document and plan as described in Section 3.3 of this PSP.

The Lockerbie PSP allows for two Local Town Centres, one to the north of the PSP on Gunns Gully Road, and one to the south of the PSP in close proximity to the Kalkallo township.

Both Local Town Centres are located at the intersections of arterial and connector roads. Both of these Centres will provide local services to their surrounding residential catchments while the Lockerbie Principal Town Centre, located in between these Local Town Centres at the intersection of the north-south arterial road and Gunns Gully Road, will provide regional services to the northern growth area.

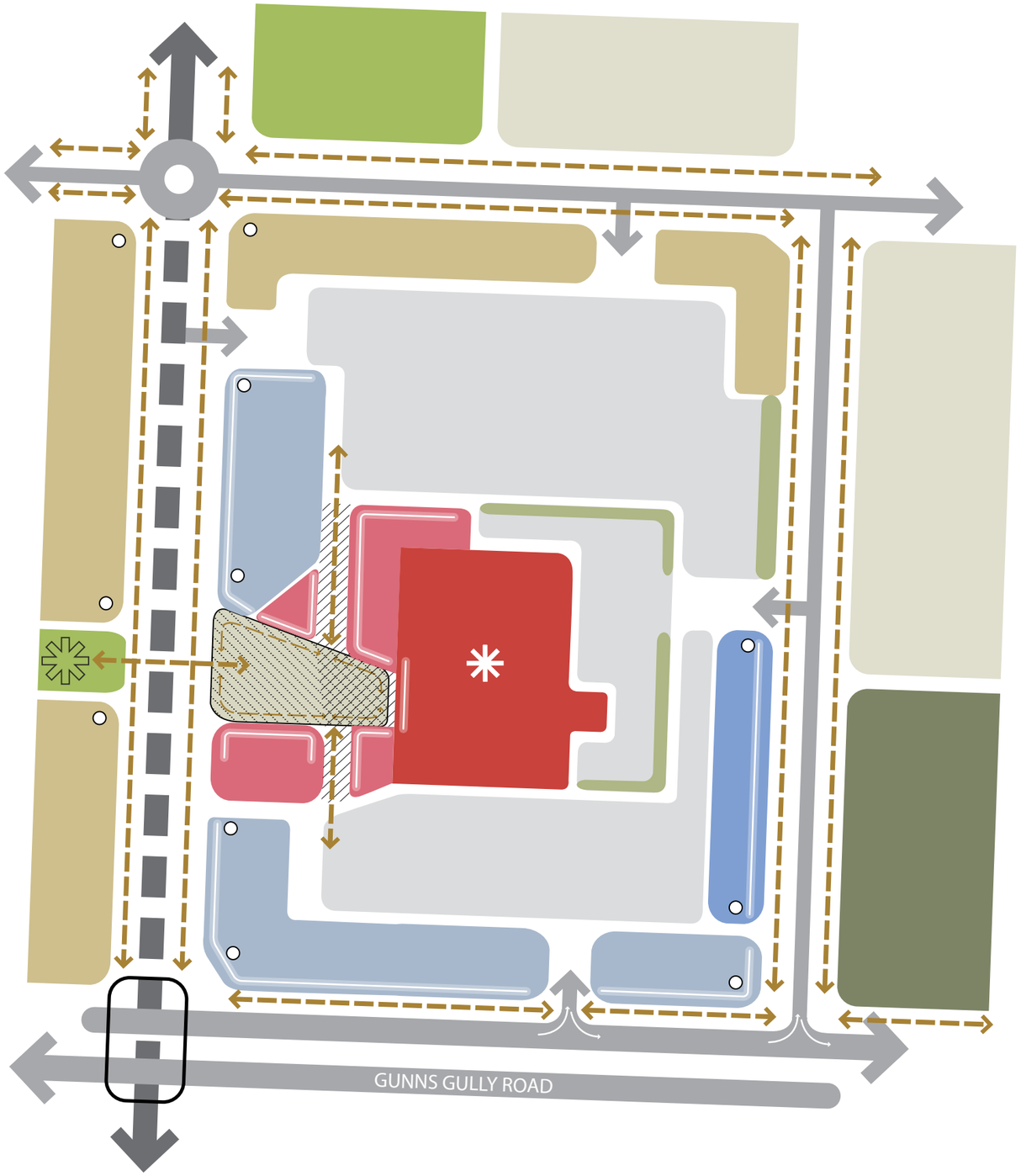
The northern Local Town Centre is a smaller centre which provides local services to the northern residential catchment of the PSP area. The location on Gunns Gully Road will promote local access to the centre, provide exposure to passing traffic and will assist in early delivery of services to the northern residential catchment of the PSP. The northern Local Town Centre is located adjacent to a local park and waterbodies/wetlands which will encourage the development of medium and high density housing to support the Local Town Centre.

The southern Local Town Centre will have a strong relationship with the community facility, education facility and active open space which surrounds the centre. The southern Local Town Centre will also have strong visual and linear connections to the existing Kakallo township to the west and to Merri Creek to the south and south-east. The road network locates the Local Town Centre on an east-west connector road which provides access to the existing Donnybrook Road station facilitating public transport connections.

The interface between the active open space and the southern Local Town Centre offers an opportunity to provide a town square which connects the core retail and commercial activities with the amenity and activity of the active open space. In addition, this town square will facilitate movement to and from the school and community facility and offers the ability to create a distinctive space within the precinct area which is dominated by active frontages, strong pedestrian movement and a 'green' and 'active' setting.

PRINCIPLES

LOCAL TOWN CENTRES	
P1	Provide every neighbourhood with a Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.
P2	Locate the Local Town Centre on a connector street intersection with access to an arterial road and transit stop.
P3	Locate the Local Town Centre in an attractive setting so that most people live within a walkable catchment of the Local Town Centre and relate to the centre as the focus of the neighbourhood.
P4	Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.
P5	Focus on a public space as the centre of community life.
P6	Integrate local employment and service opportunities in a business friendly environment.
P7	Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.
P8	Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.
P9	Create a sense of place with high quality engaging urban design outcomes.
P10	Promote localisation, sustainability and adaptability.



LEGEND

- ARTERIAL
- CONNECTOR ROAD
- CONNECTOR ROAD (LOCAL TOWN CENTRE ZONE)
- ACCESS STREET
- CARPARK ACCESS
- SIGNALISED INTERSECTION
- AT GRADE CARPARK
- KEY PEDESTRIAN CIRCULATION
- ANCHOR RETAIL
- SPECIALTY RETAIL
- COMMERCIAL
- SOHO / COMMERCIAL
- HIGH DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- TOWN SQUARE
- COVERED PLAZA
- LOCAL PARK / LINEAR OPEN SPACE
- WATERBODY/WETLAND
- LANDSCAPING
- ACTIVE FRONTAGE
- LANDSCAPE NODE
- FEATURES OF INTEREST TO BE INCORPORATED INTO BUILT FORM (REFER TO LOCAL TOWN CENTRE SITE SPECIFIC GUIDELINES)

LOCKERBIE: NORTHERN LTC

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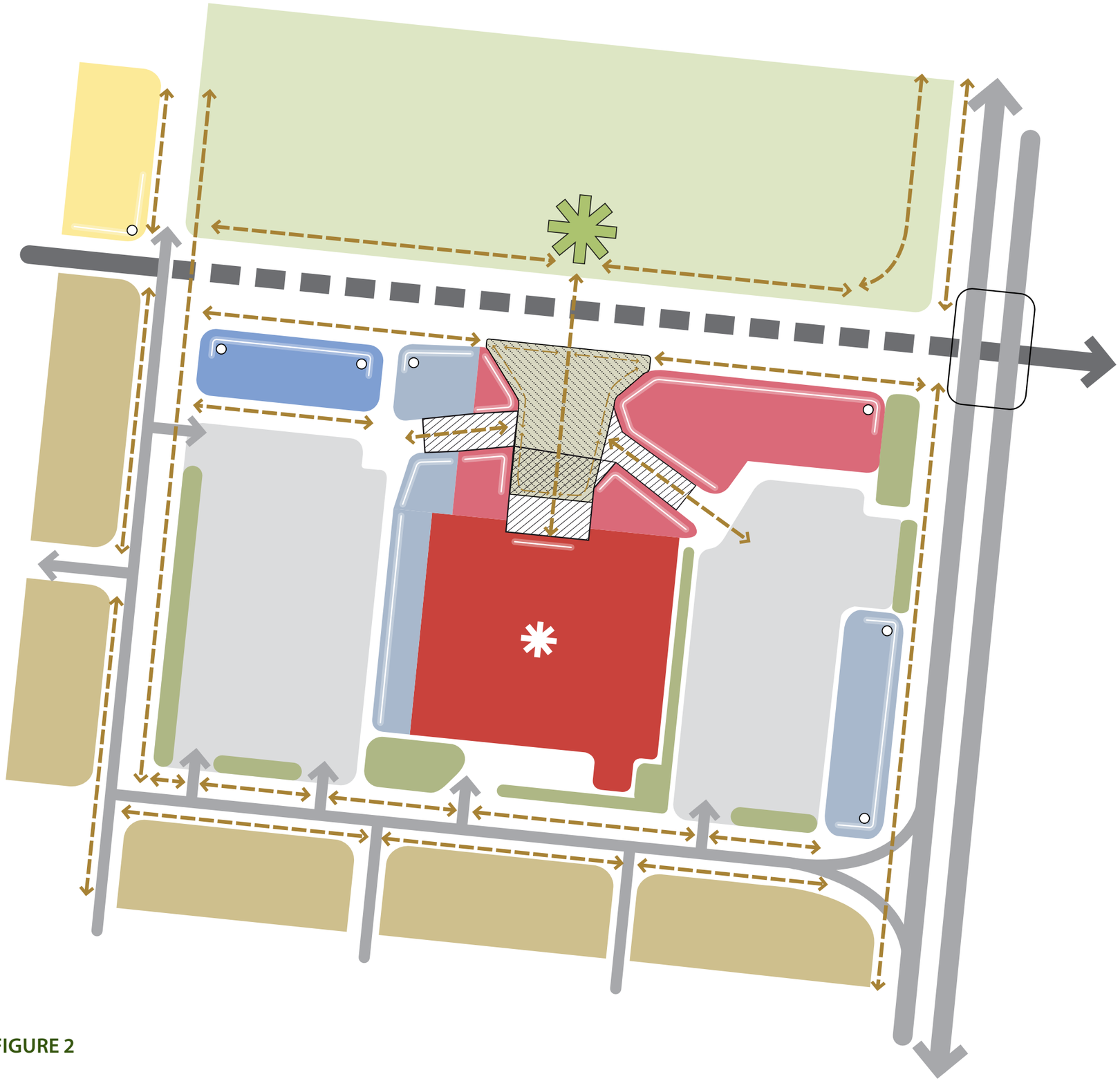
NORTH

FIGURE 1

REQUIREMENTS

LOCAL TOWN CENTRE - NORTH	
R47	The Local Town Centre must be designed generally in accordance with the Local Town Centre Concept Plan (Figure 1) and respond to the LTC design guidelines in Appendix A.
R48	Shop floor space must not exceed 3,000sqm without a planning permit.
R49	The Local Town Centre must be located in the area generally shown on Plan 2 - Future Urban Structure.
R50	Key locations within the Local Town Centre will require features of interest to be incorporated into the built form and landscape outcomes (refer to Local Town Centre Concept Plan - Figure 1). Features of interest may include: • Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements); • Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade; • Strong vertical elements; • Balconies; • Roof and/or wall articulation; and/or • Feature colours or materials which are sympathetic to the sites surrounds.
R51	Circulation and permeability throughout the Local Town Centre must ensure that key destinations within the Local Town Centre are easily accessible by walking or cycling. Strong connections between the retail core of the Local Town Centre and surrounding open spaces is encouraged.
R52	Active and articulated frontages must be located to face the Connector Road, town square, local park and waterbody/ wetland areas.
R53	The town square (or similar) must have a strong relationship between the anchor retail, specialty retail, commercial uses and medium density residential areas.The final configuration of the town square must consider passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination that supports a range of uses. The area of the town square must be a minimum of 500m^2.
R54	Consideration must be given to pedestrian movement east-west across the connector street. Locations of bus stops must be considered when designing pedestrian connections to and from the Local Town Centre.



LEGEND

- ARTERIAL
- SIGNALISED INTERSECTION
- CONNECTOR ROAD
- ACCESS STREET (LOCAL TOWN CENTRE ZONE)
- LOCAL ACCESS STREET
- AT GRADE CARPARK
- CARPARK ACCESS
- KEY PEDESTRIAN CIRCULATION
- ANCHOR RETAIL
- SPECIALTY RETAIL
- COMMERCIAL
- SOHO / COMMERCIAL
- COMMUNITY FACILITY
- HIGH DENSITY RESIDENTIAL
- TOWN SQUARE
- COVERED PLAZA
- ACTIVE OPEN SPACE
- LANDSCAPING
- ACTIVE FRONTAGE
- LANDSCAPE NODE
- FEATURES OF INTEREST TO BE INCORPORATED INTO BUILT FORM (REFER TO LOCAL TOWN CENTRE SITE SPECIFIC GUIDELINES)

LOCKERBIE: SOUTH LTC

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NORTH

FIGURE 2

REQUIREMENTS

LOCAL TOWN CENTRE - SOUTH	
R55	The Local Town Centre must be designed generally in accordance with the Local Town Centre Concept Plan (Figure 2) and respond to the LTC design guidelines in Appendix A.
R56	Shop floor space must not exceed 5,000sqm without a planning permit
R57	The Local Town Centre must be located generally in area shown on Plan 2 - Future Urban Structure
R58	Local Town Centre design must respond to the Concept Plan shown at Figure 2 and Principles P1 to 10 in Section 3.4 of this PSP.
R59	The Local Town Centre must have a strong relationship and orientate towards the connector road (Local Town Centre Zone) and to the active open space located to the north of the Local Town Centre.
R60	The town square (or similar) must have a strong relationship between the anchor retail, specialty retail, commercial uses and medium density residential areas. The final configuration of the town square must consider passive surveillance opportunities, key pedestrian circulation and design outcomes which create an attractive destination that supports a range of uses. The area of the town square must be a minimum of 500m^2
R61	Key locations within the Local Town Centre will require features of interest to be incorporated into the built form and landscape outcomes (refer to Local Town Centre Concept Plan - Figure 2). Features of interest may include: • Two storey construction or elements of two storey construction (such as higher floor to ceiling heights, parapets, awnings, shade structures or roof elements); • Sculptured facades which include recesses and projections to provide variation and segmentation to the building facade; • Strong vertical elements; • Balconies; • Roof and/or wall articulation; and/or • Feature colours or materials which are sympathetic to the sites surrounds.
R62	Circulation and permeability throughout the Local Town Centre must ensure that key destinations within the Local Town Centre are easily accessible by walking or cycling. Strong connections between the retail core of the Local Town Centre, the community facility and the active open space a is encouraged.
R63	Active and articulated frontages must be located to face the Connector Road (Local Town Centre Zone), town square and active recreation precinct.
R64	Consideration must be given to pedestrian movement north-south across the connector street connecting the linear open space. Opportunities for a pedestrian crossing should be explored in conjunction with determining bus stop locations.

GUNNS GULLY ROAD

HUME FREEWAY

DONNYBROOK ROAD

State Primary School P-6

Non Government School

State Primary School P-6

State Secondary School 7-12

Non Government School

Non Government School

State Primary School P-6

POTENTIAL FUTURE LOCKERBIE STATION

DONNYBROOK STATION

- Precinct Area
- Primary Arterial Road
- Secondary Arterial Road
- Connector Street
- Connector Street - Town Centre
- Access Street - Level 2
- Railway Line & Station
- Signalised Intersection
- Roundabout
- Left In/Left Out Intersection
- Future Grade Separation
- OMR Public Acquisition Overlay
- Future Urban Area
- Existing Township Zone

Note: Any State road infrastructure shown on this plan is subject to further investigation & approval by the Responsible Authority

plan 8
road network
lockerbie precinct structure plan

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3.5 TRANSPORT, WATER, AND UTILITIES

REQUIREMENTS

TRANSPORT: PUBLIC TRANSPORT	
R65	Bus stop facilities must be constructed by development proponents as part of the subdivision works (before the issue of a Statement of Compliance for the relevant stage) in accordance with the requirements of the Public Transport Guidelines for Land Use and Development to the satisfaction of the Director of Public Transport.
R66	The bus stop facilities must be provided with DDA compliant direct and safe pedestrian access connected to an existing pedestrian / shared path.
R67	The bus stop facilities must be designed as an integral part of activity centres and activity generating land uses, such as schools, sports fields and employment areas.
R68	Visually transparent fencing along the boundary abutting the rail reserve is to be provided to the satisfaction of the Director of Public Transport and VicTrack.

REQUIREMENTS

TRANSPORT: STREET NETWORK	
R69	Street layouts of individual subdivisions must: • Integrate to form a coherent movement network across the wider precinct; and, • Ensure equal access to open space and facilities are provided.
R70	Staging of subdivisions must provide for the timely connection of road links between properties. It must also provide for off-road pedestrian and bicycle networks to the satisfaction of the Responsible Authority.
R71	In each stage, roads must be constructed to property boundaries where inter-parcel connections are indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.
R72	Driveway access to lots fronting arterial or sub-arterial roads must be provided from service roads, local roads or rear lanes only.
R73	Street blocks lengths must not exceed 200 metres. Intervals between blocks may take the form of either a trafficable street or pedestrian passage of no less than four metres in width.

GUIDELINES

TRANSPORT: STREET NETWORK	
G48	Street layouts should provide multiple convenient routes to the Lockerbie Principal Town Centre to disperse traffic across the precinct and reduce the potential for congestion.
G49	Use of cul-de-sacs should not detract from convenient pedestrian and vehicular connections.
G50	Intersections of local connector streets and arterial roads should be designed to facilitate the safe and convenient movement of all transport modes.
G51	Alignment of primary arterial roads may be altered so long as intended performance and function are maintained to the satisfaction of VicRoads.

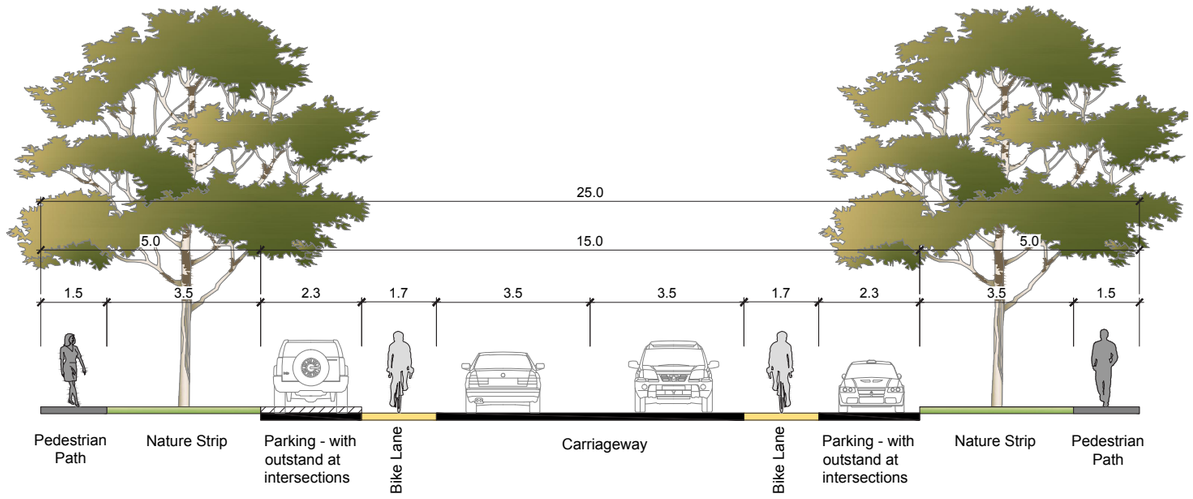
REQUIREMENTS

TRANSPORT: WALKING & CYCLING	
R74	Pedestrian paths must be provided on both sides of connector and access streets in accordance with the cross-sections in this PSP, unless adjacent to open space areas, where pedestrian paths may be incorporated into the open space design.
R75	Pedestrian and cycle crossing points must be provided at all intersections and on key desire lines.
R76	Bicycle parking facilities must be provided by development proponents in convenient locations at key destinations such as parks and town centres, to the satisfaction of the Responsible Authority.

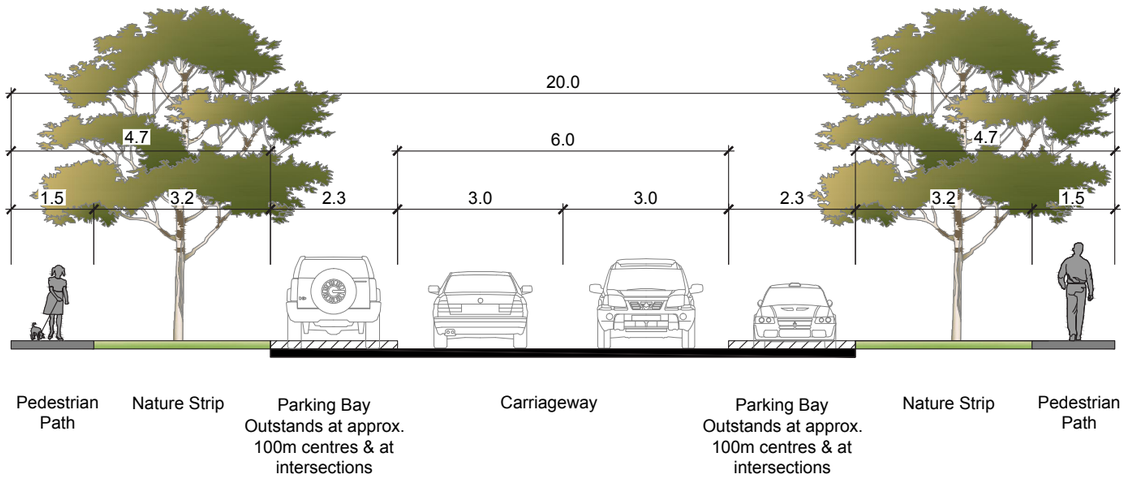
GUIDELINES

TRANSPORT: WALKING & CYCLING	
G52	Cycle connections should be designed to allow for the safe and convenient transition between on-road and off-road networks.
G53	Constructed waterways and green open space links should be designed to accommodate walking and cycling networks by providing shared paths of three meters in width

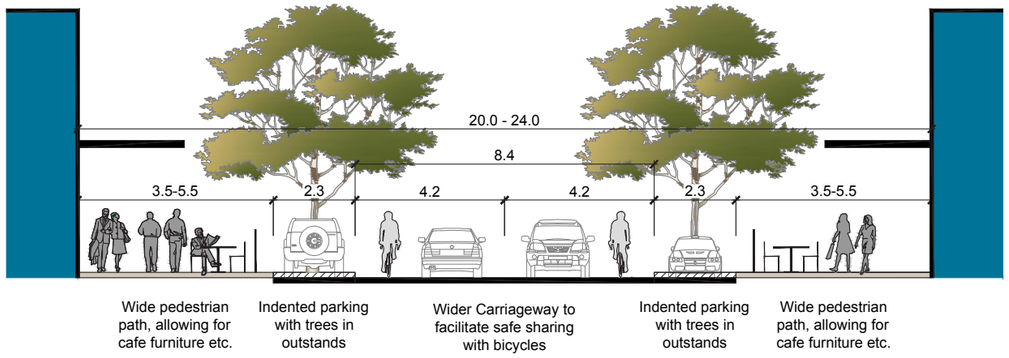
Cross-Section 3: Connector Street - Residential 25m Typically 3000-7000 vpd



Cross-Section 4: Access Street Level 2 20m 2000-3000 vpd



Cross-Section 5: Connector Street - Main Street for LTC 20-24m 3000-7000 vpd



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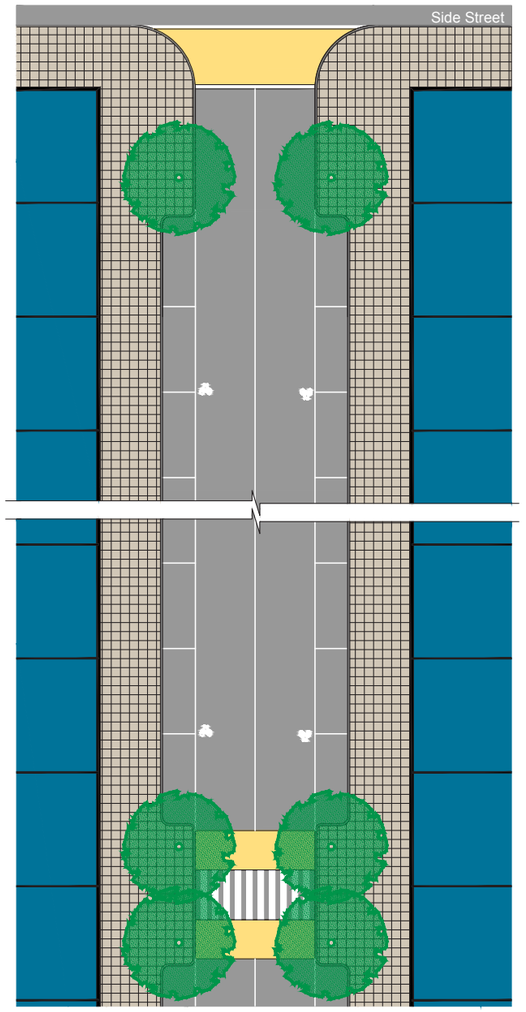


An undivided connector road through the Local Town Centre (LTC) must have a cross section containing a parking lane of 2.3m, a bicycle lane of 1.7m and a traffic lane of 3.5m for each direction of travel (as in "Undivided Connector Road - A" of the *Public Transport Guidelines for Land Use and Development 2008)*, unless otherwise approved in writing by the Director of Public Transport.

The Director may approve an alternative cross section providing a parking lane of not less than 2.3m and a shared bicycle/traffic lane of not less than 4.2m for each direction of travel (as in "Undivided Connector Road - B" of the Guidelines). This option is shown here.

A request to construct an alternative cross section may be made where a main street Local Town Centre (LTC) with retail and commercial development on both sides of the connector road is proposed and:

1. a bus service is not expected to utilise that segment of the LTC connector (e.g. an alternative route is proposed); or
2. a bus service is expected to utilise that segment of the LTC connector and:

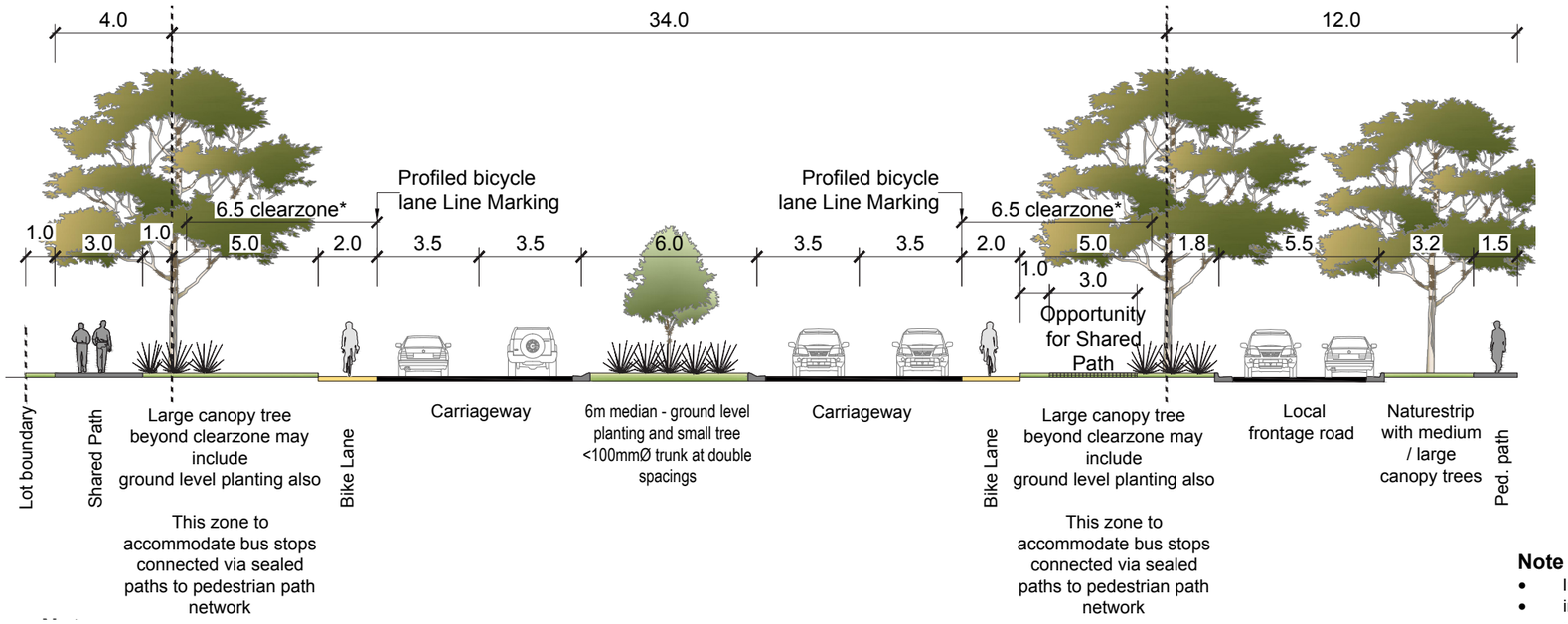
- pedestrian accessibility and safety is the primary transport objective,
- there will be no prejudicial impact on public transport services,
- the connector does not form part of the Principal Public Transport Network,
- the connector is expected to carry three (3) services or less per hour each way under current bus service provision standards,
- the posted speed limit is proposed to be 40km/h or lower,
- the length of the "Undivided Connector Road - B" section is less than 250m and
- there is no proposal to locate a use which would generate significant volumes of bicycle traffic such as a school, community facility, sporting facility or place of assembly, in or adjacent to the LTC and a nearby alternative cycling route is available.

Plan View

Note:

- Final design of LTC main street will occur as part of LTC urban design framework
- A design speed environment of 40km/h should be provided

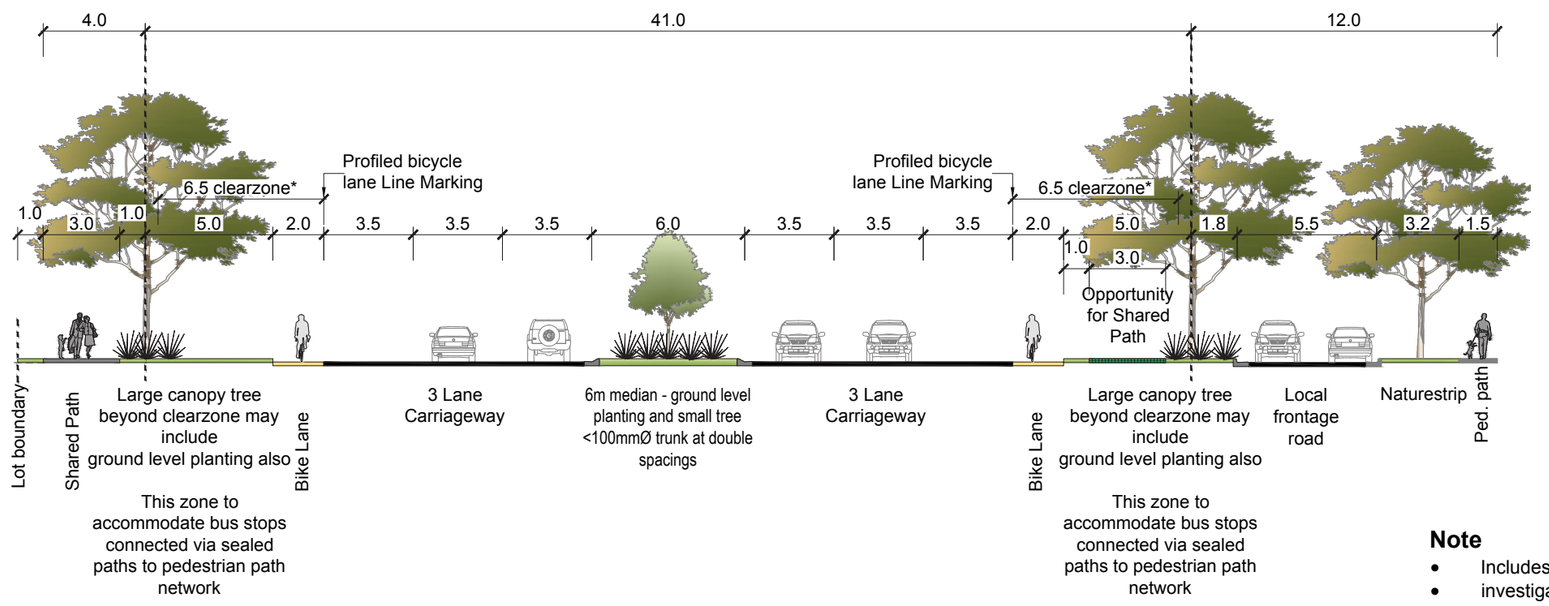
Cross-Section 6: 4 Lane Secondary Arterial 34m 12000-40000 vpd



Note

- Includes typical residential frontage roads each side
- investigation and use of physical barriers such as wire rope fencing is encouraged to enable more extensive canopy tree planting.
- *Clearzone assumes 80km/h speed limit >5,000 VPD
- Reservation width will be affected by clearzone & service infrastructure clearance requirements

Cross-Section 7: 6 Lane Primary Arterial 41m >40000 vpd



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- Reservation width will be affected by clearzone & service infrastructure clearance requirements

GUNNS GULLY ROAD

POTENTIAL FUTURE LOCKERBIE STATION

LOCKERBIE STATION

1km

3km

HUME FREEWAY

KALKALLO TOWNSHIP
(Not included in PSP)

DONNYBROOK ROAD

DONNYBROOK STATION

Precinct Area
Arterial Road Potential Bus Route (PPTN)
Arterial Road Potential Bus Route
Connector Street Potential Bus Route
Bus Interchange (location indicative)
Railway Line & Station
Station 1km & 3km Catchment
On Road Bike Lane (both sides)
Shared Path (within open space)
OMR Public Acquisition Overlay
Future Urban Area
Existing Township Zone

Note: Any public transport infrastrucutre shown on this plan is subject to further investigation & approval by the Director of Public Transport

plan 9
public & active transport networks
lockerbie precinct structure plan

1:20000 @ A3
0 100 200 300 400 500

N

REQUIREMENTS

WATER	
R77	Final design of constructed and modified waterways, retarding basins and wetlands must be approved by Melbourne Water.
R78	Stormwater drainage must be designed in accordance with the Developer Services Scheme established by Melbourne Water.
R79	Stormwater quality treatment must be to the satisfaction Responsible Authority and Melbourne Water. The treatment must consider Best Practice Environmental Management targets for discharge into waterways within any developed site and both distributed and end of pipe systems. Sediment must be removed prior to discharge to any waterway.
R80	Development must conform to relevant policies and strategies being implemented by the Responsible Authority, Melbourne Water and the Water Retail Authority, including any approved Integrated Water Management Plan.
R81	Drainage systems must provide for a suitable buffer from urban development and contain ephemeral water bodies to enable the replication of natural flows and provide habitat for local species.

GUIDELINES

WATER	
G54	Corridors and buffers along waterways should be managed to protect water quality and public health and safety.
G55	The Stormwater Strategy for the precinct is based on the use of distributed water sensitive urban design treatment measures across a range of spatial scales including allotment, streetscapes, passive parks, neighbourhood and estates. Development cannot occur within the 1:100 year floodplain for the Merri Creek where there will be impacts to flood storage or conveyance. Any encroachment into the 1:100 year floodplain must be approved by Melbourne Water.
G56	Integrated water management systems should be designed to maximise habitat values for local flora and fauna species.
G57	Development should aim to maintain existing flow regimes (flow intensity, direction) at the pre-development levels to the satisfaction of Melbourne Water.

REQUIREMENTS

UTILITIES	
R82	All new electricity supply infrastructure (excluding substation and cables with a voltage greater than 66kv) must be provided underground.
R83	New substations must be identified at the subdivision design response stage to ensure effective integration with the surrounding land uses and to minimise amenity impacts.
R84	All dwellings and businesses must have access to broadband.

GUIDELINES

UTILITIES	
G58	Electricity substations should be located outside of key view lines and screened with vegetation.
G59	The design of electricity infrastructure at the time of subdivision, should consider the practicality of removing existing above ground electricity lines in the local and arterial road network both within and abutting the subdivision and re-routing lines underground through the subdivision.

GUIDELINES

DEVELOPMENT STAGING	
G60	Staging will be determined largely by the development program of proponents within the precinct and the availability of infrastructure services. Within this context, the following should be achieved: • Development staging should not create circumstances in which residents will be unreasonably isolated from community facilities or public transport. • Development staging should, to the extent practicable, be integrated with adjoining developments, including the timely provision of connecting roads and walking/ cycling paths. • Access to each new lot is to be via a sealed road.
G61	The early delivery of active open space, community facilities, local parks, playgrounds should be encouraged within each neighbourhoods and may be delivered in stages.

3.6 PRECINCT INFRASTRUCTURE

The Precinct Infrastructure Plan (PIP) set out in Table 3 below sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers;
- Agreement under Section 173 of the Act;
- Utility service provider requirements; and
- Capital works projects by Council, State government agencies and non-government organisations.

Table 3: Precinct Infrastructure Plan

ITEM NUMBER	PROJECT GROUP	PROJECT CATEGORY	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	TIMING: S - M - L
TRANSPORT INFRASTRUCTURE						
1	Transport	**Road**	Gunns Gully Road Interchange with the Hume Highway (Hume Interchange)	Construction of a new interchange on the intersection of Gunns Gully Rd and the Hume Highway to create safe and efficient access into the precinct.	VicRoads/Development proponent	S
2	Transport	**Public Transport**	Donnybrook rail station upgrade	Upgrade to station and carparking	DoT	M
3	Transport	**Public Transport**	Potential future Lockerbie train station	Construction of a new train station adjacent the Lockerbie Principal Town Centre.	DoT/Development proponent	L
4	Transport	**Public Transport**	Bus Interchange	A new bus interchange will be constructed as part of the new Potential future Lockerbie train station. This will accommodate local and regional (PPTN) buses.	DoT/Development proponent	M
5	Transport	**Public Transport**	Bus Stops	Provision of bus stops to be delivered with local street system as part of subdivision construction approvals.	Development proponent	S-L
6	Transport	**Public Transport**	Bus Services	Delivery of PPTN and Local Bus routes	DoT	M - L
EDUCATION INFRASTRUCTURE						
5	Education	**School**	Lockerbie (North)	Provision of new State primary school	DEECD	M-L
6	Education	**School**	Lockerbie (Central)	Provision of new State primary school	DEECD	M - L
7	Education	**School**	Lockerbie (South)	Provision of new State primary school	DEECD	S – M
8	Education	**School**	Lockerbie (Principal)	Provision of a new State Secondary school	DEECD	L
OPEN SPACE INFRASTRUCTURE						
9	Open Space	**Passive**	Construction of Local Passive Parks	Earthworks, drainage works, landscape construction, trail development and passive park development works.	Development Proponent	S-L
10	Open Space	**Passive**	Drainage Reserves & associated wetlands	Earthworks, drainage works, landscape construction, trail development and passive park development works.	Development Proponent / Melbourne Water/Council	S-L
11	Open Space	**Recreation**	Hike and Bike trails	A future network of trails throughout the plan area with a significant portion of this to be located along the Merri Creek	Development proponent/ Council/Melbourn Water	L
KEY INFRASTRUCTURE OUTSIDE THE PSP						
12	Open Space	**Regional Active**	Kalkallo Retarding Basin	Future regional active open space (under investigation)	Melbourne Water/Park Victoria/Council	L
13	Transport	**Road**	Outer Metropolitan Ring Road (OMR)	Land and construction of the future Outer Metropolitan Ring Road and freight corridor. This will connect Melbourne's north east and western suburbs through this corridor	VicRoads	L

GUIDELINES

INFRASTRUCTURE DELIVERY	
G62	Subdivision must meet the total cost of delivering the following infrastructure: • All shared paths shown on Plan 9 • Connector roads and local streets. • Local bus stop infrastructure. • Landscaping of roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets. • Council approved fencing and landscaping (where required) along arterial roads. • Pedestrian and bicycle paths along local arterial roads, connector roads and local streets and within local parks (except those included in the Development Contributions Plan). • Bicycle parking facilities in convenient locations at key destinations such as parks and Town Centres. • Basic improvements to local parks / open space including leveling, grassing, tree planting and local paths consistent with the Councils required construction standards. • Local drainage systems and associated pedestrian bridges. • Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme) , electricity, gas, and telecommunications
G63	Infrastructure as required by utility services providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme) , electricity, gas, and telecommunications.
LAND BUDGET	
G64	The detailed land budget included in Section 2.3 clearly sets out the NDA for every property included in the PSP. The NDA will not be amended to respond to minor changes to land budgets that may result from the subdivision process, unless the Responsible Authority agrees to a variation
PROVISION OF PASSIVE OPEN SPACE	
G65	Passive open space must be provided in accordance with Clause 52.01. If a property has equal to or less than the percentage nominated in Clause 52.01 this land must be provided to the Responsible Authority at no cost. If a property has less than the percentage nominated in Clause 52.01 the land owner must make up the balance by way of a cash in lieu payment. The cash in lieu rate per net developable hectare is revised annually in accordance with the Lockerbie Development Contributions Plan Section 3.1.4. • Where the amount of passive open space nominated on a property exceeds the percentage nominated in Clause 52.01, the Responsible Authority must negotiate with the land owner to agree on the value of the amount of land in excess of 2.03% of NDA.

4.0 APPENDICES

A LOCAL TOWN CENTRE PRINCIPLES

PRINCIPLES

LOCAL TOWN CENTRES	
Principle 1 Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.	• Deliver a fine grain distribution pattern of highly accessible Local Town Centres generally on a scale of one Local Town Centre for every neighbourhood of 8,000 to 10,000 people. • Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km2) of residential development. • Deliver a network of economically viable Local Town Centres including a supermarket and supporting competitive local shopping business, medical, leisure, recreation and community needs while allowing opportunities for local specialisation.
Principle 2 Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.	• Locate the Local Town Centre on an arterial/connector intersection and ensure that the Local Town Centre is central to the residential catchment that it services while optimising opportunities for passing trade. • Locate the Local Town Centre with future railway stations or other forms of transit stops to benefit the Local Town Centre and to offer convenience for public transport passengers. • Other Local Town Centre locations may be considered where the location results in the Local Town Centre being central to the residential catchment that it serves and/or the location incorporates natural or cultural landscape features such as rivers and creeks, tree rows, topographic features or other heritage structures which assist in creating a sense of place.
Principle 3 Locate Local Town Centres in an attractive setting so that most people live within a walkable catchment of a Local Town Centre and relate to the centre as the focus of the neighbourhood.	• Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre. • Locate Local Town Centres in attractive settings and incorporate natural or cultural landscape features such creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. • The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.
Principle 4 Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.	• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan. • The design of the Local Town Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities. • The creation of land use precincts within the centre is encouraged to facilitate the clustering of uses. For example a 'medical precinct' where similar or synergistic uses should be sited together to promote stronger trading patterns. • The design of the Local Town Centre should also encourage a pattern of smaller scale individual tenancies and land ownership patterns within the Local Town Centre to attract investment and encourage greater diversity and opportunities for local business investment. • The Local Town Centre should generally be anchored by one full line supermarket and supported by specialty stores unless otherwise noted on the Local Town Centre Concept Plan. • Supermarkets and other commercial or community anchors or secondary anchors within the Local Town Centre should be located diagonally opposite one another across the main street and/or town square to promote desire lines that maximise pedestrian movement within the public realm. • A small access mall that address a supermarket/other 'large box uses' may be considered as part of the overall design. Such access malls may have a limited number of internalised shops. The primary access to the mall should be from the main street and/or the town square. • Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction. • Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre. • Flexible floor spaces (including floor to ceiling heights) should be incorporated into building design to enable localised commercial uses to locate amongst the activity of the Local Town Centre. • Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level. • Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Local Town Centre and at the edge of the Local Town Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre. • Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages. • Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities. • Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.

Principle 5 Focus on a public space as the centre of community life.	• A public space which acts as the central meeting place within the Local Town Centre must be provided. This public space may take the form of a town square, town park, public plaza space, public market place or a similar locally responsive option. • The public space should be located in a position where the key uses of the Local Town Centre are directly focuses on this public space to ensure that it is a dynamic and activated space. • The public space should be designed to function as the identifiable 'centre' or 'heart' with a distinctive local character for both the Local Town Centre and the broader residential catchment. • The public space should be designed as a flexible and adaptable space so that a range of uses can occur within this space at any one time. Such uses may include people accessing their daily shopping and business needs as well as providing a space where social interaction, relaxation, celebrations and temporary uses (such as stalls, exhibitions and markets) can occur. • The public space should be well integrated with pedestrian and cycle links around and through the Local Town Centre so that the public space acts as a 'gateway' to the activity of the centre. • The main public space or town square within the Local Town Centre should have a minimum area of 500sq m. Smaller public spaces which are integrated within the built form design, are surrounded by active frontages and facilitate high levels of pedestrian movement are also encouraged. • Footpath widths within and around the public space as well as along the main street should be sufficient to provide for pedestrian and mobility access as well as provide for outdoor dining and smaller gathering spaces.
Principle 6 Integrate local employment and service opportunities in a business friendly environment.	• A variety of employment and business opportunities should be planned through the provision of a broad mix of land uses and commercial activities. • A range of options and locations for office based businesses should be provided within the Local Town Centre. • Services and facilities to support home based and smaller businesses are encouraged within the Local Town Centre. • Appropriate locations for small office/home office ('SOHO') housing options which maximise the access and exposure to the activity of the Local Town Centre should be considered as part of the design process.
Principle 7 Include a range of medium and high density housing and other forms of residential uses within and surrounding the Local Town Centre.	• Medium and high density housing in and around the Local Town Centre is required to provide passive surveillance, contribute to the life of the centre and to maximise the amenity of the centre. • Medium and high density housing should establish in locations of high amenity around the Local Town Centre and be connected to the activity of the Local Town Centre through strong pedestrian and cycle links. • A range of housing types for a cross section of the community (such as retirement living) should be included in and around the Local Town Centre. • Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Local Town Centres with strong pedestrian and cycle links to the central activity area of the Town Centre. • The Local Town Centre design should avoid potential land use conflicts between residential and commercial uses by focusing on retail operations on the main street and around the town square and locating residential uses predominantly at the edge of the Local Town Centre and/or on upper levels. • Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Local Town Centres.
Principle 8 Design the Local Town Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.	• The Local Town Centre should be easily, directly and safely accessible for pedestrians, cyclists, public transport modes, private vehicles, service and delivery vehicles with priority given to pedestrian movement, amenity, convenience and safety. • The Local Town Centre should provide a permeable network of streets, walkways and public spaces that provide linkages throughout the centre and designated pedestrian crossing points. • The main street should be designed to comply with the relevant cross sections found within the precinct Structure Plan. • A speed environment of 40km/h or less should be designed for the length of the main street. • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations within the Local Town Centre. • Bus stops should be provided in accordance with the Department of Transport Public Transport Guidelines for Land Use and Development, to the satisfaction of the Department of Transport. • Bicycle parking should be provided within the street network and public spaces in highly visible locations and close to pedestrian desire lines and key destinations. • Supermarket and other 'large format' buildings should not impede on the movement of people around the Local Town Centre. • Key buildings within the Local Town Centre should be located to encourage pedestrian movement along the length of the street through public spaces. • The design of buildings within the Local Town Centre should have a relationship with and should interface to the public street network. • Car parking areas should be designated to ensure passive surveillance and public safety through adequate positioning and lighting. • Car parking areas should be designed to provide dedicated pedestrian routes and areas of landscaping. • On street car parking should be provided either as parallel or angle parking to encourage short stay parking. • Car parking ingress and egress crossovers should be grouped and limited. • Car parking ingress or egress and car parking areas accommodating heavy vehicle movements should be designed to limit the pedestrian/vehicle conflict. • Heavy vehicle movements (i.e. loading and deliveries) should be located to the rear and or side of street based retail frontages • Streets, public spaces and car parks should be well lit to Australian standards and with pedestrian friendly (generally white) light. Lighting should be designed to avoid unnecessary spill to the side or above. • All public spaces should respond appropriately to the design for mobility access principles.

Principle 9
 	
Create a sense of place with high quality engaging urban design.
	• Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Local Town Centre location and its surrounds.
	• The Local Town Centre design should seek to minimise amenity and noise impacts resulting from the mix of uses by maintaining separation and transitional areas between retail and housing activities, such as open space, road networks and community facilities.
	• The design of each building should contribute to a cohesive and legible character for the Local Town Centre as a whole.
	• Sites in prominent locations (such as at key intersections, surrounding public spaces and terminating key view lines and vistas) should be identified for significant buildings or landmark structures.
	• The design of building frontages should incorporate the use of a consistent covered walkway or verandah to provide for weather protection.
	• The built form should define the main street and be aligned with the property boundary.
	• Street facades and all visible side or rear facades should be visually rich, interesting and well articulated and be finished in suitable materials and colours that contribute to the character of the Local Town Centre.
	• Corner sites, where the main street meets an intersecting and/or arterial road should:
	  • Be designed to provide built form that anchors the main street to the intersecting road. This can be achieved through increased building height, scale and articulated frontages;
	  • Incorporate either 2 storey building or 2 storey elements (such as awnings and roof lines);
	  • Be developed to have a ground floor active frontage and active floor space component to the main street frontage; and
	  • Not be developed for standard single storey fast food outcomes.
	• Materials and design elements should be compatible with the environment and landscape character of the broader precinct.
	• The supermarket and secondary anchors should have frontages that directly address the main street and/or town square so that the use integrates with and promotes activity within the main street and public spaces/thoroughfares.
	• Supermarkets or large format retail uses with a frontage to the main street should use clear glazing to allow view lines into the store from the street. (Planning permits for buildings and works should condition against the use of white washed windows, excessive window advertising and obtrusive internal shelving or 'false walls' offset from the glazing).
	• Secondary access to the supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of the primary access from the main street and or town square.
	• The design and siting of supermarkets and other 'large format retail uses' should provide an appropriate response to the entire public domain. This includes but is not limited to car parking areas, predominantly routes and streets.
	• Retail uses along street frontages should generally include access points at regular intervals to encourage activity along the length of the street.
	• Retail and commercial buildings within the Local Town Centre should generally be built to the property line.
	• Public spaces should be oriented to capture north sun and protect from prevailing winds and weather.
	• Landscaping of all interface areas should be of a high standard as an important element to complement the built form design.
	• Urban art should be incorporated into the design of the public realm.
	• Street furniture should be located in areas that are highly visible and close to or adjoining pedestrian desire lines/gathering spaces and designed to add visual interest to the Local Town Centre.
	• Wrapping of car parking edges with built form, to improve street interface, should be maximised.
	• Car parking areas should provide for appropriate landscaping with planting of canopy trees and dedicated pedestrian thoroughfares.
	• Screening of centralised waste collection points should minimise amenity impacts with adjoining areas and users of the centre.
	• Where service areas are accessible from car parks, they should present a well designed and secure facade to public areas.
	• Mechanical plant and service structure roofs should be included within roof lines or otherwise hidden from view.

Principle 10
 	
Promote localisation, sustainability and adaptability.
	• The Local Town Centre should promote the localisation of services which will contribute to a reduction of travel distance to access local services and less dependence on the car.
	• The Local Town Centre should be designed to be sympathetic to its natural surrounds by:
	  • Investigating the use of energy efficient design and construction methods for all buildings;
	  • Including Water Sensitive Urban Design principles such as integrated stormwater retention and reuse (e.g. toilet flushing and landscape irrigation);
	  • Promoting safe and direct accessibility and mobility within and to and from the Local Town Centre;
	  • Including options for shade and shelter through a combination of landscape and built form treatments;
	  • Ensuring buildings are naturally ventilated to reduce the reliance on plant equipment for heating and cooling;
	  • Promoting passive solar orientation in the configuration and distribution of built form and public spaces;
	  • Grouping waste collection points to maximise opportunities for recycling and reuse;
	  • Promoting solar energy for water and space heating, electricity generation and internal and external lighting; and
	  • Investigating other opportunities for the built form to reduce greenhouse gas emissions associated with the occupation and the ongoing use of buildings.
	• Encourage building design which can be adapted to accommodate a variety of uses over time.
	• Ensure the Local Town Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.

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partners in creating new communities