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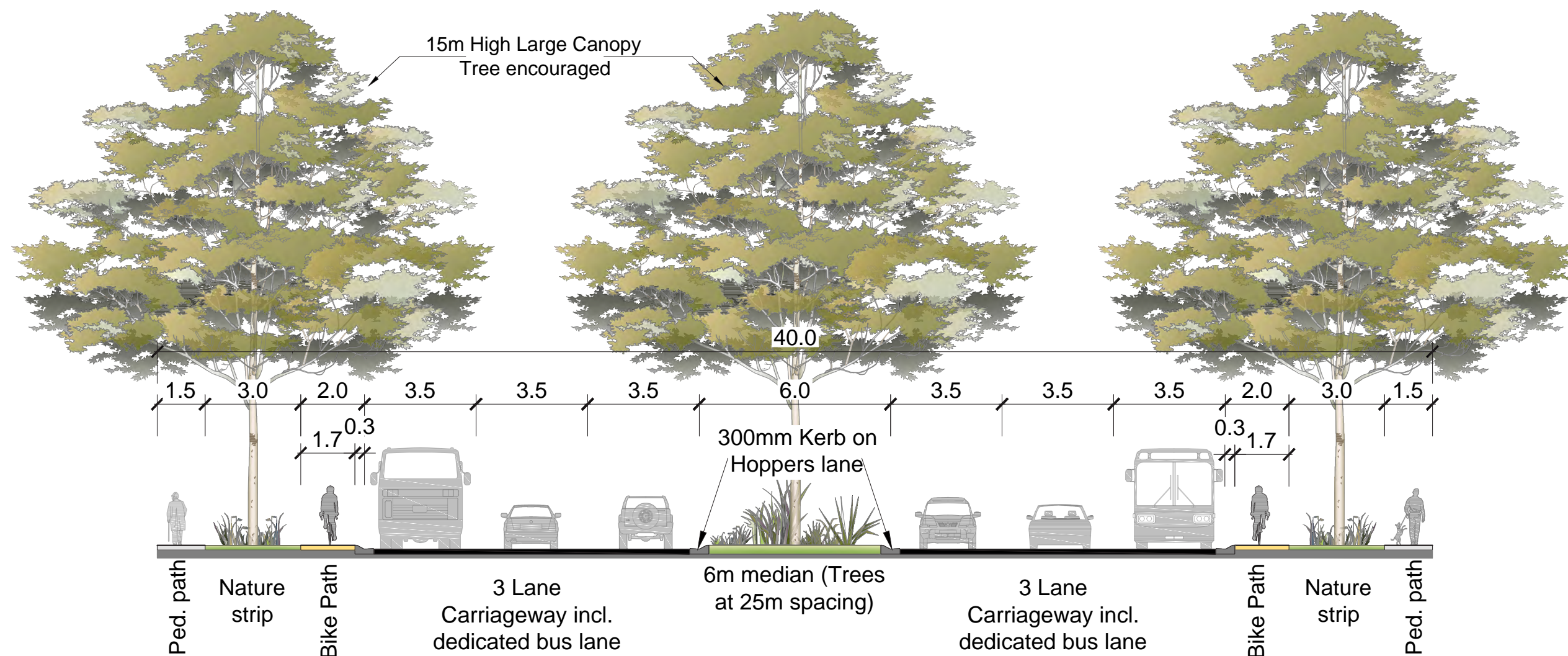
## Section 5 (S5) - Sneydes Parade 41.4m

- Princes Fwy to Hacketts Road

## Derrimut Road Extension 41.4m

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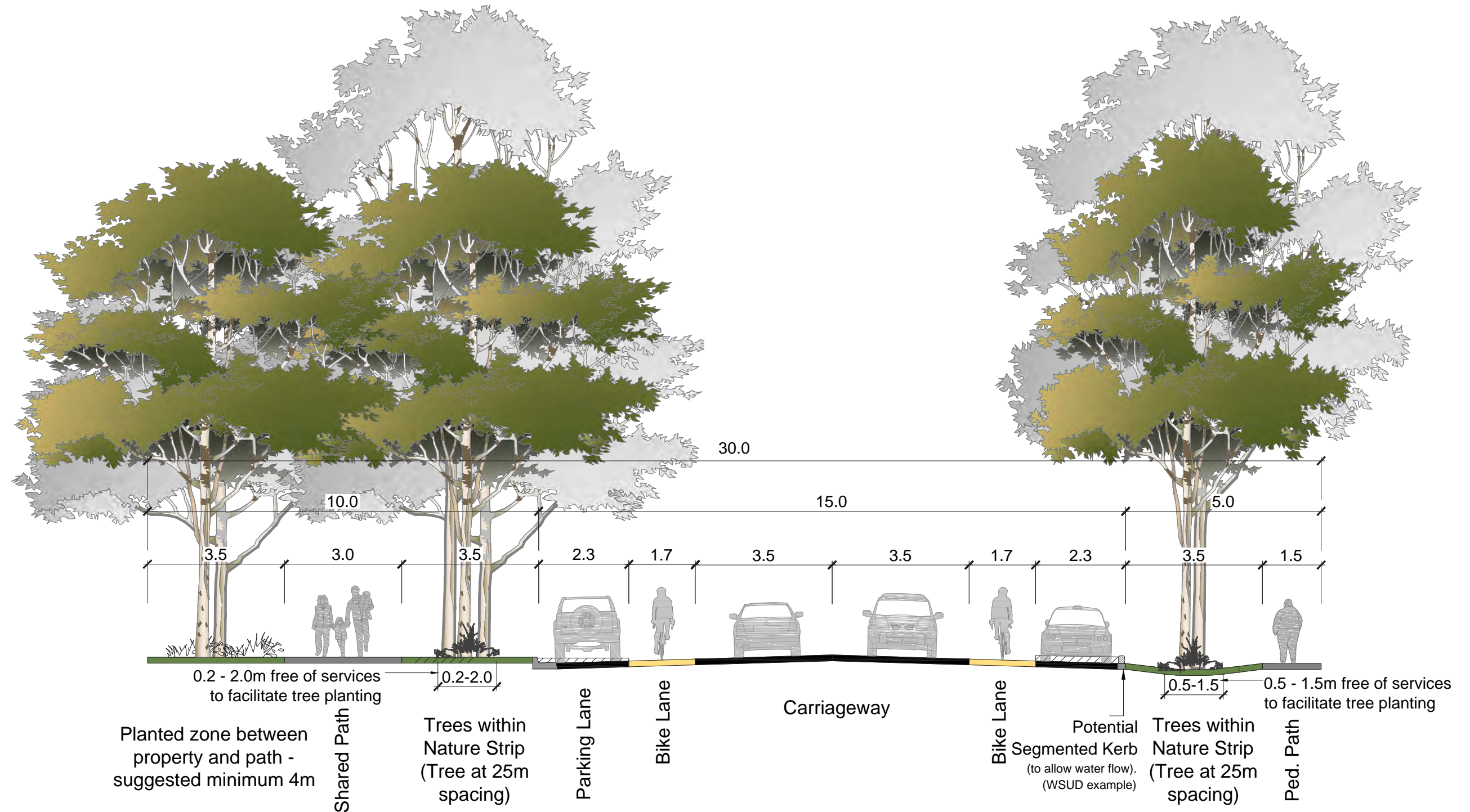




This zone to accommodate bus stops in spaces between trees, connected via sealed paths to pedestrian path network. Bike lane to be diverted to rear of bus stop (Tree at 25m spacing)

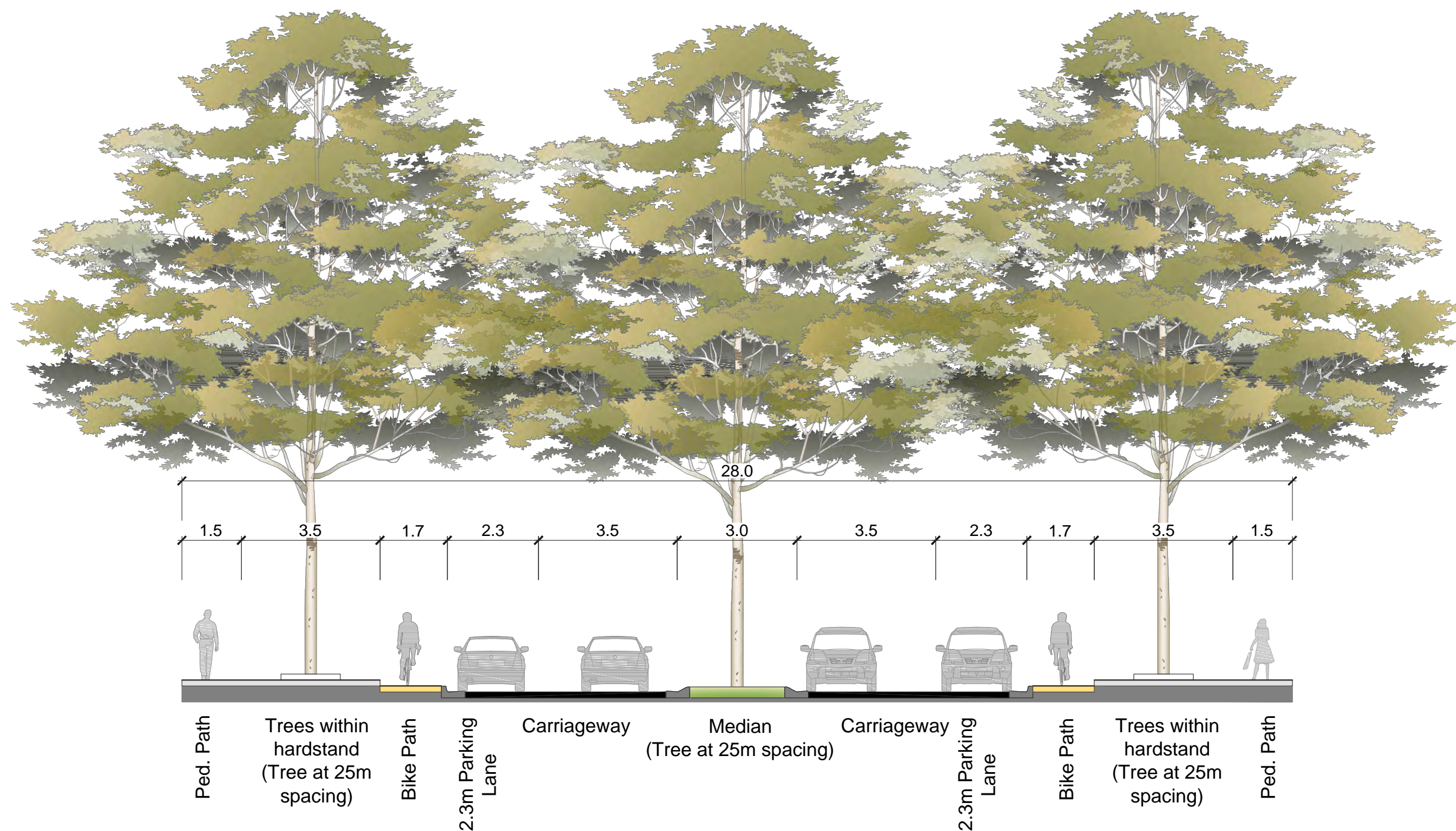
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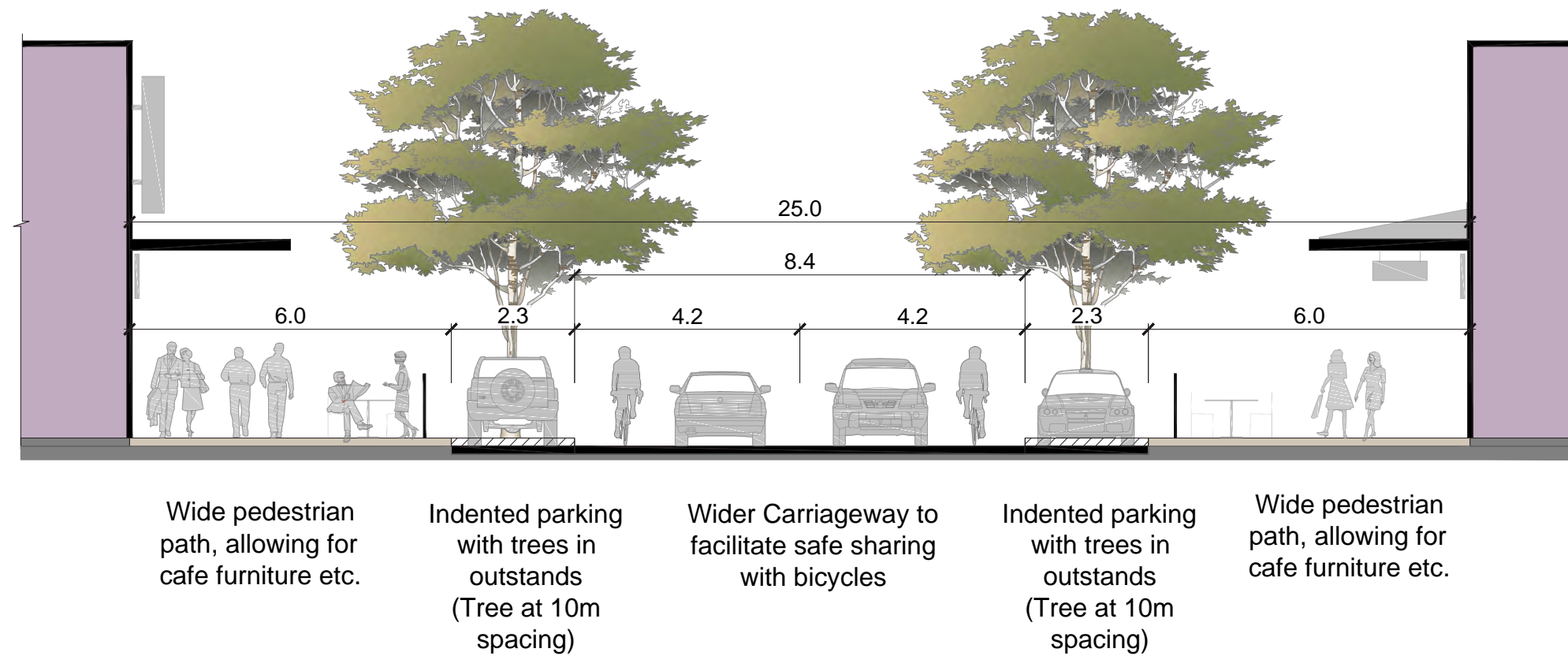


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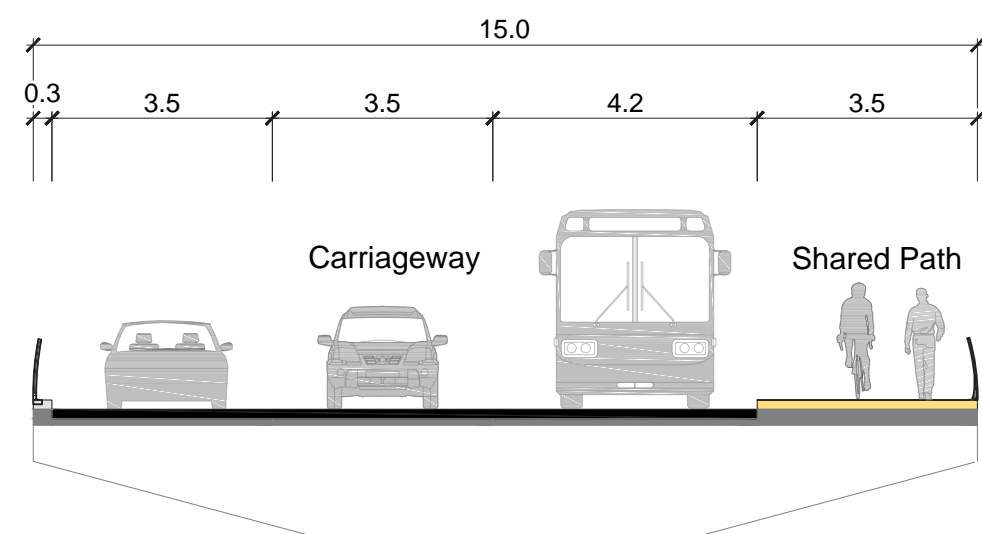
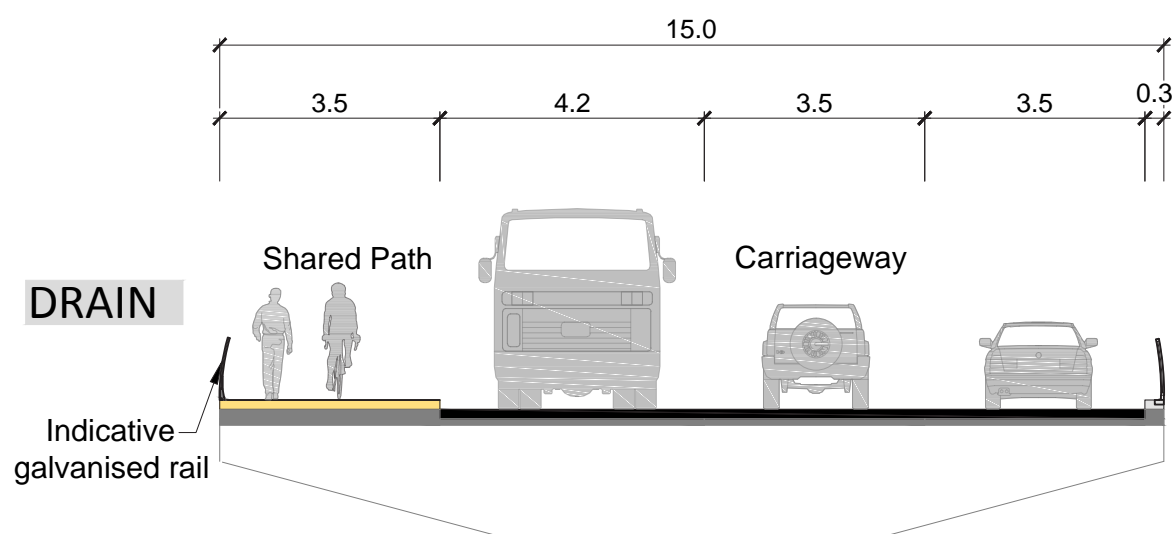
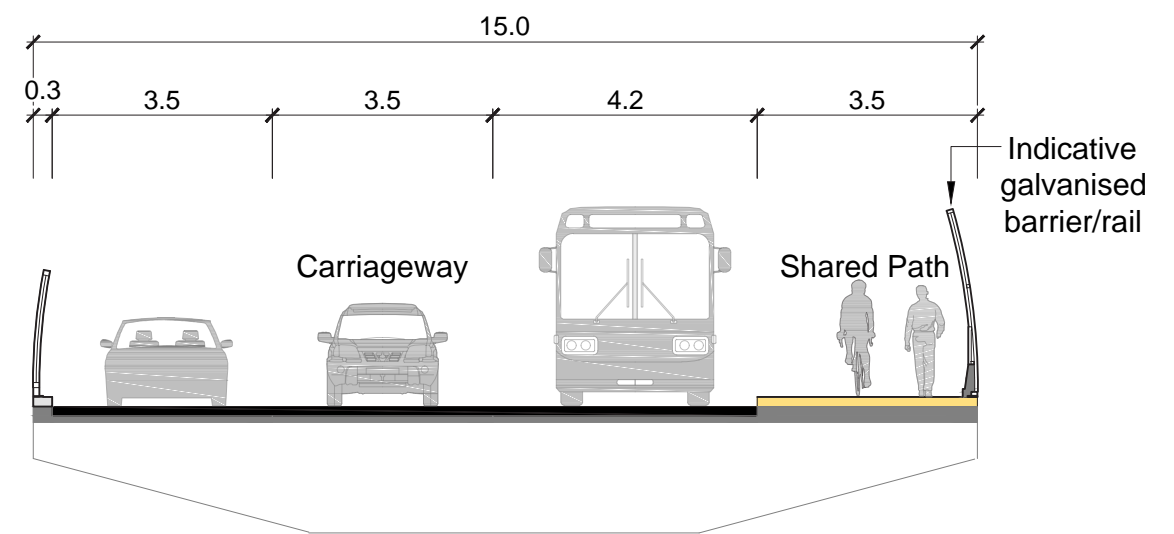
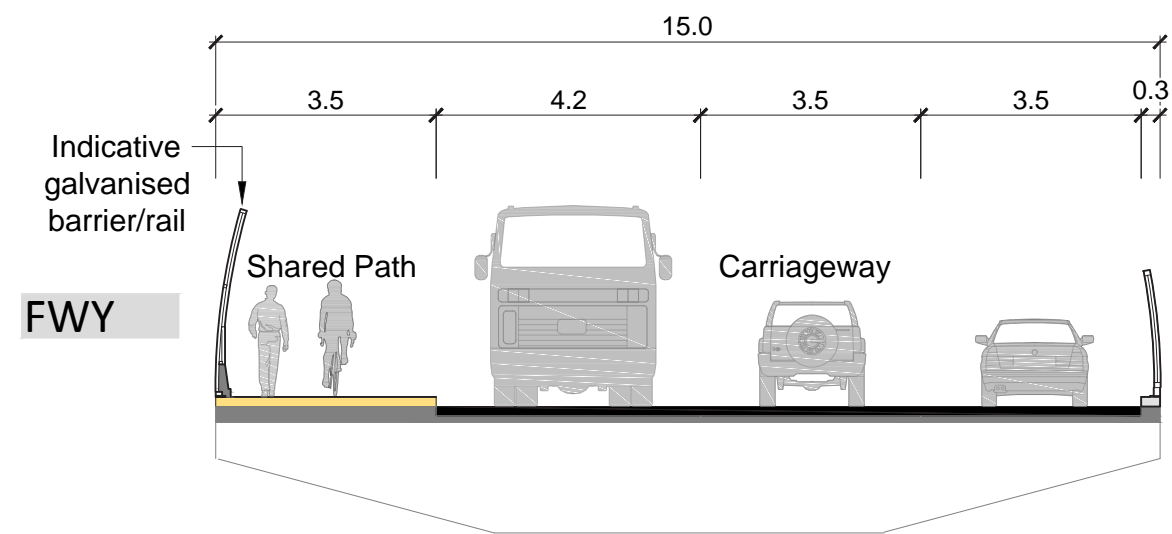


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## Section 9 (S9) MAIN STREET SECTION FOR:

- East Werribee Town Centre
- Wattle Avenue Local Town Centre
- Point Cook South West Local Town Centre



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# Section 10 (S10) Bridges across Princes Freeway and D1 drain



## 4.2 Local Town Centre Principles

PRINCIPLE	GUIDELINES
<b>PRINCIPLE 1</b>	
Provide every neighbourhood with a viable Local Town Centre as a focus of the community with a fine grain, closely spaced distribution pattern.	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Locate Local Town Centres with a distribution pattern of around one Local Town Centre for every square mile (2.58km<sup>2</sup>) of residential development.</li> <li>• 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.</li> </ul>
<b>PRINCIPLE 2</b>	
Locate Local Town Centres on a connector street intersection with access to an arterial road and transit stop.	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul>
<b>PRINCIPLE 3</b>	
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.	<ul style="list-style-type: none"> <li>• Ensure that 80-90% of households are within a 1km walkable catchment of a local or higher order Town Centre.</li> <li>• 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.</li> <li>• The design of the Local Town Centre should respect existing views and vistas to and from the Local Town Centre location.</li> </ul>
<b>PRINCIPLE 4</b>	
Provide a full range of local community and other facilities including a supermarket, shops, medical and recreation uses.	<ul style="list-style-type: none"> <li>• Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Town Centre Concept Plan.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> <li>• Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.</li> <li>• Shopfronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Local Town Centre.</li> <li>• 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.</li> <li>• Mixed Use precincts should provide retail and/or office at ground level, and office, commercial and residential above ground level.</li> <li>• 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.</li> <li>• Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.</li> <li>• Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.</li> <li>• Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.</li> </ul>

## 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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