4.0 APPENDICES

4.1 Local Town Centre – Design Guidelines 2
4.2 Street Cross Sections 6
4.3 Property Specific Land Budget 36
4.4 Local Convenience Centre Guidelines 38
4.5 Service Placement Guidelines 41
## 4.0 APPENDICES

### 4.1 Appendix A – Local Town Centre Design Guidelines

<table>
<thead>
<tr>
<th>LOCAL TOWN CENTRES</th>
<th>PERFORMANCE CRITERIA</th>
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<tbody>
<tr>
<td><strong>Principle 1</strong></td>
<td>Locate Village Centres in attractive settings and as the focus of the surrounding neighbourhood.</td>
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<td>• Locate Village Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value.</td>
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<td>• The design of the Village Centre should respect existing views and vistas to and from the Village Centre location.</td>
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<td><strong>Principle 2</strong></td>
<td>Focus on a public space as the centre of community life.</td>
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<td>• A public space which acts as the central meeting place within the Village Centre must be provided. This public space may take the form of a civic square, town park, foreshore park, public plaza space, public market place or a similar locally responsive option.</td>
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<td>• The public space should be located in a position where the key uses of the Village Centre are directly focused on this public space to ensure that it is a dynamic and activated space.</td>
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<td>• The public space should be designed to function as the identifiable centre or ‘heart’ with a distinctive local character for both the Village Centre and the broader residential catchment.</td>
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<td>• 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.</td>
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<td>• The public space should be well integrated with pedestrian and cycle links around and through the Village Centre.</td>
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<td>• The main public space or town square within the Village 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.</td>
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<td>• 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.</td>
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<td><strong>Principle 3</strong></td>
<td>Provide a range of retail, local community and other facilities within Village Centres.</td>
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<td>• Land uses should be located generally in accordance with the locations and general land use terms identified in Figure 1 and 2.</td>
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<td>• The design of the Village Centre should facilitate development with a high degree of community interaction and provide a vibrant and viable mix of retail, recreation and community facilities.</td>
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<td>• The design of the Village Centre should encourage a pattern of smaller scale individual tenancies and land ownership patterns to attract investment and encourage greater diversity and opportunities for local businesses.</td>
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<td>• Active building frontages should address the main street and town square to maximise exposure to passing trade, and promote pedestrian interaction.</td>
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<td>• Shop fronts should have varying widths and floor space areas to promote a diversity of trading opportunities throughout the Village Centre.</td>
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<td>• 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 Village Centre.</td>
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<td>• Childcare, medical centres and specialised accommodation (e.g. aged care/nursing home, student accommodation, and serviced apartments) should be located within the Village Centre and at the edge of the Village Centre to contribute to the activity of the centre and so these uses are close to the services offered by the centre.</td>
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<td>• Car parking areas should be located centrally to the site and to the rear and or side of street based retail frontages.</td>
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<td>• Car parking areas should be designed to accommodate flexible uses and allow for long term development opportunities.</td>
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<td>• Public toilets should be provided in locations which are safe and accessible and within the managed area of the property.</td>
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<td><strong>Principle 4</strong></td>
<td>Integrate local employment and service opportunities in a business friendly environment.</td>
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<td>• A variety of employment and business opportunities should be planned through the provision of a mix of uses and commercial activities.</td>
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<td>• Options for office based businesses should be provided within the Village Centre.</td>
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<td>• Services and facilities to support home based and smaller businesses are encouraged within the Village Centre.</td>
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<td>• Appropriate locations for small office/home office (SOHO) housing options which maximise the access and exposure to the activity of the Village Centre should be considered as part of the design process.</td>
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Principle 5
Include a range of medium and high density housing and other forms of residential uses within and surrounding the Village Centre.

**PERFORMANCE CRITERIA**
- Medium and high density housing in and around the Village 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 Village Centre and be connected to the activity of the Village 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 Village Centre.
- Specialised accommodation (such as aged/nursing care, student accommodation and serviced apartments) is encouraged at the edge of Village Centres with strong pedestrian and cycle links to the central activity area of the Village Centre.
- The Village 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/public space and locating residential uses predominantly at the edge of the Village Centre and/or on upper levels.
- Refer to the Small Lot Housing Code for further information about housing requirements for small lots around Village Centres.

Principle 6
Design the Village Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access.

**PERFORMANCE CRITERIA**
- The Village 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 Village 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 Village 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 Public Transport Victoria.
- 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.
- Supermarkets and other ‘large format’ buildings should not impede on the movement of people around the Village Centre.
- Key buildings within the Village Centre should be located to encourage pedestrian movement along the length of the street through public spaces.
- The design of buildings within the Village 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 7**
Create a sense of place with high quality engaging urban design.

**PERFORMANCE CRITERIA**
- Development should complement and enhance the character of the surrounding area by responding appropriately to key visual cues associated with the topography of the Village Centre location and its surrounds.
- The Village 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 Village 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 Village Centre.
- Corner sites, where the main street meets an intersecting connector street / 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.
- Any 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.
- Any 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 any supermarket from car parking areas should be considered where it facilitates convenient trolley access and does not diminish the role of primary access from the main street or town square.
- The design and siting of any 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 Village 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 Village 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 8**
Promote localisation, sustainability and adaptability.

**PERFORMANCE CRITERIA**
- The Village 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 Village 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 Village 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.
- Including suitable locally indigenous plant species in landscape treatments (particularly in the Fernlea Village Centre).
- Encourage building design which can be adapted to accommodate a variety of uses over time.
- Ensure the Village Centre has an inbuilt capacity for growth and change to enable adaptation and the intensification of uses as the needs of the community evolve.
4.2 Streetscape Cross Sections

Primary Arterial Road (6 lane)
Sunbury Road - Ultimate option 1
Secondary Arterial Road (6 Lane)
Lancefield Road (40.3m) Ultimate - option 2
NOTES:

- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
Connecter Road
Industrial (26m)

NOTES:
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads abut thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
NOTES:
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb
NOTES:
1. The majority of street blocks run generally parallel to the contours.
2. Road reserves are designed to safely accommodate grade changes.
3. Earth works between dwelling and street are minimised.
4. The grade of driveways is minimised for pedestrian safety. This may be achieved by setting garages/carports farther from the street for lots on the higher side of the street and closer to the street for lots on the lower side of the street.
5. The height of retaining walls is minimised by split level housing design and terrace_stepped retaining walls. As such grade changes are accommodated more evenly across the lots.
6. Flooding risks for properties lower than the street are minimised through kerbing heights and crossover/driveway profiles.
7. Solar access to dwellings is maximised though adequate distances/setbacks between retaining walls and buildings on the lower side of retaining walls. The depth and width of lots must enable these setbacks to be achieved.
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5. The height of retaining walls is minimized by split level housing design and terraced stepped retaining walls. As such grade changes is accommodated more evenly across the lots.
6. Flooding risks for properties lower than the street are minimized through grading, heights and crossover driveway profiles.
7. So is access to dwellings is maximized thought adequate distances/setbacks between retaining walls and buildings on the lower side of retaining walls. The depth and width of lots must ensure these setbacks to be achieved.

Local Access Street Level 1 (18m) on 15 - 20% Grade
NOTES:
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
NOTES:

- Minimum street tree mature height 15 metres.
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011).
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling.
Local Access Street
Interface with Rail Reserve

NOTES:
- A shared path is to be provided along the Rail reserve where shown on Plan 9
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack
- Fencing to the Rail reserve boundary is to be visually transparent
Local Access Street Level 1
Interface with Constructed Waterway

NOTES:

- Waterway widths are to be consistent with Plan 10 and subject to Melbourne Water approval.
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9.
- Indicative open space and road cross section shown abutting waterway.
Local Access Street
Interface with High Voltage Transmission Line (Eastern precinct boundary)

NOTES:
- Electricity transmission easement running alongside proposed connector street. Transmission easements features landscaping and shared path trail.
- verge of connector road integrates with the landscaping within easement.
- Easement to also be a focus for water quality treatment where practical.
- Planting should be small to medium sized indigenous trees to outer edge of electricity easement eg Red Flowering Gum (Corymbia ficifolia), and planting associated with water quality treatment (wetlands, rain gardens etc).
- Shared and pedestrian paths within easement subject to written agreement of Power Authority; Road reserve to be increased to accommodate shared path if no agreement.
Local Access Street
Interface with Transmission Line (Harker Street line)
Regionally Significant Landscape:
Escarpment top - Visually sensitive
Regionally Significant Landscape:
Escarpe top - Non visually sensitive
Redstone hill Indicative views across rooftops
## 4.3 Property Specific Land Use Budget

<table>
<thead>
<tr>
<th>Property Specific Land Use Budget</th>
<th>Residential</th>
<th>Transport</th>
<th>Community &amp; Education</th>
<th>Open Space</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RESIDENTIAL</strong></td>
<td>7.01</td>
<td>1.26</td>
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**Note:** The table above represents the breakdown of different land use categories for the Sunbury South Precinct Structure Plan.
<table>
<thead>
<tr>
<th>Road ID</th>
<th>R11 (Gellies Rd)</th>
<th>R7 (Sunbury Rd)</th>
<th>R1 (Obeid Dr)</th>
<th>R4 (Buckland Wy)</th>
<th>R5 (Fox Hollow Dr)</th>
<th>R3 (Railway)</th>
<th>EMPLOYMENT</th>
<th>TOTAL AREA (HECTARES)</th>
<th>NET DEVELOPABLE AREA % OF INVESTIGATION AREA</th>
<th>SUNBURY SOUTH PRECINCT STRUCTURE PLAN - November 2016</th>
</tr>
</thead>
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</tr>
</tbody>
</table>

**TOTALS:**

- **Transport:**
  - **Arterial Road - Existing:**
    - **Total Area (Hectares):** 11.26
  - **Net Developable Area % of Investigation Area:** 100.00%

- **Arterial Road - New:**
  - **Total Area (Hectares):** 24.49
  - **Net Developable Area % of Investigation Area:** 99.38%

- **Non-Arterial Road - New:**
  - **Total Area (Hectares):** 24.96
  - **Net Developable Area % of Investigation Area:** 100.00%

- **Flaring (ICP Land):**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

- **Public Transport Facilities - Future Rail:**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

- **Utilities Easements:**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

- **Landscaping Values:**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

- **Open Space:**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

- **Transport Community & Education Open Space:**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

- **Other:**
  - **Total Area (Hectares):** 0.00
  - **Net Developable Area % of Investigation Area:** 0.00%

**Note:**

- All areas are calculated based on the planning framework set by the Victorian Planning Authority (VPA) and are subject to change based on future developments and revisions.
### 4.4 Local Convenience Centre Guidelines

<table>
<thead>
<tr>
<th>PRINCIPLES</th>
<th>GUIDELINES</th>
</tr>
</thead>
</table>
| **Principle 1**<br>Provide smaller neighbourhoods with a viable Local Convenience Centre which offers accessible services to the surrounding community. | • Local Convenience Centres should be planned in conjunction with Local Town Centres in order to deliver a fine grain distribution of town centres within the region.  
• Local Convenience Centres should be planned for neighbourhoods that contain less than 8,000 people and are located more than 1km away from a Local Town Centre or higher order town centre.  
• Locate Local Convenience Centres in locations which are central to the residential community they serve and that provide exposure to passing traffic.  
• Where appropriate, locate Local Convenience Centres in attractive settings and incorporate natural or cultural landscape features such as creeks and waterways, linear open space, pedestrian and cycle links and areas of high aesthetic value. |
| **Principle 2**<br>Provide a range of local services and facilities which are appropriate to the Local Convenience Centre location and the catchment that it serves. | • Land uses should be located generally in accordance with the locations and general land use terms identified on the Local Convenience Centre Concept Plan.  
• The design of the Local Convenience Centre should facilitate development with a high degree of community interaction and provide an appropriate mix of retail, commercial and community facilities to suit the catchment that the Local Convenience Centre serves.  
• The design of the Local Convenience 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.  
• Active building frontages should address the primary street frontage to maximise exposure to passing trade, and promote pedestrian interaction. |
| **Principle 3**<br>Design the Local Convenience Centre to be pedestrian friendly and accessible by all modes including public transport, while enabling private vehicle access. The Local Convenience 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. | • Public transport infrastructure/facilities should be planned for commuter friendly/convenient locations adjacent to the Local Convenience 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.  
• The design of buildings within the Local Convenience Centre should have a relationship with and should interface to the public street network.  
• 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 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.  
• 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. |
| **Principle 4**<br>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 Convenience Centre location and its surrounds.  
• The Local Convenience 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 Convenience 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 primary street frontage 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 Convenience Centre.

Materials and design elements should be compatible with the environment and landscape character of the broader precinct.

If a supermarket is proposed, the supermarket should have a frontage that directly address the primary street frontage so that the use integrates with and promotes activity within the public realm.

Supermarkets with a frontage to the primary street frontage 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 a 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 primary street frontage.

The design and siting of supermarkets 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 Convenience 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 Convenience 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 5**

**Promote localisation, sustainability and adaptability.**

The Local Convenience 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 Convenience 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 Convenience 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.
4.5 Appendix D: Service Placement Guidelines

**STANDARD ROAD CROSS SECTIONS**

Figures 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)* outline placement of services for a typical residential street environment. This approach is appropriate for the majority of the ‘standard’ road cross sections outlined in Appendix 4.3 containing grassed nature strips, footpaths and road pavements.

**NON-STANDARD ROAD CROSS SECTIONS**

To achieve greater diversity of streetscape outcomes in Melbourne’s growth areas, which enhances character and amenity of these new urban areas, non-standard road cross sections are required. Non-standard road cross sections will also be necessary to address local needs, such as fully sealed verges for high pedestrian traffic areas in town centres and opposite schools. This PSP contains suggested non-standard ‘variation’ road cross sections, however other non-standard outcomes are encouraged.

For non-standard road cross sections where service placement guidance outlined in Figure 003 and 004 in the *Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)* is not applicable, the following service placement guidelines will apply.

<table>
<thead>
<tr>
<th>SERVICES</th>
<th>UNDER PEDESTRIAN PAVEMENT</th>
<th>UNDER NATURE STRIPS</th>
<th>DIRECTLY UNDER TREES1</th>
<th>UNDER KERB</th>
<th>UNDER ROAD PAVEMENT</th>
<th>WITHIN ALLOTMENTS</th>
<th>NOTES</th>
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<tr>
<td>SEWER</td>
<td>Preferred</td>
<td>Possible</td>
<td>Possible</td>
<td>No</td>
<td>Possible</td>
<td>Possible</td>
<td>Can be placed in combined trench with gas</td>
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<tr>
<td>POTABLE WATER</td>
<td>Possible2</td>
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<td>Preferred</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Can be placed in combined trench with potable water</td>
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<tr>
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<tr>
<td>GAS</td>
<td>Possible2</td>
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<td>No</td>
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<td>Possible</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>Pits to be placed either fully in footpath or nature strip</td>
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<tr>
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<td>Possible</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Pits to be placed either fully in footpath or nature strip</td>
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<td>Possible</td>
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<td>Preferred</td>
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</tr>
</tbody>
</table>

**NOTES**

1. Trees are not to be placed directly over property service connections
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes
3. Where allotment size/frontage width allows adequate room to access and work on a pipe
4. Where connections to properties are within a pit in the pedestrian pavement/footpath

**GENERAL PRINCIPLES FOR SERVICE PLACEMENT**

- Place gas and water on one side of road, electricity on the opposite side
- Place water supply on the high side of road
- Place services that need connection to adjacent properties closer to these properties
- Place trunk services further away from adjacent properties
- Place services that relate to the road carriageway (eg. drainage, street light electricity supply) closer to the road carriageway
- Maintain appropriate services clearances and overlap these clearances wherever possible